



February 11, 2020

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Mathew Marcou, Chair of Public Space Commission  
District Department of Transportation  
55 M Street SE  
Washington DC 20003  
Via: PublicSpace.committee@dc.gov.

Re: Public Space Construction Application # 343693 by the D.C. Department of General Services (DGS) Phase One of the Eastern Market Metro Park Project (EMMPP)

Dear Mr. Marcou,

At a properly noticed regular meeting of ANC 6B on February 11, 2020, with a quorum present, the commission voted 9-0-0 to inform the Public Space Committee that it has reviewed the construction permit application by the DC Department of General Services (DGS) to implement phase one of the Eastern Market Metro Park Project (EMMPP) and has the following comments:

ANC 6B supports this submission, but only if the following two conditions are met prior to final approval:

- 1) **The applicant's Lighting Plan must conform to the public safety concerns of MPD noted in their objection filed on 1/30/20.**
  - a) The applicant's photo-metric study shows very low levels of illumination (0.1cf,0.2cf) in the playground area as well as in the nature room area in the southeast section of the site and the pathway leading to 9<sup>th</sup> St SE, Grace Church Condominiums and the 900 Block of D Street SE. MPD has flagged the lower illumination, particularly in the playground, as a potential safety issue serious enough to warrant their decision to register an Objection. ANC6B shares this concern and raised a similar point in a previous review to the PSC of this project (9/18/19).
  - b) At core is a fundamental issue of whether public safety on this particular site is better served by intentionally limiting nighttime illumination in some areas of the park or by, to some degree, illuminating them.
  - c) The decades-long experience of the community with this site is that the presence of shadowed/dark areas, particularly in warmer months, attract illicit activity while simultaneously reducing residents' willingness to venture into or even cross the park after dark.
  - d) Moderately activating the site in the evening hours on a regular basis, through activities such as walking dogs, is one of the few tools we have to

sustainably enhance the public safety environment in this site and surrounding areas. The current lighting plan does not support this.

- e) *ANC 6B's position is that MPD must be the final arbiter of assessing what measures contribute best to a safe environment for members of the community.*

**2) Submission by the Applicant of a well-delineated site-specific Maintenance Protocol/Agreement must be seen as a prerequisite for Final Approval of this construction permit.**

- a) ANC 6B has raised the same point in 3 previous reviews. Yet, at this late stage of review, the only document in the project files is a Maintenance Covenant previously concluded between DGS and DDOT relating to another site (Tanner Park).
- b) In its October 24, 2019 meeting, the PSC gave concept approval to this project despite ANC 6B's expressed concern of the failure of the applicant to provide the formal components of a maintenance plan.
- c) In that meeting, you noted that DGS' institutional commitment to take full responsibility for this function was, for the PSC, a sufficient undertaking at the Concept Approval stage. At the same time, you assured ANC 6B commissioners present at the hearing that the PSC would not provide final approval to begin construction without the applicant delineating, and the PSC specifically vetting, details of operational responsibility, tasks and budget for each component/sector relevant to this site. We rely on that assurance.
- d) Given that DDOT Urban Forestry limits its formal responsibility for plantings to its care of trees, (and only after warranty period), the community, based on experience with other public spaces, has a specific concern that all non-tree plantings as well as existing and warranty period new trees are subject to an appropriate and consistent maintenance regime and that the scope of these responsibilities be transparently articulated.
- e) Recent communication with DGS has made it clear that all trash cleanup and removal are to be separately made the responsibility of the Capitol Hill BID. We support this idea however only do so if DGS (i) retains ultimate responsibility for this function as it does for all other maintenance tasks and (ii) spells out its agreement with the BID in a written memorandum signed by both parties and reviewed by the PSC which, inter alia, details the exact role of the BID and a schedule of trash can emptying as well as collection of loose refuse on the site. In the absence of these steps, a government agency has devolved a responsibility onto a non-governmental entity and the community has lost any link to activate its legitimate expectations of accountability.
- f) Daily unlocking/locking of the two playground gates, the sole maintenance task assigned to DC Department of Parks and Recreation, deserves special mention. The darkness of the playground in the current lighting plan, combined with the DGS choice to provide a gate fronting directly onto the D street sidewalk to the north represents a serious public safety issue if, as was the pattern with the temporary playground, the gate is frequently left unlocked at night. Mayor Bowser, in her visit to the site on December 17, personally committed to ANC6B that the process for the permanent facility would run smoothly. We rely on this assurance as well. We also request that DPR include in its signage for both gates specific information for users to report gates that remain open at night or locked in the morning.
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In regard to the construction process, ANC 6B requests that the applicant:

- Participate in a meeting, prior to beginning of construction, to brief the community and answer any questions/concerns which residents might have.
- Be cognizant of the limitations of DGS community advisory team as a vehicle for review and dissemination of construction plans and impacts on residents living in close proximity to the work zone. All members of EMMPAT live at least a quarter mile away from the site and have no reliable means of consistently reaching out to residents living near the site. Contact households directly or link through ANC 6B commissioners responsible for areas close to the site.
- Take special note of the fact that one residential block, the 800 block of D Street SE, has been included within the work zone and provide timely notices regarding street and/or sidewalk closures or other potential disruptions. The block includes residents with physical impairments as well as a number of senior citizens.
- Establish, disseminate and take steps to enforce prohibitions against the parking of work-related or personal vehicles of contractors and workers engaged on the construction site on surrounding residential streets.

We recognize, as you noted in the October PSC meeting, that the Committee's ambit does not include the specific traffic-circulation measures proposed by the project. In closing, however, we would like to share with the Committee, for information purposes, a letter dated January 16, 2020 submitted by ANC 6B to Directors of both DDOT and DGS, summarizing our review of the project's traffic impact study, in which we endorsed all traffic circulation proposals of the project plan with the exception of the two proposed traffic reversals on the 700 and 800 blocks of D Street SE which ANC 6B voted unanimously to reject. We have also, for the Committee's convenience, attached ANC 6B's three previous reviews of the EMMP project.

Please contact Commissioner Steve Holtzman, Chair, ANC 6B Livable Communities Task Force, at 202-489-6542, or [6b05@anc.dc.gov](mailto:6b05@anc.dc.gov), or Commissioner Brian Ready, Chair, ANC 6B, at 312-371-4745 or [6b03@anc.dc.gov](mailto:6b03@anc.dc.gov) if you have questions or need further information.

Sincerely,



Brian Ready  
Chair, ANC 6B

cc:

Jeffrey Marootian, Director, DC Department of Transportation  
Garrett Everett, Secretary of Public Space Committee  
Keith Anderson, Director of DC Department of General Services  
Delano Hunter, Director DC Department of Parks and Recreation  
Charles Allen, DC Councilmember  
Mary Cheh, DC Councilmember  
Robert White, DC Councilmember  
Morgan Kane, Commander First District MPD

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July 25, 2019

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Mr. Jeffrey Marootian, Director  
District Department of Transportation  
55 M Street SE  
Washington, DC 20003

VIA: Jeffrey.Marootian@dc.gov

Re: Request that consideration of Public Space Application #333326 Department of General Services Eastern Market Metro Park Project (EMMPPS) be deferred for one month

Dear Director Marootian,

At a regularly scheduled and properly noticed meeting on July 9, 2019, Advisory Neighborhood Commission 6B voted 9-0-0 (with 5 Commissioners required for a quorum) to request that the Public Space Committee defer its consideration of permit application #333326, currently scheduled to be heard at the committee's meeting on August 22, 2019. We ask that the Committee postpone its review of this permit application for one month until its September hearing. Without this extension, we do not believe that ANC 6B can fulfill its mandated responsibilities in the provision of a timely and robust review of the application being considered by the Committee.

The significance of this project for our community extends far beyond the magnitude of financial resources allocated by District government for its implementation. It's objective, to reshape the largest public space in our ANC, the Eastern Market Metro Plaza and nearby parcels of land, makes it perhaps the most important public investment in our community in a generation. Its completion is eagerly anticipated by local residents, especially given the context of two previous stillborn attempts to invest in this space during the past decade. In this light, ANC 6B takes very seriously any recommendation which results in even a brief delay of getting these improvements off the ground and available for the community to benefit from.

There are many stakeholders in this initiative, and, like any public undertaking, it must be measured by the overall public good. However, at the end of the day, the local residents of ANC 6B will, by far, be the predominant users of this space and hearing their voices is, inescapably, a fundamental aspect of any deliberation.

The public consultation process implemented by DGS has had limitations. ANC 6B has made efforts to supplement this process. But the reality is that this project design has gone through many iterations since its inception last October. With each of the multiple reviews by city-wide regulatory bodies, components of the project design, and their relation to one another, have changed. Consequently, community consultations conducted around earlier iterations of the design, while still significant, cannot represent an adequate sounding of residents' views of the plans submitted to the Public Space Committee on July 5<sup>th</sup>. To take one example, DGS, in response to comments of the Fine Arts Commission has in the past few weeks, removed every shade structure from the project plan despite shade consistently being one of the top priorities expressed by the community to make these spaces viable.

ANC 6B is fully prepared to rapidly develop and implement a suitable process of consultation of the current design as a basis for our review. We can do so in a period of 3-4 weeks. But, we cannot adequately do so in late July and August for the reasons detailed below. And there are a number of key inputs and elements of design which are fundamental to our ability to assess the project's suitability and viability and which we had fully expected to see publicly available by this stage of project preparation, but which are not, at this date, accessible to the public. They may be in process or they be already complete. We don't know. But we do know that they have not been made publicly available and the ANC and members of the community have not seen them.

1. **The project design materials provided with the application do not include three critical areas of information.** Our conclusion is that the community view of the project is impossible to fully gauge without them.
  - a. **There has been no publicly disseminated determination of even an indicative budget of this project and how it corresponds to the funds available at the current time for its implementation.** DGS has transparently made clear from the onset that there would be a gap between currently available funds and funds required to complete the project. It has dealt with this dilemma by asserting that large parts of the project would be completed, and other parts would be fully designed and costed to be "brought off the shelf" when sufficient funds are allocated. From the materials provided with the permit application, there is no way to evaluate whether the drawings represent a cost-effective utilization of available funds to complete the entire plan in the 18 month period laid out in the application or, alternatively, a combination of implementable components blended with components which, in fact, will not be immediately realized.
  - b. **DGS has not finalized and publicly disseminated the project's Transportation Study which underpins the design of a number of proposed components.** While data collection was completed over 3 months ago, DGS has denied several ANC requests to see the study or receive any written or oral sense of any of its findings. As recently as July 9<sup>th</sup>, DGS informed us that the study was "not finalized" and could not yet be shared. The Community Advisory Team that DGS appointed has also not seen the study nor was it asked to comment on or shown the terms of reference for the study. Given the proposed components of the project include, inter alia, closing two slip lanes connecting 8<sup>th</sup> Street SE to create parklets, moving bus shelters and reversing direction of traffic on a one-way residential block adjoining the proposed playground, there are parts of this design which

are fundamentally dependent upon conclusions of a study no one outside the DC government has seen. The reversal of the direction of traffic on the 800 block of D Street is particularly contentious and openly opposed by a large number of residents on that block and adjoining blocks of 8<sup>th</sup> and 9<sup>th</sup> Sts SE. The ANC had intended to have a special consultation solely devoted to this issue but have not been able to do so without access to the Transportation Study. We still have no clarity as to when the study will be available or what its findings are. It is difficult to see how ANC 6B can assess the totality of the project without access to this critical information. Even if the finalized study were to emerge in the near future, the ANC would be faced with the burden of, in the space of a few weeks, rapidly consulting the community on these specific transport related issues while simultaneously organizing a wider review of the project as a whole.

- c. **There is no publicly disseminated maintenance plan for a project which includes maintaining heavily travelled public spaces as well as extensive landscaping, new bio-retention areas, a splashpad and a large playground.** A well-vetted maintenance plan was highlighted as in every consultation we've done as one of the top priorities for the community. Parcel one already has issues of illicit drug dealing. The community sees maintenance and security as inextricably linked. While we aware that DGS has entered into discussions with the Capitol Hill BID to undertake these functions, there is no public information of the outcome of those discussions, the tasks that the BID has the capacity and willingness to undertake and most importantly the amount and source of funds available for this purpose. Given the central importance of predictable maintenance to the likelihood of the project sustainably achieving its core goals, until this information is available, assessment of the project's value to the community is premature.
2. **The Timing of the scheduled review of this submission may make it legally impossible for ANC6B to submit a review of this project.** At a minimum, our capacity to respond effectively and appropriately will be severely limited.
    - a. **ANC 6B may not be able to constitute the quorum that DC law requires for our body to legally conduct business.** Our ANC does not meet during the month of August. Our last monthly meeting was on Tuesday July 9<sup>th</sup>, two business days after the public space permit was filed. ANC commissioners, serving on a voluntary unpaid basis, commonly plan well in advance to schedule time with family and other personal obligations during August. We need 6 members for a quorum and aren't sure we will have that number available.
    - b. **Our ability to adequately consult with our constituents during this late summer period is constrained for similar reasons.** Late summer vacations are a factor in any community. The fact that the employment of high proportions of Capitol Hill residents is directly or indirectly linked to Congress results in an even higher level of exodus during the August recess, particularly in households with children.

We are confident that a shifting of the consideration of this project to the agenda of the September hearing would eliminate the limitations placed on our participation related to the current August schedule while at the same time providing sufficient time for DGS to finalize and disseminate the critical inputs referred to

above. Consequently, we believe that this action would serve the public interest and be to the benefit of the people of the District of Columbia.

Please contact Commissioner Steve Holtzman, Chair, ANC 6B Livable Communities Task Force, at 202-489-6542, or 6b05@anc.dc.gov, or Commissioner Chander Jayaraman, Chair, ANC 6B, at 202-546-2609 or 6b08@anc.dc.gov if you have questions or need further information.

Sincerely,



Chander Jayaraman

Chair, ANC 6 B

Cc:

Mr. Mathew Marcou, Associate Director for Public Space Regulation, DDOT  
Mr. Elliott Garrett, Executive Secretary, Public Space Committee, DDOT  
Mr. Keith Andersen, Director, Department of General Services  
Mr. John A. Stokes I Interim Associate Director of External Affairs, DGS  
Mr. Charles Allen, Ward 6 Councilmember  
Ms. Anita Bonds, Councilmember at large  
Ms. Mary M. Cheh, Ward 3 Councilmember  
Mr. Robert C. White, Jr. Councilmember at large





September 23, 2019

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Mathew Marcou, Chair of Public Space Commission  
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Via: [PublicSpace.committee@dc.gov](mailto:PublicSpace.committee@dc.gov).

Re: Public Space Construction Application #333326 by the D.C. Department of General Services (DGS) on the Eastern Market Metro Park Project (EMMPP)

Dear Mr. Marcou,

At a properly noticed special call meeting of ANC 6B on September 18, 2019, with a quorum present, the commission voted 6-0-0 to inform the Public Space Committee that it has reviewed the submission by DGS of plans for the EMMPP scheduled for consideration at the Committee's hearing on September 26, 2019 and has the following comments:

ANC 6B sent a letter on July 25 to the Committee requesting that the review of the DGS project on August 22, 2019 be postponed for one month. This request was made to provide DDOT additional time to finalize and release the Transportation Study and for DGS to provide the Commission with a Maintenance Plan that had been promised during previous public and advisory committee meetings.

Since neither of these critical documents have been provided to the ANC, the Commission nor the public has the necessary information to provide thoughtful input or an make an informed decision about the application. As such, we do not believe that this project design is ready for full review and endorsement. We base this conclusion on the following substance and context of the current project submission:

- **A Transportation Study has still not been finalized, its methodology, data and conclusions validated and publicly disseminated** to provide the context and rationale for several major changes to traffic, including slip lane closures, road direction changes, and several modifications of sidewalks and roadbeds.
- **There is still no Maintenance Plan available for review.** Residents have seen what happens to public spaces where this function is not reliably dealt with. The Commission is concerned whether the project can sustainably achieve its objectives without clear knowledge that a predictable, fully funded maintenance plan is committed to and that the plan takes account of the varied requirements of the finished parcels. To be clear, we understand the scope of such a plan to incorporate not only trash pickup, but also needs of both new and existing trees

and other landscaping in the immediate post-construction phase, as well as in the long run, maintaining playground equipment, servicing the proposed water feature as well as any planned irrigation system(s), bioretention zones, and new lighting fixtures. Just as critically, our community needs to assure itself that that plan, no matter how appropriately conceived, is executed by a partner(s) with the capacity and proven track record to reliably carry out this function.

As we noted in our letter to the Committee on July 26, this project is of the highest importance to our community. However, without the inputs noted above, any effort on our part to provide detailed review of individual components has limitations. At the same time, we wanted to share specific sectoral and output-related comments and recommendations where these are clear to us. We would note that this input is provided without critical information.

We have the following comments related to specific components of the DGS submission.

- 1) First, there are three significant opportunities which are not reflected in the current submission, and without which, the project will face limitations in achieving the goals it has set out to achieve. DGS has not asked ANC 6B to support these initiatives. But we would like to note that we are fully prepared to review any ways that the ANC can be of help in moving these opportunity areas forward to consensus and realization.
  - i) **The inclusion of a Performance Pavilion in the design of Parcel 4.** We see great promise in this idea. While it is not reflected in the schematic diagrams submitted to you, DGS, at the persistent urging of its community advisory team, is in the process of exploring a path with the CFA to activate this proposal. We endorse this effort. At the same time, we are sensitive to the legitimate noise concerns of nearby neighbors and strongly recommend that any eventual incorporation of this component include focused consultation with the most directly affected residents and businesses located in close proximity to the Metro Plaza. We also recommend that, in the design of any performance pavilion on parcel 4, strong consideration be given to a design which incorporates storage for necessary site maintenance supplies and tools as well as, possibly, some portion of the movable furniture allocated to the site. There do not appear to be any other areas on the site planned for this storage function.
  - ii) **Shifting of the set of bike lockers currently at the northwest corner of Parcel 4.** We are fully cognizant of the fact that these lockers and the land they sit on is controlled by WMATA and that DGS has made some degree of effort early in the design process to negotiate a change in their location. We need to stress that the position of these lockers represents a major impediment in successfully achieving the goals of the project to both activate the Metro Plaza as a community space and increase linkages between Eastern Market, the Plaza and Barracks Row. The cluster of lockers in their current location are both a visual obstacle to creating a unified vista as well as a practical impediment to pedestrian access from the Eastern Market area to the Metro Plaza and beyond to Barracks Row. ANC6B asks the Committee to encourage DGS to revisit these discussions and to provide its weight in support.
  - iii) **Relocating the southbound bus stop from the western side of the 400 block of 8<sup>th</sup> St SE to the edge of parcel 4 just north of the 700 block of D St SE.** Again, we are aware that DGS has reviewed this shift with both DDOT and WMATA and has concluded that the space available on the Metro Plaza bordering 8<sup>th</sup> St is too short to accommodate this proposal.

However, again, we request that this bus stop relocation be reconsidered, and all avenues be thoroughly explored to find a way to make this option viable. One of our major concerns is that the current bus stop site has problems of accessibility and is not ADA compliant. In addition, the business community have repeatedly emphasized that the transformation of the 400 block of 8<sup>th</sup> St SE, as the gateway to Barracks Row, is the linchpin of efforts, again central to this project's goals, to facilitate the seamless flow of pedestrians between the transportation hub of the Metro Plaza to the restaurants, cinema and other businesses along 8<sup>th</sup> Street.

- 2) **ANC 6B considers supplementary shade structures (trellises) to be a fundamental requirement of a successful playground design on this site.** References in the submission to “potential trellises” leave us uncertain of whether DGS views these as optional. We do not. Parents have made it clear that supplemental shade is essential for the success of the playground because of the intense heat and sun glare throughout several months of the year. Lack of supplementary shade will invariably result in a reduction of hours of intensive use of the playground facilities, undermining a core objective of the project in providing this eagerly awaited resource. We also suggest that serious consideration be given to the addition of a shade structure to provide some degree of protection for children using the adjacent splash pad. Residents have signaled their willingness to support DGS efforts, with testimony to the CFA and other bodies to make their position and its rationale clear.
- 3) **ANC 6B recommends retention of the parcel 1 splashpad in its current location.** Given the recommendation of DDOT UFD that the splash pad on parcel 1 may need to be moved to safeguard CRZ of existing trees, we need to stress that an alternate site suggested by UFD, close to the southern corner of 9th St SE and the 800 block of D St SE, raises strong concerns among neighborhood parents related to child safety stemming from the positioning of a water pad so close to a well utilized intersection.
- 4) **The reversal of direction of vehicular traffic on the 800 block of D Street is a move which has consistently been opposed by residents most directly impacted, notably residents of the block itself, but also the residents of the adjoining 300 blocks of 8<sup>th</sup> and 9<sup>th</sup> Streets, SE.**
  - a) Despite having no current, sanctioned analysis available to support this change, DGS continues to represent this street reversal in every iteration beginning with the initial plan laid in front of residents in December 2018 nearly 4 months *before* the completion of the data collection phase of the study.
  - b) DGS has been asked repeatedly to engage in a directed consultation with the most-affected residents on this block and adjoining 300 blocks of 8<sup>th</sup> and 9<sup>th</sup> Streets to listen to their concerns. DGS has categorically refused to do so, instead noting that opportunities to object will come as part of an eventual DDOT NOI and that the change could be initially implemented for a 6-month test period. Our position is that residents should be consulted in the design phase and not only provided with the option of objecting later in an NOI period after a decision is reached.
    - i) The closing of the slip lane on parcel 6 already envisaged undermines the motive for a large portion of current vehicular users of the 800 block of D. The envisaged alterations in the adjoining crosswalks similarly will remove one of the appreciable complexities affecting that intersection.

- ii) By allowing right and left turns from 8<sup>th</sup> St onto D Street, not currently possible, the reversal of the 800 block of D potentially creates as many or more pressures on the level of service on this intersection than those it might mitigate.
  - iii) **ANC 6B opposes the inclusion of the planned reversal of traffic on the 800 block of D St SE in the EMMPP submission without (a) prior access and review by the public of the vetted and sanctioned data and analysis and recommendations of the Transport Study and (b) DGS direct consultation with the most affected residents.**
- 5) **ANC 6B asks that DGS retain the current pedestrian crosswalk on 8<sup>th</sup> St SE just north of the intersection with D St SE.** Review of the presentation in the various diagrams of the submission leave us unclear. While ADA compliant ramps are clearly visible at this position on both the east and west sides of 8<sup>th</sup> St SE, there is not a crosswalk marked in a manner comparable to other crosswalks portrayed in these documents.
- 6) **ANC 6B recommends that the DGS plan install bollards bordering the proposed tabletop treatment of the roadbed of 7<sup>th</sup> St SE** between the entrance to SE Library and parcel 4 to reinforce the signaling to pedestrians that the crossing is part of an active road and to vehicles that the tabletop is a pedestrian crossing.
- a) **ANC 6B, in regard to lighting plans, recommends that DGS:**
- i) Implement a photo metric study prior to finalizing lighting plans to verify adequacy of proposed distribution and quantity of light fixtures to achieve objectives of enhancing wayfinding and public safety throughout the project area.
  - ii) Consider additional lighting for parcels 3 and 6 which do not currently receive any new lighting and instead depend upon ambient surrounding light and one existing light pole per parcel. Addition of some light sources placed physically lower (light strips, downward facing bollard lights) on the two sites which complement the lighting schemes of parcels 1 and 4 would support the project's objective of visually and esthetically supporting the unity of the overall space of the project area.
  - iii) reevaluate the current plan to provide no lighting sources on the parcel 1 playground unless the photo metric study demonstrates that surrounding light sources adequately illuminate the playground area. Creating such a large darkened area, even if fenced, which adjacent to a frequently used sidewalk is an issue of public safety.
  - iv) Ensure that lighting poles/bollards on parcels 1 and 4 incorporate electricity outlets with sufficient power and in sufficient numbers and locations to efficiently support any needs of maintenance crews as well as strategically positioned to provide flexibility for a potential range of special event usage.
- 7) ANC 6B recommends that the provision of **access to water sources** on parcels 1 and 4 be supplemented beyond the current installation of the one water fountain on parcel 1 and one on parcel 4.
- i) Provision of a drinking water source, particularly in parcel 1, which is accessible for dogs would support the utilization of the park as a venue for residents walking dogs. Dog walking is one of the few activities which predictably will activate these spaces in the evening and
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- nighttime hours and make an important contribution to both perceptions and reality of public safety.
- ii) Strategic positioning of water outlets, (potentially locked when not in use) would provide backup sources for watering trees and the range of envisaged plantings, particularly during the initial post-construction phase but also as a backup watering source in the event that irrigation systems now envisaged are not eventually installed or, if in service, incur periods of disrepair.
  - iii) Availability of water sources positioned to be accessible in central areas of parcel 1 and, specifically, on parcel 4, in proximity to the planned performance pavilion, would provide flexibility to accommodate the needs of a range of potential uses.

Please contact Commissioner Steve Holtzman, ANC 6B's Livable Communities Task Force Chair, at 202-489-6542 or 6B05@anc.dc.gov if you have questions or need further information.

Sincerely,



Chander Jayaraman  
Chair, ANC 6 B

Cc:

Jeffrey Marootian, Director, DC Department of Transportation  
Garrett Everett, Secretary of Public Space Committee  
Keith Anderson, Director of DC Department of General Services  
Delano Hunter, Director DC Department of Parks and Recreation  
Charles Allen, DC Councilmember  
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October 21, 2019

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Via: [PublicSpace.commitee@dc.gov](mailto:PublicSpace.commitee@dc.gov)

Re: Public Space Construction Application #333326 by the D.C. Department of General Services (DGS) on the Eastern Market Metro Park Project (EMMPP) scheduled for consideration at the October 24th Public Space Committee meeting

Dear Mr. Marcou,

At a properly noticed general meeting of ANC 6B on October 15, 2019, with a quorum present, the Commission voted 7-0-0 to inform the Public Space Committee that it opposes the conceptual approval of the DGS EMMP project until such time as the ANC and the community can adequately evaluate the project's transportation study made available only five days ago.

Additionally, we cannot support this project moving forward without a clearly delineated, reliably financed maintenance program appropriate to the sites, green spaces and facilities envisaged in the project's outputs. Details of the maintenance plan up until recently were unclear. The only aspect we knew was that DGS was in discussions with the Capitol Hill Bid as an implementing partner. Last week, DGS informed us for the first time that its current plan is to take direct responsibility for maintenance. We have had limited time to understand this shift and its implications. But, in either option, we still have no cause to be assured that this function, unconditionally essential to the sustainable achievement of this project's goals, has to date been addressed in any predictable and comprehensive way.

The data and the conclusions of the transportation study provide the rationale for plans to substantially alter vehicle circulation patterns in the heart of our neighborhood and indirectly shape design choices on a range of other project components. This leads us to counsel caution against any piecemeal approach of approving individual components of this project in isolation from the "big picture" provided by reviewing the project as a totality.

ANC 6B, in two previous reviews (July 25th, Sept 23rd) has made clear the high importance our community attaches to the success of this project and its timely

completion. We also simultaneously stressed that the reliance of the project's design on the transportation study's conclusions made review of this study a fundamental aspect of the ANC's evaluation of the overall project design. And that that review needed to be driven by an organized, informed consultation with residents followed by a vote by the ANC at a properly constituted meeting as per DC law. These steps we estimated would take 3 weeks. The study was released on October 16th, five days before the deadline for ANC review submission. The decision of the applicant, nonetheless, to move forward in requesting approval by the PSC, a position conveyed orally by DGS to the ANC in our October 15th meeting, leaves us with no alternative but to oppose this project.

The ANC, as the most local tier of DC government, and charged with representing the needs and concerns of all the neighborhood's residents, has the strongest interest in seeing this initiative progress quickly forward to completion. We want it to work. But we live here and are in this for the long haul. We will do whatever we can to ensure that EMMP builds on a sound foundation and achieves sustainable, appropriate results.

Sincerely,



Chander Jayaraman  
Chair, ANC 6 B

Attachments:

ANC first review of DGS EMMPP, letter to Public Space Committee July 25, 2019  
ANC second review of DGS EMMPP, letter to Public Space Committee September 23, 2019

Cc:

Jeffrey Marootian, Director, DOT  
Elliott Garrett, Executive Secretary, Public Space Committee, DDOT  
Keith Andersen, Director, Department of General Services  
John A. Stokes, Interim Associate Director of External Affairs, DGS  
Charles Allen, Ward 6 Councilmember  
Anita Bonds, Councilmember At Large  
Mary M. Cheh, Ward 3 Councilmember  
Robert C. White, Jr., Councilmember At Large



January 16, 2020

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SMD 07 Kelly Waud

SMD 08 Chander Jayaraman

SMD 09 Kasie Clark

SMD 10 Denise Krepp

Keith Anderson, Director  
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2000 14th Street NW, 8th Floor  
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VIA email: keith.anderson@dc.gov

Jeffrey Marootian, Director  
District Department of Transportation  
55 M Street SE  
Washington, DC 20003

VIA email: ancresolutions@ddot.dc.gov

RE: ANC 6B Position on the EMMP Transportation Impact Study

Dear Director Anderson and Director Marootian;

At a properly noticed regular meeting of Advisory Neighborhood Commission 6B on January 14, 2020, with a quorum present, the Commission voted 8-0-0, as follows, on the elements of the EMMP Transportation Impact Study.

- The ANC rejects the Study's option to reverse the traffic direction of the 700 and the 800 blocks of D Street SE;
- Supports the Study's option of adding pedestrian safety measures at the intersections of 7th and of 9th Street SE and South Carolina Avenue SE and to add a tabletop crossing of 7th Street SE between Parcel 4 and the SE Library;
- Supports the Study's option of adding sidewalk bulb outs at the west and east ends of the 800 block of D Street SE and at the southwest corner of the 700 block of D Street SE at the intersection of 7th Street SE;
- Supports the Study's option to close the slip lane on Parcel 3 (south of Pennsylvania Avenue SE); and
- Supports the Study's option to close the slip lane on Parcel 6 (north of Pennsylvania Avenue SE) noting the Commission's concern for the safety of the heavy volume of pedestrian traffic at the NW corner of 8th Street SE and Pennsylvania Avenue SE with the closure of the slip lane.





Please contact Commissioner Kirsten Oldenburg, ANC 6B Transportation Committee Chair at 202-546-8542 or 6B04@anc.dc.gov, if you have any questions about this support or need further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Ready", written over a horizontal line.

Brian Ready  
Chair, ANC 6B

cc: Andrew deFrank (DDOT), Cassidy Mullen (DGS), Tyler Williams (MOCR)

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