ANC 6C Transportation and Public Space Committee
Kaiser Permanente Capitol Hill Medical Center
700 2nd St. NE, Room G3-G4
Thursday, May 3, 2018
7:00 pm

REPORT

In Attendance
Mark Kazmierczak, chair
Jay Adelstein
Kate Kemmerer
Mark Eckenwiler
Josh Linden
Christy Kwan
Emily Diamond-Falk

1. CAVA Grill, 523 H St. NE | Unenclosed Sidewalk Café | Application #10574315

Application for a new sidewalk café for a fast-casual restaurant. The applicant presented a preview of their application at the February committee meeting. At the time of the meeting an application had not yet been submitted. The café will be on the 6th St side of Cava and consist of tables with 2 or 4 seats for a total occupancy of 28. No ropes or fencing will surround the café, and a minimum 10 ft. clearance to the nearest obstruction (trees). There will be no awnings or umbrellas. Alcohol is not served at this location. Hours of operation will be 11am-10pm, 7 days a week.

The committee voted unanimously in February to advise the ANC that the committee supports the concept and will consider the full application once it is filed with DDOT. The committee also wanted to explore the possibility of a graduated seating plan, wherein the initial approval would be for a limited number of seats and potentially increase at a later date following a period without significant complaints.

Representatives: Jeff Polhemus, Tina LaVelle; CAVA [6C05]

The committee was generally supportive of the café and raised a few questions about details.
1) Trash – The committee asked that there be a trash receptacle outside, but in order to discourage use of to-go- containers by dine-in customers, suggested that the opening not be large enough to fit the to-go bowls. The applicant was receptive to the suggestion.
2) Tables and chairs – the applicant stated they would be chained up overnight. The committee requested they be stacked to further discourage use after hours. The applicant agreed.
3) Size of café – the committee discussed the potential for disruption to the neighbors and the idea of reducing the size of the café, at least temporarily. Also pointed out was that the 10’ of clearance to the tree boxes is actually slightly less due to the cobblestones around the trees. Ultimately the size and location as presented was accepted. Noise should be minimal, as there is no alcohol served, the restaurant closes at 10:00 pm, and the peak business is around lunch time.

Motion: Recommend the ANC support the application, with the stipulations that appropriate trash receptacles be provided as described above and tables and chairs be stacked overnight.

Vote: Passed, 6 – 0 – 1.

Meetings are open to the public and residents are encouraged to attend.

The full Advisory Neighborhood Commission (ANC 6C) usually meets on the second Wednesday of every month at 7:00 pm and will vote on all committee recommendations. Non-voting items from this committee meeting may be omitted from the full ANC agenda. Commission meetings are held at the Heritage Foundation, 214 Massachusetts Avenue NE. For a complete ANC schedule and agenda, see http://anc6c.org/.
2. **Union Station Expansion Project**

On March 22, the Federal Railroad Administration (FRA) held a public meeting to share information on elements of the Union Station Expansion Project, including rail, bus, vehicle transportation, pedestrian, and bicycle planning. The Committee will independently review materials from that meeting in order to provide feedback on the plans.

*About the project:*
The Washington Union Station Expansion Project would expand and modernize Washington Union Station in order to provide a positive customer experience; support rail service and operational needs; facilitate intermodal transportation; preserve and maintain the historic station; sustain the economic viability; and integrate with the adjacent neighborhoods, businesses, and planned development.

The Project is proposed by Union Station Redevelopment Corporation in coordination with the National Railroad Passenger Corporation (Amtrak). In accordance with the National Environmental Policy Act (NEPA), FRA is preparing an EIS to evaluate the potential impacts to the environment of the proposed Project.

Representative: None [6C04] Materials can be found at [https://www.fra.dot.gov/Page/P1097](https://www.fra.dot.gov/Page/P1097)

The committee had a thorough discussion of the proposals and their potential affects on the surrounding neighborhood. The consensus was that too many major traffic functions such as pick-up/drop-off zones, parking entrances, taxi/ride-hailing, and intercity bus loading are forced onto residential streets rather than being incorporated within the design of the station. The H Street entrance in particular can be designed to accommodate much more of these services. Likewise, the parking structures, be they underground or above ground, can also host some of these functions. Finally, the committee felt that while they are opposed to above-ground parking structures, the options with the underground parking are not acceptable as the only access point is from K Street, which will create an enormous traffic burden to the neighborhood.

The committee also suggested that DDOT needs to be much more involved in the planning than they currently are, and that a letter should be sent to the director suggesting as much.

**Motion:** Recommend the ANC send two letters:

1) To the FRA/Union Station Expansion Project, stating:
   a. The design needs to deprioritize neighborhood residential streets for primary station functions such as intercity buses, pick-up/drop-off zones, and parking entrances. The parking garage and a newly designed H Street bridge should accommodate these instead.
   b. K St. NE should not be used for any motor vehicle access point, parking or otherwise. This will create an enormous traffic burden to the entirely residential neighborhood to the east.
   c. The cycle track on 1st St. NE should not be moved to the west side of the street, which will result in additional conflicts with intersecting streets as well as incompatibility with the rest of the cycle track further to the north which remains on the east side.

2) To DDOT director Jeff Marootian, suggesting the DDOT become more heavily involved in the project.

**Vote:** Passed, 6 – 0 – 1.
3. Select Neighborhood Issues

Resident Joe McCann (former Committee chair) would like the Committee to consider some issues of concern around the neighborhood, including:

- Making Delaware Ave NE (by the REI) one-way northbound
- Traffic and pedestrian safety issues in the Union Market area
- Etc.

Representative: Joe McCann

The committee discussed two items from around the neighborhood.

1) Delaware Avenue NE.
The ANC has pointed out on several occasions the dangers at the intersection of M St. and Delaware Ave NE, caused by eastbound vehicles turning right from M St. to Delaware Ave. The turn is too sharp for most vehicles to make and bicycles and pedestrians coming eastbound are difficult to see and vulnerable to being struck by turning vehicles. In December 2016, the ANC sent a letter to DDOT requesting Delaware Ave. be made one-way northbound from M St. to the loading docks of the Uline Arena. Given that construction on the 100 block of M St. NE—which was causing traffic to be diverted south on Delaware Ave.—is concluding, the committee wanted to reiterate its position.

Motion: Recommend the ANC send a letter to DDOT re-stating its request to change Delaware Ave. to one-way northbound, with the original December 2016 letter attached.

Vote: Passed, 6 – 0.

2) Union Market traffic and pedestrian safety.
The committee discussed the condition of streets and sidewalks in the Union Market area. The concern is that the area has rapidly transitioned from a purely commercial warehouse district to a largely pedestrian-focused activity center, but the roads and sidewalks do not support a walkable community. Issues include extremely wide roads with no lane markings; poorly placed or nonexistent street signage including stop signs and one-way signs; and narrow, poorly maintained sidewalks. In addition, some intersections (e.g., Morse and 5th St.) should be made into four-way stops. The committee felt the area needs a comprehensive vision that is not being provided, and that DDOT should have a project manager specifically focused on this area.

Motion: Recommend the ANC send a letter to DDOT highlighting the public safety urgency of the conditions in the Union Market area, including specific examples where improvements can be made, and recommending that a project manager be put in charge of overseeing improvements to the area in a comprehensive, directed manner. The letter should also request Sam Zimbabwe attend the next committee meeting to discuss these issues.

Vote: Passed 6 – 0.