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## Minutes of the September 26, 2017 meeting of Advisory Neighborhood Commission 1D

*These minutes accepted at the September 26, 2017 meeting.*

### Meeting call to order

[7:01 pm] At 7:01 pm, Secretary McKay called the meeting to order. Present were all three Commissioners, Jack McKay, Stuart Karaffa, and Paul Karrer, constituting a quorum. Hearsay Interpreting provided simultaneous interpretation into Spanish.

### Lieutenant Munk

[7:02 pm] Lieutenant Jonathan Munk, newly assigned to PSA 408, addressed the meeting. Jon Stewart arrived during this period.

### Agenda agreement

[7:05 pm] The commission agreed on the agenda for the evening. Yasmin Romero-Latin arrived during this discussion.

### Public discussion

[7:06 pm] The meeting continued with the mandatory Public Discussion period.

### Committee reports

[7:14 pm] There were no committee reports.

### Secretary's report

[7:14 pm] No corrections were noted for the draft minutes of the July meeting, which were declared accepted.

Jack then moved that the Commission instruct him to provide, upon request, letters of support for stipulated liquor licenses for the Paisley Fig and Pear Plum restaurants. *Approved, 5 to 0.*

### Treasurer's report

[7:09 pm] Treasurer Stuart Karaffa reported. The usual consent items were approved. The matter of a budget for

the new fiscal year was postponed to the October meeting.

## **Renew Class B Retailer's liquor licenses**

[7:17 pm] Stuart and Yasmin collectively introduced the following resolution:

Resolved, that ANC1D advises the Alcoholic Beverage Regulation Administration (ABRA) to renew all the Class B retailer's licenses in Mount Pleasant:

ABRA-083128	Ramos Market, inc.	International Progreso Market
ABRA-088966	Hanmi Corp	Best World Supermarket
ABRA-092449	Each Peach, LLC	Each Peach Market
ABRA-024753	David & Cindy Inc.	Samber Food Store
ABRA-076413	Myungjoon, Inc.	Los Primos

*Approved, 5 to 0 vote.*

## **On DDOT's options for the 16th St bus lanes**

[7:19 pm] Jon introduced the following resolution:

Resolved, that ANC1D advises the District Department of Transportation (DDOT) of the following with regard to the 16th St NW Bus Lanes Project:

- \* That Mount Pleasant remains strongly opposed to the elimination of the Newton St and Lamont St stops, per its resolution of April 25, 2016;
- \* That before the end of the year, DDOT should share data with ANC 1D about the resulting service improvements, if any, from this summer's adjustment of the relative frequency of express buses (S9) versus local buses (S1, S2, S4);
- \* That the use of overhead lane controls at the Mount Pleasant St/Harvard St/Columbia Rd intersection, expressed as options 2A and 5A in DDOT's current plans, are preferable to other proposed options for controlling traffic on the proposed reversible lane between Arkansas Avenue and U Street;
- \* That it welcomes a reversible traffic lane between Arkansas Avenue and U Street;
- \* That it strongly encourages DDOT to pursue a lane configuration that features both a reversible traffic lane between Arkansas Avenue and U Street (as in Options 2 and 5) and a dedicated rush hour bus lane between Arkansas Avenue and P Street for both the morning and evening rush hours (as in Option 4), or, if this is not feasible, to explain to the public why not, in clear, unambiguous, and detailed terms;
- \* That DDOT should consider deploying Transit Signal Priority technology both on local buses (S1, S2, S4) and at intersections north of Arkansas Avenue.

Why: While most aspects of the 16th St Bus Lanes Project improve bus service for all, the elimination of local bus stops involves a stark, qualitative loss of service for local bus riders, generally more vulnerable residents, in exchange for a marginal improvement for commuters. This past summer's service adjustment already favored express bus riders over local bus riders, and we ask DDOT to update us about the effects of the service adjustment. Our stops exist due to street layout, locations of institutions, and residential density. Despite deviating from the national average

for ideal distance between bus stops, these specific factors are not to be ignored.

A reversible middle lane for traffic between Arkansas Avenue and U Street makes sense. To control the reversible lane, the overhead signals as described in Options 2A and 5A are a good choice. However, the central component of this project is a dedicated rush hour bus lane. Why hasn't DDOT presented an option with both a reversible traffic lane and a full-length dedicated bus lane for both morning and evening rush hours? They do not seem mutually exclusive. We ask DDOT to provide a new option with both a reversible traffic lane and a full-length dedicated rush hour bus lane, or explain why such a configuration is infeasible.

Finally, Transit Signal Priority technology has now been deployed on the S9 express buses. Given that TSP tends to work best when traffic is not too congested, we ask DDOT to consider using TSP on local buses, particularly at night when they are crowded and move slowly because of on-street parking. Late night bus service is important to service industry workers, who could use a few minutes shaved off their nightly commutes. We are also concerned about the prevalence of bus bunching at the Spring Street stop during the morning rush-hour. Further extending TSP along 16th Street could be a low-impact option to mitigate bus bunching.

*Approved, 5 to 0 vote.*

### **3. Resolution On 1739 And 1745 Harvard St NW Special Exception Requests**

[7:32 pm] Stuart introduced the following resolution:

Resolved, that ANC 1D advises the District of Columbia Board of Zoning Adjustment to postpone the hearings for rear additions at 1739 Harvard St NW and 1745 Harvard St NW, and request updated burden of proof statements in both applications that directly address the concerns raised by residents within a 200 foot radius.

Why: ANC 1D advises that the Board of Zoning Adjustment (BZA) take the above actions because members of ANC 1D believe more information would be helpful in making an informed recommendation regarding these applications.

The Office of Planning (OP) cannot yet make a recommendation on the following requests for a special exception under Subtitle X § 901.2 from Subtitle E, § 205.4, pursuant to Subtitle E § 1205.4 and Subtitle D § 5201 to enable the construction of a rear addition that will extend more than ten feet beyond the farthest rear wall of the principal residential buildings to the east and west of the applicant's property. Absent more information from the applicants, ANC 1D has come to a similar conclusion.

The BZA has requested that ANC 1D provide advice on applications for rear additions because of new zoning regulations that became effective in September 2016. Under these new regulations (11-E DCMR § 5201), homeowners in rowhouse areas (RF-1 zones) seeking a rear addition of greater than 10 feet in length must show that their addition will not have an undue adverse effect on neighboring properties. The homeowners show that their addition will not have an undue adverse effect through an application to the Board of Zoning Adjustment. The BZA requests input from the ANC during review of these applications.

ANCs have an opportunity to provide advice against the approval standards set forth in the regulation. The regulation reads as follows:

5201.3 An applicant for special exception under this section shall demonstrate that the proposed addition or accessory structure shall not have a substantially adverse effect on the use or enjoyment of any abutting or adjacent dwelling or property, in particular:

- (a) The light and air available to neighboring properties shall not be unduly affected;
- (b) The privacy of use and enjoyment of neighboring properties shall not be unduly compromised;

(c) The addition or accessory structure, together with the original building, as viewed from the street, alley, and other public way, shall not substantially visually intrude upon the character, scale, and pattern of houses along the subject street frontage;

(d) In demonstrating compliance with paragraphs (a), (b) and (c) of this subsection, the applicant shall use graphical representations such as plans, photographs, or elevation and section drawings sufficient to represent the relationship of the proposed addition or accessory structure to adjacent buildings and views from public ways; and

(e) The Board of Zoning Adjustment may approve lot occupancy of all new and existing structures on the lot up to a maximum of seventy percent (70%).

In reviewing the applications for these rear additions, ANC 1D has determined that the applicants' burden of proof statements do not provide enough information for the ANC to make a determination on the requirements in sections (a) and (b). Specifically, the applications do not directly address the concerns of neighbors in opposition to this project. Additionally, ANC 1D commissioners received the 1739 Harvard St shadow study only hours before this scheduled ANC meeting. Therefore, the ANC advises the BZA to postpone the hearings on 1739 Harvard St and 1745 Harvard St.

As everyday residents of Mount Pleasant in addition to our roles as ANC commissioners, we recognize the need of homeowners for increased living space. We understand that our fellow community members – like ourselves – hope to stay in Mount Pleasant for the foreseeable future. However, as commissioners, we also must abide by legal controls that prevent the possible undue adverse effects of additions on neighboring properties. We therefore encourage the applicants and those opposed to these projects to communicate openly about how these additions may be possible.

*Resolution approved, 4 to 0 vote, with one abstention (McKay).*

## **Adjourn**

[8:45 pm] The meeting was adjourned at 8:45 pm.