

Comments

3-12 to 4-22-11.

PEPC Project ID: 35848, DocumentID: 39812
Correspondence: 1A

Author Information

Keep Private: No
Name: Jack D. Woodall
Organization: Second Infantry Division Assn
Organization Type: I - Unaffiliated Individual
Address: 35 Wilkinson Dr
Landenberg, PA 19350
USA
E-mail: warriorvet@verizon.net

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 03/29/2011 Date Received: 03/29/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

We believe that the present temporary measures around the Second Division Memorial do not impinge on the Memorial and we do not object to what has been proposed in the letter to become permanent. We are concerned that the temporary security measures, such as a snow fence, which have been erected periodically present an unsightly and distracting appearance for the Memorial. We are in favor of those being removed.

PEPC Project ID: 35848, DocumentID: 39812
Correspondence: 2A

Author Information

Keep Private: Yes
Name: Krista M. Park
Organization: WABA
Organization Type: I - Unaffiliated Individual
Address: 6100 Westchester Pk Dr #502
College Park, MD 20740
USA
E-mail: park.krista@gmail.com

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 04/15/2011	Date Received: 04/15/2011
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

As you develop President's Park South to encourage bicycling for both commuting and recreation, please make sure to mark lanes and areas clearly so that the many tourists that visit the area can navigate, either on bike or foot, through the area without colliding with bicyclists.

PEPC Project ID: 35848, DocumentID: 39812
Correspondence: 3A

Author Information

Keep Private: No
Name: Chris M. Shaheen
Organization: DC Office of Planning
Organization Type: I - Unaffiliated Individual
Address: 1100-4th Street, SW, Suite E650
Washington, DC 20024
Washington, DC 20024
USA
E-mail: chris.shaheen@dc.gov

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/22/2011 Date Received: 04/22/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the opportunity to provide comments on the scope for the Environmental Assessment (EA) being prepared for actions at President's Park South, Washington, DC. The scope of the project is of great interest to the District in the following ways:

- ? The project is considering the permanent closure of critical links in the District's transportation network:
 - o E Street, NW, between 15th and 17th Streets;
 - o State Place and West South Executive Avenue and adjacent sidewalks to unauthorized vehicular and unauthorized pedestrian traffic; and,
 - o Hamilton Place and East South Executive Avenue and adjacent sidewalk to unauthorized vehicular and unauthorized pedestrian traffic;
- ? The addition of the proposed security and other improvements greatly impact the open and green character of the city's park system and will need to be sensitive to larger park and open space planning goals; and,
- ? The incorporation of sustainable practices into the project can be a model for other federal, local, and private sector development projects.

The scope of the EA needs to include the grounds of the White House and Present's Park in their entirety, including the Ellipse. The closing of Pennsylvania Avenue north of the White House and the temporary closing of E Street in 2001 significantly impacted cross-town traffic flow in downtown Washington, DC. Including all of President's Park South will ensure that the widest range of options for allowing E Street to remain open are considered ? either in its current location or one with a different alignment that addresses security and design concerns. This is not inconsistent with the background information and findings of The White House and President's Park, Comprehensive Plan (2000) and The White House and President's Park, Design Guidelines (1997) that establish the framework for evaluating changes made within the park. Both include general principles and design parameters that

do not preclude maintaining E Street as a functioning street crossing the park. The Cultural Landscape Inventory (2011) also concluded that the design of the park today "is a product of continuing adaption to changing needs and technology".

The street and highway system of Washington, DC has been thoughtfully developed to ensure efficient and safe movement of all modes of transportation through the city. As early as 1931, Frederick Law Olmsted, Jr., recommended widening and realigning E Street across President's Park South as a way to address the increasing traffic and circulation problems in downtown Washington, DC. When E Street was fully extended across the park and opened in 1940, it became a critical cross town connection that would eventually connect to the E Street Expressway. The District's existing policies and regulatory procedures ensure that its street system best serves the interest of the general public. As part of evaluating the realignment or closure of streets and sidewalks associated with this project, the administrative procedures of the District should be identified and followed. Specifically, the EA should review chapters in DC Code, Title 9: Transportation Systems that identify procedures for making changes to the street system (Section 202.01 to 202.15). Also, the District's Comprehensive Plan includes policies and actions that relate to vehicular, pedestrian, and bicycle systems that also need to be taken into consideration. An entire section of the Comprehensive Plan is dedicated to transportation.

The impact of changes proposed to President's Park South also need to be evaluated and understood within the context of the District's park and open space system. Provisions included in the "Memorandum of Agreement Between the District of Columbia Recreation Board and The National Park Service" (signed and dated August 26, 1949) identifies Reservation 1 - President's Park (Grounds, south) - as a reservation within the District's park system to be made available for carrying out a program of public recreation. Any changes to this park area, with the potential to impact the use of this space for active recreation, needs to be evaluated within the context of this MOA. The CapitalSpace plan, approved by the National Capital Planning Commission in April 2010, also focuses in part on parks and open spaces in the District and emphasizes the importance of promoting active recreation and enhancing Center City parks. Specific sections of the CapitalSpace plan that should be reviewed as part of this EA include those related to improving playfields to meet the needs of residents, workers and visitors, and those related to enhancing Center City parks and open space to support a vibrant downtown.

The District strongly encourages your proposal to integrate sustainable practices into its design. President's Park South is located within the city's Combined Sewer Overflow system area. During periods of significant rain fall when the system's capacity is exceeded, untreated storm water from this site flows directly into the Potomac River. Any Low Impact Development (LID) strategies incorporated into this project will have a direct impact on minimizing the amount of excess storm water entering into the sewer system during these times. While not yet standard practice, we are seeing an increase in the use of LID techniques incorporated in park design and being implemented in public space. Throughout the design of this project, my staff can be an excellent resource to share information with you on the latest techniques and technologies reviewed and approved as part of other current projects, and the processes for obtaining the required permits.

For further coordination on this project, please contact Chris Shaheen at (202) 442-7616, or at chris.shaheen@dc.gov.

PEPC Project ID: 35848, DocumentID: 39812
Correspondence: 4A

Author Information

Keep Private: No
Name: Frank Keating
Organization: Federal City Council
Organization Type: I - Unaffiliated Individual
Address: 1156 15th Street, NW, Suite 600
Washington, DC 20005
USA
E-mail: fkeating@federalcitycouncil.org

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/22/2011 Date Received: 04/22/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

April 22, 2011

Peggy O'Dell, Regional Director, National Park Service
Office of the National Park Service Liaison to the White House
1100 Ohio Drive SW
Washington DC 20242

Subject: Notice of Intent to Prepare an Environmental Assessment by the National Park Service and the United States Secret Service, and notice of scoping for re-designing the security elements and preserving the landscape within President's Park South, which includes a portion of E Street NW between 15th and 17th Streets NW

Dear Ms. O'Dell:

I write to you today on behalf of the members of the Federal City Council, a business-led civic organization comprised of approximately 200 business leaders in the Washington DC metropolitan area. We appreciate the opportunity to provide comments regarding the preparation of an environmental assessment by the National Park Service (NPS) that will guide the decision of the United States Secret Service (USSS) on whether to permanently close, E Street NW between 15th and 17th Streets just south of the White House. We have monitored the proposed changes to E Street because we know that its temporary closure, along with the permanent closure of Pennsylvania Avenue in front of the White House, has contributed to increased traffic congestion throughout downtown, which has negatively affected air quality and the area's economic potential. We have long advocated for a solution that would re-open E Street to traffic flow but also meet the security concerns of the USSS.

When the NPS completed its Comprehensive Design Plan and Final Environmental Impact Statement for the White

House and President's Park in 2000, it recognized that downtown traffic congestion was a major problem that would only be exacerbated by the permanent closure of E Street. In fact, the proposed plan rejected closure in favor of retaining E Street as a two-lane eastbound street through the White House precinct. Rejection of permanent closure was the correct decision then and remains correct, given the adverse impact it would have on traffic and the environment throughout downtown. NPS, at the time, estimated that a closed E Street would displace approximately 12,000 eastbound vehicles per day. Among the alternatives considered at the time was one that would have tunneled E Street as a four-lane two-way street between 15th and 17th Streets. This option was rejected because it was deemed insufficient to improve the level of service experienced along I Street, another major westbound street. Given the current traffic congestion that occurs along H, I, K, and L Streets due to diverted traffic around the White House, we believe it would be prudent to reconsider and update the tunneling options.

We are aware that the findings and recommendations contained in the Comprehensive Design Plan were overtaken by security concerns after the events of September 11, 2001. It was decided that Pennsylvania Avenue would be closed permanently, and that E Street would be temporarily closed and secured. This temporary closure is now in its tenth year. Recognizing that these street closures would impact traffic congestion, the U.S. Congress appropriated \$5 million in FY 2003 for a White House Area Transportation Study to be conducted by the Federal Highway Administration (FHWA) to examine the impacts and offer recommendations for mitigation. Over the past eight years, FHWA has worked with NPS, USSS, the National Capital Planning Commission, the U.S. Commission on Fine Arts, and relevant District government agencies to prepare and guide the study. While the Federal City Council has had an opportunity to review drafts of the study, one review taking place as recently as November of 2010, the study is still being finalized and is now due to be completed by the end of April 2011. The study presents a robust account of the adverse impacts of closing E Street and Pennsylvania Avenue, and it further examines a set of potential infrastructure and non-infrastructure mitigation approaches that inform our comments about the subject.

Our specific comments are as follow:

1. Closure of E Street, combined with the prior decision to permanently close Pennsylvania Avenue, is expected to affect as many as 75,000 people per day by the year 2020. As a result, adjacent streets ? including H, I, K, L Streets and Constitution Avenue ? will continue to receive a substantial part of the traffic overflow. The remainder of the traffic is expected to be diverted around these corridors and dispersed through other outlying neighborhoods. This overflow is expected to cause significant traffic delays throughout downtown, especially during peak hours as the number of signal failures increase and periods of congestion extend two to three hours longer than usual. Increased idling will directly increase fuel consumption as well as the emissions of various air pollutants ? particulates, NOX, VOC, carbon monoxide ? that pose public health threats in the downtown area and, in the case of carbon dioxide, contribute to global warming. This is a particularly important issue given that the District of Columbia is currently classified by the U.S. Environmental Protection Agency as being in "non-attainment" status for the national ambient air quality standards. Moreover, the growing congestion problem will continue to negatively impact the economic vitality and potential of the downtown area.
2. The resulting delays affect not only automobile riders but transit passengers as well. We know from the E Street temporary closure that bus transit has been significantly affected with certain cross-town routes taking up to 1.5 times as long as they took prior to closure. Given the federal and District government's goal of promoting and improving public transit in the downtown area, it is clear that the permanent closure of E Street will have a detrimental effect on this effort in a significant and negative way.
3. Infrastructure alternatives and public/private options for financing them should be given strong consideration. The White House Area Transportation Study looks at several tunnel options for E Street, ranging from a short park deck that would extend over a lowered E Street within the White House precinct to a much longer tunnel that would extend from Pennsylvania Avenue on the east to 20th Street on the west. We believe the various tunnel options

should be re-examined as a partial solution to mitigating the adverse effects of increased downtown congestion, and we would require that each tunnel option be designed to meet USSS concerns about security. Another benefit of the tunnel options is that they would reduce surface traffic within President's Park and create opportunities for pedestrians and bicyclists to gain increased access to the site.

The cost estimates for the tunnel options range from \$85 million for the park deck to \$1.3 billion for the longest tunnel option. Given the current budget environment, we recognize the potential challenges in securing the public funding needed to cover the entire cost of the project. Instead of discarding the infrastructure alternatives on the basis of these estimated costs, we would recommend looking at creative ways to generate private funding to supplement public investment in an E Street tunnel project.

4. The environmental assessment should also explore the option of keeping E Street open but physically relocating the street further south within the President's Park to meet USSS security concerns. Given the high costs associated with the tunnel options, NPS should consider the simpler alternative of moving E Street southward. This would require the scope of the environmental assessment to include a broader area (ideally, the entirety) of the White House and President's Park. This would allow for full examination of alternatives to mitigate traffic congestion and air quality concerns. It would also be consistent with the need to ensure that the park's design reflects the current needs and challenges in the surrounding downtown area.

5. The possibility of widening E Street from two to four lanes to accommodate a higher volume of traffic should be considered. Whether E Street should return to being solely eastbound throughout the day, reversible so that it runs east in the morning and west in the afternoon, or to a two-way street at all times should be determined based on the alternative that best reduces east-west congestion in the broader downtown core. As part of the environmental assessment process, we encourage a thorough examination of the impact of widening E Street.

6. An infrastructure solution should be paired with a broader strategy to improve traffic management and operations in the affected downtown area. Reopening E Street in a way that is secure and adds capacity will not reduce the combined congestion levels resulting from both Pennsylvania Avenue and E Street closing. What is needed and also envisioned in the White House Area Transportation Study is a set of options that would improve the flow of traffic through the affected area. These options would include, but should not be limited to, the following:

? Improved transit options in the downtown area through expanded bus service and/or a dedicated transitway for buses and/or streetcars along K Street where east-west transit routes could be consolidated

? Identification and utilization of "commuter routes" around the downtown area to which east-west traffic would be funneled during peak rush hours and traffic signals coordinated to facilitate traffic through these entry and exit corridors

? Reconstruction of major intersections to improve traffic flow through the downtown grid and accommodating both automobiles and bus/streetcar needs

? Balanced signal progression throughout the downtown grid

There are likely other approaches that should be explored as a comprehensive approach to decreasing downtown congestion. What it will take to execute such an approach is strong partnership and coordination among the relevant federal and District agencies as well as identification of funds to make any improvements.

We look forward to the opportunity to work with you and to your response.

Sincerely,

Frank Keating
President, Federal City Council

PEPC Project ID: 35848, DocumentID: 40013

Correspondence: 1 B

Author Information

Keep Private: No
Name: Joseph Rosenstein
Organization: Private Citizen
Organization Type: I - Unaffiliated Individual
Address: 332 M St. SW
Washington, DC 20024
USA

E-mail:

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/01/2011 Date Received: 04/01/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

As a private citizen, long-term resident of the District of Columbia, I would like to comment on the potential permanent closing of the currently temporarily-closed E Street traffic between 15th and 17th Sts.

There is currently a steady high volume of crosstown traffic in the areas immediately north and south of the President's Park (I Street and Constitution Avenue), in large part due to the previous closings of Pennsylvania Avenue as well as E Street.

Would not the East-West crosstown traffic problem be resolved by incorporating into the design the extension of the E Street tunnel to 15th St., with allowances for exit at the 20th-19th-18th-17th Sts. area, OR by creating a second tunnel (underground roadway) that runs from 17th to 15th St.?

That way "unauthorized vehicular traffic" could speedily traverse the President's Park area without any security threat, and the flow of traffic in the I Street and Constitution Avenue roadways might be made more reasonable.

PEPC Project ID: 35848, DocumentID: 40013

Correspondence: 2 

Author Information

Keep Private: Yes
Name: SJ Porter
Organization:
Organization Type: I - Unaffiliated Individual
Address: 5845 Richmond Hwy
5845 Richmond Hwy
Alexandria, VA 22303
USA
E-mail: sandyjporter@gmail.com

Correspondence Information

Status: New	Park Correspondence Log:
Date Sent: 04/05/2011	Date Received: 04/05/2011
Number of Signatures: 1	Form Letter: No
Contains Request(s): No	Type: Web Form
Notes:	

Correspondence Text

Not enough info on the doc.

PEPC Project ID: 35848, DocumentID: 40013
Correspondence: 38

Author Information

Keep Private: No
Name: Peter C. McCall
Organization: Guild of Professional Tour Guides, Washington DC
Organization Type: I - Unaffiliated Individual
Address: 912 South Carolina Ave., Washington, DC 20003
Washington, DC 20003
USA
E-mail: pcmtours@gmail.com

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/11/2011 Date Received: 04/11/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Guild has no problem with the NPS portion of the proposal to create an aesthetic replacement for the temporary security barriers "as long as pedestrian and wheelchair access is adequate."

However, the Guild is concerned about the U.S. Secret Service's portion:

--Whether temporary security measures are to be extended to perpetuity; and

--whether to close to pedestrians the sidewalks contiguous to the Sherman and First Division monuments. We believe visitors should be able to go to each monument in order to read the names of Sherman's battles and those killed in World Wars I and II.

We feel the overall plan needs to better address how visitors view the White House from the south side. We are concerned that access to the south fence (on E Street) not be blocked and that sufficient sidewalk space be available so that groups and individual visitors can stand, view and photograph the White House. Visitors should be able to walk around the White House grounds via sidewalk (from E to 17th to Pa. Ave. to 15th to E).

* Regarding tour bus access to the White House south side, it would be helpful if those vending vehicles be removed from 15th Street (between 15th Street and Constitution Avenue). Vending vehicles currently occupy much-needed space for tour bus pick-up and drop-off of visitors to the White House.

PEPC Project ID: 35848, DocumentID: 40013

Correspondence: 4 B

Author Information

Keep Private: No
Name: Gabriela Vega
Organization: District Department of Transportation
Organization Type: I - Unaffiliated Individual
Address: 55 M Street, SE, Washington, DC, 20003
Washington, DC 20003
USA
E-mail: gabriela.vega@dc.gov

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/21/2011 Date Received: 04/21/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for allowing us to comment on the President's Park South Project. The following comments are from the District Department of Transportation.

E Street, NW

E Street prior to the implementation of security measures was an important east-west connection. E Street also provided a grand vista to DC residents and visitors to view the monumental core. After the September 11, 2001 terrorists attacks E Street was closed to vehicular traffic due to security concerns. Unfortunately the security details at both the 15th and 17th Streets entrances are a challenge to visitors who think that this area is closed to pedestrian access due to the excessive security.

The District Department of Transportation (DDOT) recognizes the challenges of a security perimeter but we also recommend and encourage the National Park Service (NPS) and the Secret Service (USSS) to search for creative measures that will minimize the disruption to pedestrian, cyclist and vehicular traffic and enhances the visitor experience.

15th Street, NW

DDOT has implemented a cycle track along 15th Street that starts at Euclid Street (on the northern end) and ends at the intersection of 15th and E Streets, NW. DDOT had to modify the original design of extending the cycle track all the way to Constitution Avenue due to the vendor trucks and tourist buses that currently park along the last block of 15th Street before it reaches Constitution Avenue. DDOT would like to work with the NPS and USSS to extend the cycle track to Constitution Avenue. This will provide uninterrupted access to commuters trying to link to several of the bridges carrying bicycle commuters across to Virginia and to visitors cycling around the National Mall.

Access to Ellipse

As mentioned in the E Street section the access to the ellipse park is a challenge for local residents and visitors due to the increase security presence at each of the access points. At this point in time it is not clear who can and cannot access the park, under what circumstances are pedestrians and cyclists allowed and at what times of the days is access granted. DDOT understands that security concerns are valid during exceptional times but the visitors experience to the monumental core is severely constrained due to the lack of information and intimidating security presence.

Public Space

All Public Space in the District of Columbia falls under the jurisdiction of the District Department of Transportation. Part of the land under this project is adjacent to the District's public space. DDOT wants to ensure that all security measures that NPS and USSS deem necessary fall within NPS land and do not adversely affect District of Columbia Public Space. DDOT is committed to maintaining an open and accessible roadway, cyclist and pedestrian network to all District of Columbia residents and visitors and will continue to encourage alternative modes of transportation that lessen the impacts of vehicles on the quality of life. DDOT would strongly urge that the NEPA process include study alternatives that emphasize strong bicycle and pedestrian connectivity in and through the area under study.

DDOT would like to be a Participating Agency in the NEPA process. As a Participating Agency, we would like the opportunity to review and provide input to the range of alternatives considered and their impacts; participating in meetings initiated by NPS; and review and provide comments on the draft EA.

DDOT requests that any future meetings notices be emailed to the following individuals to ensure proper participation in the design process:

Christopher.delfs@dc.gov

Austina.casey@dc.gov

Michael.goodno@dc.gov

Gabriela.vega@dc.gov

PEPC Project ID: 35848, DocumentID: 40013
Correspondence: 5 B

Author Information

Keep Private: No
Name: Ellen Jones
Organization: Downtown Business Improvement District
Organization Type: I - Unaffiliated Individual
Address: 1250 H Street NW Suite 1000
Washington, DC 20005
USA
E-mail: ellen@downtowndc.org;

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/21/2011 Date Received: 04/21/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

The Downtown Business Improvement District (BID) supports the re-opening of E Street from 17th- 15th Streets, NW, that is presently closed on a temporary basis by the United States Secret Service (USSS). The importance of this east-west travel corridor to circulation in the center city has been thoroughly documented in the White House Area Transportation Study.

Short of a re-opening of this street segment, the Downtown BID encourages the USSS to allow safe and convenient bicycle and pedestrian access, similar to the conditions in place on Pennsylvania Avenue between 15th-17th Streets, NW.

The Downtown BID encourages the National Park Service to include in the scope of their decision-making a comprehensive visitor information program regardless of the USSS decision on street closure. Such an information program should include visitor orientation to the existing local transportation network surrounding the area and local destinations within walking distance from the area.

PEPC Project ID: 35848, DocumentID: 40013

Correspondence: 6 B

Author Information

Keep Private: No
Name: Chris M. Shaheen
Organization: DC Office of Planning
Organization Type: I - Unaffiliated Individual
Address: 1100-4th Street, SW, Suite E650
Washington, DC 20024
Washington, DC 20024
USA
E-mail: chris.shaheen@dc.gov

Correspondence Information

Status: New Park Correspondence Log:
Date Sent: 04/22/2011 Date Received: 04/22/2011
Number of Signatures: 1 Form Letter: No
Contains Request(s): No Type: Web Form
Notes:

Correspondence Text

Thank you for the opportunity to provide comments on the scope for the Environmental Assessment (EA) being prepared for actions at President's Park South, Washington, DC. The scope of the project is of great interest to the District in the following ways:

- ? The project is considering the permanent closure of critical links in the District's transportation network:
 - o E Street, NW, between 15th and 17th Streets;
 - o State Place and West South Executive Avenue and adjacent sidewalks to unauthorized vehicular and unauthorized pedestrian traffic; and,
 - o Hamilton Place and East South Executive Avenue and adjacent sidewalk to unauthorized vehicular and unauthorized pedestrian traffic;
- ? The addition of the proposed security and other improvements greatly impact the open and green character of the city's park system and will need to be sensitive to larger park and open space planning goals; and,
- ? The incorporation of sustainable practices into the project can be a model for other federal, local, and private sector development projects.

The scope of the EA needs to include the grounds of the White House and President's Park in their entirety, including the Ellipse. The closing of Pennsylvania Avenue north of the White House and the temporary closing of E Street in 2001 significantly impacted cross-town traffic flow in downtown Washington, DC. Including all of President's Park South will ensure that the widest range of options for allowing E Street to remain open are considered ? either in its current location or one with a different alignment that addresses security and design concerns. This is not inconsistent with the background information and findings of The White House and President's Park, Comprehensive Plan (2000) and The White House and President's Park, Design Guidelines (1997) that establish the framework for evaluating changes made within the park. Both include general principles and design

parameters that do not preclude maintaining E Street as a functioning street crossing the park. The Cultural Landscape Inventory (2011) also concluded that the design of the park today "is a product of continuing adaption to changing needs and technology".

The street and highway system of Washington, DC has been thoughtfully developed to ensure efficient and safe movement of all modes of transportation through the city. As early as 1931, Frederick Law Olmsted, Jr., recommended widening and realigning E Street across President's Park South as a way to address the increasing traffic and circulation problems in downtown Washington, DC. When E Street was fully extended across the park and opened in 1940, it became a critical cross town connection that would eventually connect to the E Street Expressway. The District's existing policies and regulatory procedures ensure that its street system best serves the interest of the general public. As part of evaluating the realignment or closure of streets and sidewalks associated with this project, the administrative procedures of the District should be identified and followed. Specifically, the EA should review chapters in DC Code, Title 9: Transportation Systems that identify procedures for making changes to the street system (Section 202.01 to 202.15). Also, the District's Comprehensive Plan includes policies and actions that relate to vehicular, pedestrian, and bicycle systems that also need to be taken into consideration. An entire section of the Comprehensive Plan is dedicated to transportation.

The impact of changes proposed to President's Park South also need to be evaluated and understood within the context of the District's park and open space system. Provisions included in the "Memorandum of Agreement Between the District of Columbia Recreation Board and The National Park Service" (signed and dated August 26, 1949) identifies Reservation 1 - President's Park (Grounds, south) - as a reservation within the District's park system to be made available for carrying out a program of public recreation. Any changes to this park area, with the potential to impact the use of this space for active recreation, needs to be evaluated within the context of this MOA. The CapitalSpace plan, approved by the National Capital Planning Commission in April 2010, also focuses in part on parks and open spaces in the District and emphasizes the importance of promoting active recreation and enhancing Center City parks. Specific sections of the CapitalSpace plan that should be reviewed as part of this EA include those related to improving playfields to meet the needs of residents, workers and visitors, and those related to enhancing Center City parks and open space to support a vibrant downtown.

The District strongly encourages your proposal to integrate sustainable practices into its design. President's Park South is located within the city's Combined Sewer Overflow system area. During periods of significant rain fall when the system's capacity is exceeded, untreated storm water from this site flows directly into the Potomac River. Any Low Impact Development (LID) strategies incorporated into this project will have a direct impact on minimizing the amount of excess storm water entering into the sewer system during these times. While not yet standard practice, we are seeing an increase in the use of LID techniques incorporated in park design and being implemented in public space. Throughout the design of this project, my staff can be an excellent resource to share information with you on the latest techniques and technologies reviewed and approved as part of other current projects, and the processes for obtaining the required permits.

For further coordination on this project, please contact Chris Shaheen at (202) 442-7616, or at chris.shaheen@dc.gov.