

Transcript of ANC 3B Meeting of November 9, 2023

Edited for Clarity and Readability

Timestamp	Agenda Items
0:00:00	Approval of Agenda
0:01:36	Police Report
0:05:45	Old Business
0:05:45	<ul style="list-style-type: none">• 3300 Whitehaven Development
0:35:09	<ul style="list-style-type: none">• DC Water Presentation about DC's Lead Pipe Replacement Program
0:53:47	New Business
0:53:47	<ul style="list-style-type: none">• Resolution regarding the location of a Micromobility Corral
1:02:32	<ul style="list-style-type: none">• Resolution regarding Washington Gas
1:06:30	Updates
1:06:30	<ul style="list-style-type: none">• Reminder that trash cans cannot be left out in the alley between pickups
1:07:03	<ul style="list-style-type: none">• Leaf collection has begun
1:08:00	Open Forum
1:08:00	<ul style="list-style-type: none">• Community Comments
1:20:58	<ul style="list-style-type: none">• Ashlee Mercer, Ward 3 Councilmember Frumin's Office
1:25:51	Administrative Matters

Approval of Agenda [0:00]

Lane: Gupi's here.

Blumenthal: Let me know when everybody's in.

Lane: Okay, they're coming. Okay.

Blumenthal: Okay, it's 7 o'clock. I am opening the meeting of ANC 3B. This is our November meeting, and our first order of business will be to approve the agenda. I move that we approve the agenda.

Lane: Second.

Blumenthal: All in favor? Motion carries 5-0. I guess the second order of business should say that treasurer, Ben Bergmann, is not going to join us tonight, but we still have a quorum. Four constitutes a quorum, and there are five commissioners here tonight. For the rest of the participants, we'd appreciate it if you did not use your video capacity until you were asked to participate on the screen, and to keep your microphones muted at all times until you're asked to speak. That would help make it much easier for everybody else. Thank you very much for that. And we will call on you when the time comes for you to open up your video.

Police Report [1:36]

Blumenthal: Lieutenant Johnson, are you here to represent MPD?

Johnson: Hello, can you hear me and see me?

Blumenthal: Yes, we can. Good evening.

Johnson: Hello. Good evening, everybody. I'm Lieutenant Johnson from the Second District. I cover ANC 3B, Glover Park, and I have the crime stats for this month. And usually do a month comparison for this month's time frame last year compared to this month's time frame this year. That's what I'm doing today. All right, for this month we had-- Let's start off with the serious crimes we had in Glover Park. We had one stabbing. It happened at 4000 Cathedral Avenue inside of the restaurant, DeCarlo's. It was a dispute between employees. One employee stabbed another one in the back. I don't think an arrest was made that day, but the suspect is known. So it wasn't a random crime. It was a dispute between employees, so there is no risk to

public safety at this time without an arrest in that stabbing. Also, we had no burglaries. Theft from autos, we had three last month compared to two this time last year. Thefts went up. We had five this month compared to 11 this time, so thefts up by six, retail thefts. And motor vehicle thefts stayed the same. We had three stolen autos. We had one car stolen, and two scooters were stolen. And the car was a Hyundai. The Hyundai did have that bar that goes across the wheel, the wheel lock on it, and they were still able to-- They still bypassed that and stole the car with the Hyundai challenge where they put the USB in and break the ignition. So even with that, they still stole it. So she had the security on her car, and it still got stolen, unfortunately. Any questions about crime stats that I read? Or anything going on in 3B?

Blumenthal: Do commissioners have anything they want to bring up? No? Does anybody in the audience have any questions for Lieutenant Johnson, or comments? Raise your hand, please, if you do.

Lane: There's a comment in the chat. For the stabbing on Metro, was it random?

Blumenthal: Oh, yeah, the bus--

Lane: The bus stabbing.

Johnson: Oh, the Metro bus stabbing.

Lane: Yeah.

Johnson: That was an argument, too, that happened on the bus. So I don't know if that wasn't random. Two people got in an argument and one got stabbed. That happened, what, a month ago?

Lane: Yes.

Blumenthal: Within the last month, between--

Johnson: With the last month, yeah.

Blumenthal: Did you ever catch the guy? Because I understand he ran out of the bus and took off.

Johnson: To my knowledge, I don't think they arrested that guy yet.

Blumenthal: Okay.

Johnson: They didn't know each other, so they just happened to have a dispute that day.

Blumenthal: Oh, so they knew each other?

Johnson: They did not. They did not, until that day on the bus.

Blumenthal: Okay, all right.

Speaker: Well, you're welcome to come over here and listen to it until you have to go.

Blumenthal: Please, Victoria, turn off your microphone.

Speaker: Okay.

Johnson: Also, there's a new 311 app that people can download, DC311, for any non-emergencies that you want to report. It's supposed to be a new app. They're paying close attention to it. They say it's a good app. I haven't used it yet, but if you want to report any kind of lights out, any kind of trash, or anything-- Parking complaints, anything non-emergency, the 311 app is supposed to be pretty good. It's DC311. It'll come up on your Play Store.

Blumenthal: Okay, thank you. Melissa, any other questions?

Lane: No.

Blumenthal: All right, well, thank you very much, Lieutenant Johnson. We appreciate your taking the time to come to our meeting every month.

Johnson: Oh, thank you for having me. All right, everyone, be safe.

Blumenthal: Yes, thank you.

Old Business [5:45]

3300 Whitehaven Development [5:45]

Blumenthal: Next up, Eddie Mansius, you can turn on your video now. We are going to talk about the development at 3300 Whitehaven Street, which is not in our ANC, but is right across the street from our ANC, which gives us a relationship to the project. Not only because of its nearness, but also because of how it will affect traffic in our area, in particular. And we hope that the new residents of the building will use our commercial area, and add more traffic, foot traffic. So, Eddie, why don't you just take it from here and do your presentation and talk about the PUD.

Mansius: Absolutely. Thank you, Commissioner Blumenthal, and thank you to the other commissioners for having us here tonight. I'm joined by a couple of folks from our team. We have Lawrence Ferris from Goulston & Stores, who's our land use counsel, and then Laurence

Caudle who is with Hickok Cole, the architect of the project. So for those of you who I haven't had the pleasure of meeting yet, my name is Eddie Mansius. I am the development manager with Grosvenor, working on the project that we have at 3300 Whitehaven. So, I don't know, Laurence, do you have the presentation up? If you are able to share your screen.

Caudle: I do. Let me start sharing my screen. Okay, if somebody-- I'm getting a disabled participant screen share. Can somebody allow me to share?

Lane: Yeah, I'm working on it.

Caudle: Okay, thank you.

Lane: All right, try it now

Caudle: Yes, that'll do it. Okay. Thank you. All right. Okay, can everyone see that?

Blumenthal: Yes.

Caudle: Awesome. Okay, all right, terrific.

Mansius: So, as I mentioned, we are here today to talk about 3300 Whitehaven Street. So if you go to the next slide, Laurence, we can give a brief overview on why we're here today. So 3300 Whitehaven Street is, as Commissioner Blumenthal said, right across the boundary from ANC 3B. It's in ANC 2E. Grosvenor has owned the site since 2020, and we have been hard at work doing a number of improvements to the site, and modifications to the underlying entitlement. Some of you may remember we were back here in front of this ANC a couple times for a modification of consequence to incorporate a below-grade gymnasium for the British International School of Washington that is also on the site. That project is wrapping up now. We're actually in for our certificate of occupancy with DOB, so we're at the very end of that. Which is, you know, a good segue into this next phase, and why we're here today, is we are in with the Office of Planning and seeking a Zoning Commission hearing for the second phase of the project, which is a multi-family redevelopment of the other office building on the site. So the site currently is comprised of two office buildings. One houses the school in its entirety. The other is currently vacant. That's the one at 3300 Whitehaven. So, you know, we were back at this ANC I think it was July 14th of last year walking through some of the architecture and general program. But I know that's been a long time, so I can run really quickly through what the program is for those of you who may not have been there or don't remember fully. So if you go to the next slide, Laurence, just sort of an overview of the program. So as I mentioned, it's a multi-family building. It's about 276 residential units, and then in the ground floor of part of the building there's actually expansion space for the school. In terms of the zoning envelope and the size of the building, it's about a 2.7 floor area ratio, and about 60 feet high. By right permitted, you know, we're under that, so we're under the 3.6 FAR allowed and the 65 feet permitted. And a lot of that is a result of our long and really productive process with the old Georgetown board to get historic approvals for the architecture and the massing, which we can run through in

subsequent slides. But other than that, the program includes 15% of the residential gross floor area being for inclusionary zoning units at the 60% median family income affordability level. And then on top of that, 10% of the habitable penthouse space is set aside for also IZ units, but at the 50% MFI level. The project features one thing that we are really excited about at Grosvenor is the fact that this building is designed to be a mass timber building, so it utilizes cross-laminated timbers, or glue-laminated timbers and cross-laminated platforms to create a post and beam structure that is very sustainable. It drives down the embodied carbon of the project significantly and allows us to achieve our lead goal design. So from a sustainability standpoint, something that we are really excited in helping advance both our and the District's net zero goals. Aside from that, there's a 0.15 acre pocket park that is on the site that will be on private land, but publicly dedicated, so folks grabbing a sandwich at Trader Joe's can stop by and eat there on their way to Dumbarton Oaks Park or wherever else they're going. And then on top of that there are new play areas for the British International School. In terms of parking and traffic, the project undergoes a full review with DDOT. The Comprehensive Transportation Review document is currently being drafted and will be submitted to DDOT, who then issues their report on the project. But broad brush, there's 256 parking spaces associated with this project. That is a significant reduction from the over 400 that used to be on the site before we started our phase development. So, you know, fewer cars coming in and out of that garage is what that means. And then we're also providing a lot of alternative accommodations for folks who bike to and from the premises. So 93 long-term spaces and 14 short-term bicycle spaces. And as Commissioner Blumenthal alluded to, other things that we're doing to try to mitigate the impact of this building, because obviously going from an office use which is there currently to a residential use, there's different travel patterns that happen at different times of the day. So our traffic engineers have been working on that and are going to be making recommendations to DDOT to make some signal improvements at two intersections along Wisconsin Avenue. One at Wisconsin and Whitehaven Parkway, and one at Wisconsin and S Street, to improve the signal timing there, and mitigate some of the impacts of having residents here instead of office workers. So those are some of the things we're doing. That's high level, I can answer more questions later on, but why don't we go to the next slide and I can talk about the public benefits package, which is a big piece of this and something that Commissioner Blumenthal has been immensely helpful in helping our team navigate. Both she and the SMD rep in ANC 2E have had a hand in shaping this. So where we have landed and where we are going into our prehearing submission is, as listed on the screen, it's a lot of text. But it's a lot of really good community contributions to various groups that could use some funding to support really great activities in the area. So notably in ANC 3B it's a contribution to Glover Park Main Street. So I've been working with Kate Dean pretty closely to figure out where that funding could go to best use. So there's a line in there, it could go to Art All Night or some other improvements on Wisconsin Avenue. I know, Commissioner Blumenthal, I've been working with Kate on trying to pinpoint that exactly so that it's even more flexible and more focused towards some of the more tangible improvements along the commercial corridor there. In our language you may see some of that come through. But other than that, there's contributions to local schools. Contributions to the Dumbarton Oaks Park Conservancy to support a lot of their educational program for underserved youth. And then there's a larger chunk that's going to the Mount Zion family or Mount Zion Union Band Society to restore the historical black cemetery in Georgetown. If you

go to the next slide, Laurence, this just gives an overview of the plan. So you can see on the left hand side where it says British International School, that's the existing building that's there. You see it on Wisconsin Avenue, that's not going anywhere. What is being repurposed and redeveloped is the office building that's on the back side of the site on Dumbarton Oaks Park, so that is where we are proposing to redevelop the vacant office building into housing. If you go to the next slide, Laurence. I think a lot of these will be familiar to folks. We don't need to spend too much time on it, but this is generally what the site looks like today. You can go to the next slide. This walks you through the proposed massing. Again, this was something that was a result of almost a couple years worth of coordination with the old Georgetown board, who did end up approving this architectural concept last year. It's a very traditional sort of architectural parti. There's a lot of masonry and stone and punched windows. So it's split into four massings: A, B, C, and D. Each intended to evoke the character of a separate but connected structure. Go to the next slide, Laurence. This is an overview of the material pallet. Again, more traditional. It is in the Georgetown Historic District, so that is not surprising. You can go to the next slide, Laurence. These are just some renderings which we can maybe just look through quickly. I want to be cognizant of time and leave time for questions, but that is generally the overview. So in terms of process we're here today because we are working towards our Zoning Commission hearing. We were set down by the Zoning Commission back in September of this year, so we're at the stage now where we're gearing up to make our prehearing submission, which then locks in a hearing date. And prior to doing that, we'd really appreciate the support of this ANC. ANC 2E we met with last week, and they voted to support us, so happy to answer any questions and really excited to talk to you all.

Blumenthal: Thank you. Thank you, Eddie, very much for that overview. Do any commissioners have questions? I think Commissioner Howie might have something to say. Yes.

Howie: Hi. I just wanted to clarify, this address is on the border between Stoddert's school boundary and Hyde Addison's school boundary. And based on the maps at DC's school websites, it seems like anything on the-- Can you confirm which school boundary this development will be in?

Mansius: I don't know that offhand, but I can confirm offline and get back to you on that one. I believe it is Hyde Addison.

Howie: Okay, because I'm just, I'm literally looking at the maps right now, and it seems like this property is kind of on the line. So I definitely would like clarification before I personally give input, just because you seem to be giving a lot of money to Hyde Addison's PTO organization, and nothing to Stodder, which is fine if it is not included in Stoddert's boundaries, but I just wanted to make sure that's not the case.

Blumenthal: Yeah, I had no idea. It never even occurred to me it would be in Stoddert's boundary. So I don't know if it's too late for us to make any adjustments to that package. Is it, Eddie?

Mansius: I don't believe it is, no. I think that's something that we can work to confirm. And I absolutely hear the point. You know, if we do investigate and it is not in Hyde Addison's boundary, then we can work to come up with a contribution there as well.

Howie: Yes, I just-- Because I'm also on the Stoddert's PTO, so I will definitely follow up with you and make sure. You know, because-- I don't know, do you have any idea how many families of school-aged children you are anticipating being in this building?

Mansius: There would not be as many. I mean, the target demographic for this building is definitely sort of a mature professional, empty nester, young professional. There will be families, no doubt. I think that's definitely something we're anticipating, but it's not the primary resident. But we can dig into that.

Howie: Okay.

Blumenthal: How many bedrooms do most of your units have?

Mansius: So the unit count, where it is right now, it's roughly between 50 and 60% one-bedroom units. We do have a good amount of three-bedroom units. I think we're at like 6% of our units are three-bedroom, and then about 15% are two beds. And the balance are studios.

Blumenthal: Okay. Well, it's those three bedrooms and two bedrooms that seem, that could add people to Stoddert School.

Howie: Yeah, I would just-- They are readdressing the school boundaries for their 10-year right now. Nothing has been set. We haven't seen any preliminary maps. But based on the last school boundary, what we are following right now, I feel like this is going to fall into Stoddert's school district, so I feel like I would want to know for sure, as of today, what school that this building would go to.

Blumenthal: Okay. Eddie, could you talk a bit about your original plans to work with Dumbarton and how that did not work out?

Mansius: Absolutely. So the original plans when we started meeting a couple years ago, were to make a contribution to Dumbarton Oaks Park Conservancy's rehabilitation plans for the park. That was something that we were excited about. I think there's generally a mutually aligned interest there to make sure that that natural resource is protected, and is a great thing for everyone to use, whether you're in 2E, or 3B, or elsewhere. However, after doing some due diligence with both them and the National Park Service, the National Park Service did escalate it up through their sort of ethics review board and came to the determination that unfortunately, because our property is so close to the park and there's bound to be some collaboration between us and them in terms of like temporary access or things like that, they didn't want there to be any ethics issues or perception of ethics issues for us making such a large contribution. And then also, you know, needing potential temporary easements from them. So they ended up,

unfortunately, letting us know that they would not be able to accept such a contribution from us. So we had to pivot.

Blumenthal: Okay. Any other questions from commissioners?

Lavezzo: I have a quick question, and I wasn't able to take notes fast enough. How many parking spots are there? And how many units are there in the building?

Mansius: So there are about 276 units in the building, and there are 256 parking spots, once we've redeveloped the property. And those are, I should note that those are shared between the residents and the school. So it's 256 for both buildings.

Lavezzo: Thank you.

Blumenthal: Kevin Carroll? Commissioner Carroll?

Carroll: I guess I'm actually fascinated. I guess this is the first presentation of such a large development that I've seen. I just want to go on record as saying I'm uncomfortable with all these contributions to this, that, and the other thing. So I will probably either vote against or abstain.

Blumenthal: Well, maybe we should explain what that's about. Eddie, do you want to talk about those things, and how that works?

Mansius: Sure. You know, Lawrence, maybe you want to take this one to explain why it is that, as part of a PUD, you have to make contributions?

Ferris: Sure, so part of the PUD process is, you know, the PUD comes with some flexibility from zoning constraints. And in our case, as Eddie alluded to, we're not in need of much in terms of flexibility. We have a little more height than what would be permitted without a PUD, but are still within, well within the envelope for height that you get with a PUD. And then we've had a little bit additional penthouse setback and side yards, I'm sorry, rear yard setback relief that we have included in our application. But essentially the PUD tries to balance that relief from zoning constraints -- in our case very minimal relief -- with public benefits. Kind of a package of public benefits that the applicant proffers as part of their application. And so that slide that we had up a few slides back, that kind of went through the affordable housing proffer that exceeds, well exceeds what's otherwise required by inclusionary zoning. And then sort of the sustainability and the pocket park, things like that. And contributions to local organizations is a very typical type of public benefit that you would see in a PUD application, so it's certainly not anything outside of the ordinary. It's very typical for the applicant to sort of do what Grosvenor has done in this case, which is just work with the community to determine whether contributions to local organizations makes sense in this case. And if so, what organizations might be a good fit. So that's what we've done here. But it's pretty standard process for PUD applications.

Blumenthal: Yeah, Kevin, Commissioner Carroll, this kind of thing happens all the time. And it works to connect the community to the project, especially a project this big that's going to provide an influx of hundreds of people into our community, and more children into our schools. It's good to create some kind of relationship, and the Planned Unit Development process helps us all do that. To that end, Commissioner Howie just checked the boundary. Gupi? Your mic is--

Howie: So I just went to the DCPS website for "find your in-boundary school," and I typed in the address, 3300 Whitehaven Street Northwest, and Stoddert is the assigned school.

Blumenthal: And not Hyde Addison?

Howie: Not Hyde Addison. And I will put this link in the chat so you people can go there and check themselves if they like.

Blumenthal: All right, so that that will present us with a little bit of a problem. You don't have a date yet, right? So that if we push a vote into December, would that be too late for you?

Mansius: I don't think it would be, no, given that we don't have a date. And that's definitely something we can work to augment, to include.

Blumenthal: Because I think, I think we'd have to reconsider the PUD benefits package in light of this, just because Stoddert's going to be affected.

Howie: Yeah, most directly affected.

Blumenthal: Directly affected. Just the same argument I made that the commercial area will be directly affected by having more people. So, Commissioners, do you agree with that approach? Speak up if you don't.

Howie: I do. Howie.

Blumenthal: Okay. All right, so in that case we will table our vote of support for this, for your PUD, until December. I think we just need to talk between now and then. Okay?

Lane: Jackie, there are a couple of questions in the chat.

Blumenthal: Yeah.

Lane: Can I get to those?

Blumenthal: Yeah, let's do those. The first one is, "Will below-grade excavation be needed, or will it use the existing garage levels? The development team for Trader Joe's site admitted after the fact that they had unexpected bedrock issues that significantly prolonged the build of the garage levels."

Mansius: Yes, so the existing foundation and three levels of below-grade structure for the project are being left in place. So there will be very minimal excavation, mostly closer to the Safeway side to drop the loading dock down a little bit deeper than it is now. But the vast majority of the building actually does not require excavation because it's reusing what exists under the building that's there today.

Lane: Great. Next question is, "How will kids of the school be protected during construction? There were some safety issues during gym construction."

Mansius: Great question, and a very important one. The site will be fully separated from the rest of the school premises. So we've been working with our contractor to develop a safety plan to basically keep the two very separated for obvious varied safety reasons. So that is something that we are working on with the school and with our contractor to make sure that there's no interaction between construction activities and the school. The good news is the construction that is closest to the school was for the gym construction, and that is now largely behind us. So we are effectively moving away from the school in our construction phasing with this next phase. So it is creating a natural boundary that way, as well.

Lane: Great. Okay, a couple more. "Is any current parkland being repurposed?" It just bounced on me, sorry. "Is any current parkland being repurposed for the new buildings? One of the buildings seems to be on current parkland."

Mansius: So no current parkland is being repurposed for the buildings. The entire development takes place on our property, so there's no repurposing of federal parkland.

Lane: Okay, we just got some more. "How many floors will be added to the currently existing building?"

Mansius: So the new building will actually only be just under 10 feet higher than the building that's there today. The existing building is being demolished all the way down to the lobby level, effectively. So the number of stories that we're adding onto that structure, technically, is seven on top of that existing structure. Or, sorry, six on top of that existing structure. But the overall height is something that we focused on very closely with the historic review to make sure that what's going back in place is contextually appropriate, and not towering over what used to be there.

Lane: Okay, great. Just got four more. "What will be done to address the already existing heavy congestion on Whitehaven during school start and stop times?"

Mansius: Also a great question. So as part of the redevelopment, the new site layout moves the turnaround farther into the property to create more queuing area for pickup and drop off than currently exists today. So that is one thing that we worked into the program to try and improve that condition.

Lane: Okay. The next one's about parking. "What proportion of the parking is shared between residents and the school?"

Mansius: So the way it splits, the school gets about 90 dedicated spaces out of the 256. Then there are 10 to 11 shared spaces between both uses. And then the balance goes towards the residences.

Lane: Okay. "Will access to the park from Whitehaven be affected at any time?"

Mansius: No. The access to the park will be maintained throughout. Pedestrian access up and down Whitehaven will be preserved through the temporary traffic control plan to ensure that folks can still access the park.

Lane: Okay, I did have one more, now I have two. "Will the new building be any higher than the current building obstructing monument views of the nearby property owners?"

Mansius: So it's just under 10 feet higher than the existing building. So it is from a far distance away and almost imperceptible difference in height. So, no, it should not obstruct monument views for, really, anyone.

Lane: And the last one. "Will the units be all electric for appliances, heating, et cetera?"

Mansius: That's correct. All of the units will not have gas in them.

Lane: Great

Blumenthal: Okay, well, thank you. And I'm really sorry about this oversight on our behalf. It didn't occur to me, and Gupi works really hard and missed it.

Howie: Yeah, I'm sorry, I missed it as well.

Mansius: That is okay. We're making the application even stronger. So, again, appreciate the feedback and we'll be back in touch.

Blumenthal: Yeah, I'll be in touch with you tomorrow or the next day.

Mansius: Okay, sounds like a plan.

Blumenthal: Thank you all very much for your presentation, and for answering all of our questions. We appreciate it.

Mansius: Thanks, everyone.

DC Water Presentation about DC's Lead Pipe Replacement Program [35:09]

Blumenthal: Next up we'll have Sean Moore from the DC Water to talk about the lead pipe replacement program that is going on now in our neighborhood. Welcome, Mr. Moore. Happy to--

Moore: Thank you, it's good to be here. Did you want me to share my screen, or are you guys-- Are you going to use the presentation that I sent you?

Blumenthal: Why don't you share your screen?

Moore: Okay.

Blumenthal: And we'll put that presentation up on our website for other people to see.

Moore: Perfect, okay. Yeah, all right, can everyone-- Can you see my presentation?

Blumenthal: Yes.

Moore: All right, perfect. Good evening, my name is Sean Moore. I'm the Communications Manager for Lead Free DC. And I appreciate the opportunity to be here tonight to talk to you a little bit about Lead Free DC. Quick things, first, Lead Free DC is our plan to remove all lead service lines from the city. Second, you can reach out to lead@dcwater.com, or call our lead hotline with questions about how to replace your pipes through Lead Free DC. And the third piece is we are doing lead service line replacements during this fiscal year in your ANC. DC Water's goal is to eliminate all lead service lines in the District. So that means two things. First, we're trying to replace all of the known lead service lines. And the second part of this is that we're trying to verify the material of service lines based on, you know, that are associated with historic materials. So I'm going to talk a little bit about our replacement programs today. But over the next year and a half we're also going to be doing thousands of test pits to verify the service line material, materials of homes across the city. This is just some quick milestones to date. We've replaced about 4,700 service lines, saved almost \$10 million in free service line replacement to residents. We're working under the Biden-Harris, using the money from the Infrastructure Act, as well as being tied to the Justice40 Initiative. We have some folks from DOES in our work development program that are helping with our outreach teams for Lead Free DC. And we're working to improve our inventory map. And this is that inventory map I was talking about. It's available on our website, dcwater.com/lead. There's a construction dashboard, and then there's also our new map to allow you to figure out what type of service line material your home has. So why are we doing all this? The key thing here is that lead, there's no safe level of lead. Lead is a powerful neurotoxin. Exposure to lead has serious health effects: damage to your brain, soft tissues, organs. But it's especially, especially bad for children. Lead, exposure to lead, our most vulnerable populations are children. Infants and children can have decreased IQ, attention span, learning disabilities, as well as behavioral problems. Even the

children of women who are exposed to lead during pregnancy can have that risk of adverse effects, because lead is stored in your body, in your bones. And any lead that the mother is exposed to is impacted, and it has an effect on the children. For adults as well, you know, there's a risk of heart disease, high blood pressure, and other issues. And this little infographic from the Clean Water Action Fund just gives you a real picture of how lead can affect all parts of the body. So I would encourage everyone to take a look at this presentation later just to understand a little bit more about the dangers of lead. A couple of quick things, just to explain what we're doing. So first, we are replacing the water service line, and the water service line is the line that runs from the water main in the street into the home, and comes in at the point of entry. So we're replacing that water service line from the water main to the first fitting, which is generally the shut off valve inside the house. Quick thing to know about this, the waterline is fully owned by the homeowner, but DC Water maintains that line in the public space, but the homeowner is responsible for that service line and any related issues with it in the private space. Additionally, DC Water by law is not allowed to use any funds that our ratepayers pay to do any work on public property. So we have to have your permission to do work, and we have to have special funding to do work on private property. And, fortunately, right now we do have that special funding that allows us to do programs like Lead Free DC. So just a quick, what kind of pipes do we find in DC? Right now lead and galvanized pipes are what we're focused on. They both contain lead, and of course when water sits in those pipes for six hours or more, they have the potential to leach lead into the water. You'll also find copper, which is what we're replacing those pipes with, as well as plastic and brass. But the program is really focused on replacing those lead and galvanized pipes. So there's three different ways that we replace service lines. The first is when DC Water initiates a program, that's our Capital Improvement Program. So if we're doing small diameter water main projects or other construction projects or emergency repairs, whenever we do something like that, if it's a water main and service lines need to be replaced, then it's done for free. With special projects like the by-block program, we're doing that for free as well. Our other programs like our LPRAP, or our Lead Pipe Replacement Assistance Program, that's when you only have the service line on the private side is lead, then you can have that replaced for free. It's just done through a different program that we do in coordination with the DOEE. And then we have our Voluntary Full Replacement Program. So if a resident wants to replace their service line and we don't have any capital improvement projects planned, and it's a full lead service line, then the homeowner could initiate that voluntary program and replace their service line. As always, DC Water would pay for any work in the public space, but the homeowner would be responsible for work that was done in the private space. So how did we choose the homes that I'm going to tell you about today that are in the Lead Free DC program? We use a prioritization model that uses data from that service line inventory map about populations, their socioeconomic data, as well as a concentration of homes with lead service line in the area, and we use that to calculate a score. And some of the variables that go into that, that are weighted, go into that service line material, household income, blood level, indicators for children, and those issues. And we put all that information into a data model, and then we choose blocks from all over the city every year to participate in the program. And blocks with higher scores are prioritized over those blocks with lower scores. This is just a quick couple of photos that you'll see that happened during service line replacement. But a few quick things, the by-block replacements are done 100% free with DC covering all the costs. We commit, we

will restore everything in kind. So wherever we dig, any drywall or anything that we do, we'll restore to the way it was before. You know, over the pictures you'll see here we'll dig a couple holes at the water meter, and then in the yard. And then we would have to do some work inside the house at the shut off valve. And residents of course need to be home for that work. And, again, we simply need someone who's eligible for the program to sign the agreement to participate. So this is where we are-- Sorry. I'm sorry, this is the wrong presentation. I will send out the right presentation, because that's the ANC 6E presentation. But my presentation actually lists all the blocks that are in ANC 3B. And I will come back to that and get that list, if you give me a second. But just a quick wrap this up, what we need for the folks who are eligible, is to sign our agreement so that they can participate in the program. Do note that we will have our folks out doing door-to-door outreach for the program. And if you're interested you can use our lead map and other information to find out about the project. All this information is available at dcwater.com/lead. And we also have a survey if you're interested in taking our survey to tell me how I did on this presentation, which, I'm sorry that I showed you the wrong presentation. It is the same information, but I gave you the one from yesterday that I had at ANC 6E. But I did send, Commissioners, I did send you the correct presentation, so you should have the correct presentation with the homes that are in the program.

Howie: Sean, I went ahead and grabbed--

Moore: Yeah, we're doing pretty good on the immediate homes. You got it?

Howie: I grabbed the information and put it in the chat, the blocks that you had in your slide presentation.

Lane: And I'll put these on the website tonight.

Moore: Thank you, I appreciate that. My apologies for that. But we're doing pretty good on the blocks that we've identified. We have about 742 homes that will be coming up in addition to the ones that are already, we're out signing up for. So we have about 742 homes that we'll start to do outreach on a little later this year, or the early part of next year, that will also be a part of the program. So there's a lot of construction and a lot of opportunities to get these lead service lines replaced. And I definitely would encourage you to visit us online to find out more about the programs. You can always email me. My email is right here, sean.moore@dcwater.com. You can call or email our Lead Department, lead@dcwater.com, or the 787-4049 number. And I'll take any questions.

Blumenthal: Okay, so thank you very much, Sean, for that presentation. And everybody who wants to look at the blocks, it's in the chat. My area, we had all of our lead pipes replaced, almost all of us, at the same time a couple of years ago. And it really worked to do it block by block, to have all the digging at the same time, all the disruption at the same time. Instead of one house, after one house, after one house, after one house. So I would recommend that if you talk to your neighbors, the more of you who want to do it, you should try to all sign up together and. And I'm also available to answer any questions if you have them about how it

works and how it goes. It went very well for our neighborhood, our part of the neighborhood.

Moore: Perfect.

Blumenthal: Are there any other questions?

Moore: There was a question I thought I just saw pop up in the chat.

Blumenthal: Right. Well, no, Commissioner Carroll and Commissioner Howie both have questions.

Moore: Oh, I'm sorry. Go ahead.

Blumenthal: Commissioner Carroll?

Carroll: Thank you very much for your very helpful presentation, Mr. Moore. My question is in regard to multifamily units. It looks like most of-- Much of my district is multifamily units, and I actually was going to ask the question that ended up in the chat, which is what does it mean that we-- I forget exactly how the phrasing is, but, "We don't think there's lead there." What exactly does that mean? I actually suspect that this building may be served by galvanized pipes from the meter in. It's a 1958 building.

Moore: Right. So on that lead map, excuse me, with the five different colors, if it's red we know it's for sure it's lead. If it's blue, we know for sure it's not. Those in between, we think it may be lead, or if it's green, we think it's not lead. And that's all based on historic records. And when that green, or yellow, or orange are present, what will happen over the next year is we will dig a test pit at that home or that small apartment building to find out what type of service line that they have, or to verify what type of service line that we think they have, so that we can update our inventory. So that's that two-part, that second part of the process. I told you we're doing the replacements, but we're also doing the verifications, the dig and determines, so that we can answer that question. "Is it lead? Is it not lead? Are you sure or not?" We want to be sure, and so over this next, over the year, we will be visiting thousands of homes across the city to dig test pits to verify the type of service line material.

Carroll: Okay, so you'll eventually get to all the properties in the city?

Moore: Yes.

Carroll: Is that what you're saying? Okay, fair enough.

Blumenthal: Commissioner Howie?

Howie: Yeah, I just wanted to say that we had our house done about two weeks ago, and many of my neighbors on my block, on the 3800 block, also done their lead pipe replacement. It was

very easy. You guys were in and out in one day. You know, they were generous to like protect my peony bushes, and they dug them out and then replanted them when they were done. They put grass seed back down, and hay. So, you know, kudos to the way you guys executed it, and very much appreciated.

Moore: Right, thank you.

Blumenthal: Questions from the chat, or from the audience, Melissa?

Lane: I think you've already covered-- Victoria says, "What does no lead pipe suspected mean? The green dot on the map."

Moore: Right, and that's what I was just-- Based on our records, we don't think you have lead pipes, but we're not certain. So, like I said, that's one of those instances where we will be doing a test pit to verify the type of service line material.

Lane: That's the only question we have in the chat.

Moore: Okay.

Blumenthal: Okay, so we will put all your materials up on our website, particularly the map, the list of blocks that you're focusing on here. And are those blocks-- Which program is that? The one where the homeowner pays for the private part?

Moore: So this, now this is all part of the by-block, which is totally free. I was trying to get the information for the LPRAP program so that I can let you all know which homes in 3B would be eligible for the LPRAP program, but I haven't gotten that list yet. As soon as I do get that list, I will share that with you so you all will have, Commissioners, will know which homes are eligible for LPRAP. I know we recently did a large mailing to homes that were eligible for the LPRAP program, so I want to make sure that you all know as well so you can encourage those folks who are eligible for that to get their service line replaced for free. And that LPRAP, again, is when only the private side is lead, and right now, well, it is now 100% free. It used to be on a sliding scale based on household size and income, but now everyone gets that done with 100% discount, as they like to say.

Blumenthal: Well, that's really good news, because I paid for mine. Okay.

Lane: The slides have been posted on the website, so they're available to anybody who wants to see them.

Blumenthal: And you put up the 3B ones, not the 6C ones?

Lane: Yeah, it says 3B.

Blumenthal: Okay.

Moore: Yeah, I sent you all the right one. It's just like when I'm sitting here at my computer, I pulled up the one I used yesterday and, you know, so I'm a little embarrassed, but I'm glad you guys have the right information. And if you have any questions, please feel free to reach out to me. And thank you, again, for your time.

Blumenthal: Thank you very much, Mr. Moore, we appreciate it. Have a good evening.

Moore: Bye-bye. You too, bye-bye.

New Business [53:47]

Resolution regarding the location of a Micromobility Corral [53:47]

Blumenthal: All right, we're moving on now to a resolution regarding the location of a micromobility corral on Fulton Street. Commissioner Lavezzo, do you want to take this, please

Lavezzo: Absolutely. I do have a bit of a correction regarding the micromobility corral item. Initially it was understood that the corral would be on the northeast corner of the intersection of Fulton and Wisconsin. However, the NOI we have from DDOT indicates that it'll actually be on the 3700 block of Fulton, which is directly west of Wisconsin. It would be on that southwest corner. Those may remember that a constituent spoke in our September meeting about this, and that constituent had reached out to me as well with questions of why the rack was removed, or the micromobility corral was originally removed. Evidently it was there for a very short time. Residents in the area had requested this corral, as they were overwhelmed by scooters and share bikes left on the sidewalk, blocking the sidewalk, up against buildings. I would like to read the relevant section of the NOI so everyone understands where it's going to be, or the proposed location is. That is, "DDOT proposes to repurpose one residential permit motor vehicle parking space on the southwest corner of Fulton Street and Wisconsin Avenue Northwest for an on-street bicycle and scooter, or micromobility corral, with room for at least eight bicycles and scooters." It's also important to note that DDOT is accepting comments ending on November 28th if anyone would like to comment on this separately, directly to DDOT. There has been some concern from our neighbors in ANC 3A about traffic flow on Fulton for some time. We understand this. It's also important, as we give people more options for non-personal vehicle transportation, that we have infrastructure to support these new forms of transportation, not only during their trip, but at the beginning and end of their trip. It's also important that we keep sidewalks clear for those who have mobility devices so they can make full use of the sidewalk. And I think, I propose that we pass a resolution to support installation of the micromobility corral in the proposed location in the NOI. But that we also ask DDOT to evaluate parking at that intersection in an effort to improve traffic flow.

Blumenthal: Thank you, Kevin. Are there any questions from commissioners? Comments from commissioners? Any questions or comments from people in the audience? Chat, or raise your hand.

Lane: I don't see any.

Blumenthal: Okay, and there's nothing in the chat?

Lane: Wait a minute, Susan Spencer wants to make a comment.

Blumenthal: Okay, yes, please. Go ahead. Just unmute yourself.

Spencer: Hi, everyone. Good to see you all. Yeah, I just wanted to mention that in April, 2022, I was the one that submitted TSI request on 311 to study removing the parking spaces on the north side of this west leg of Fulton. That would be three parking spaces from the crosswalk to the garage of 2800 Wisconsin. I live at 2800 Wisconsin. The building that's right across from the scooter corral. I've been here for 20 years, I've monitored this. And it's very dangerous for two reasons to not have those parking spaces removed from the north side of the street. First of all, at rush hour this is the only place you can turn left to access any of the neighborhoods west of Wisconsin. Calvert, you can turn left at rush hour. The next place you can turn is at Fulton. After that you have to go all the way to Woodley Road to turn left. So we got a lot of people turning left at our corner at rush hour, which makes the fact that the parking on the north side is there even more problematic. Because as you all know who live in the neighborhood, it's a very narrow roadway, and if there's an SUV or a delivery truck, you really have to wait in the crosswalk there if you're turning left northbound off-- You're going north on Wisconsin, but you want to turn left there. So my feeling, I was hesitant to think that this corral is a good idea, but if you want to go ahead with it, just keep in mind that I did make that request for that study 18 months ago. We've gotten no response at all from DDOT on it.

Blumenthal: I can respond a little bit to that from what I heard, learned from ANC 3A, which is also involved in this. Apparently the TSI investigations take infinitely longer than anything else that DDOT is doing right now, and that they're very backed up. And so your traffic safety investigation for the parking issue is slower than the relocation of the micromobility corral. And they're not working in tandem, which is why we think it's okay to go ahead and approve the corral as long as we continue to push for the traffic safety investigation and the removal of parking spaces across from it.

Spencer: Yeah, the interesting thing is that the east leg of Fulton has parking only on one side, which makes traffic flow good. Garfield only has parking on one side. And so our street being so narrow, I just hope that you'll all support looking after trying to get some movement on that study to get those parking spaces removed on the north side. Thank you.

Blumenthal: Thank you. Is that it, Melissa?

Lane: Yes.

Blumenthal: Okay, Kevin, you actually made a motion that's on the floor? Do you want to just restate it quickly, and we'll move forward on that?

Lavezzo: Sure. I'd like to make a motion that we support the NOI to install the micromobility corral at Fulton and Wisconsin on the 3700 block.

Blumenthal: With the--

Lavezzo: Oh, with also the request that DDOT examine removal of parking spaces directly opposite it to improve traffic flow.

Blumenthal: Thank you. Second for that?

Carroll: I'll second.

Blumenthal: Commissioner Carroll, okay. All in favor? Okay, all five, five to zero in favor of the motion as stated. And Kevin, Commissioner Carroll, will talk about the document that needs to be submitted tomorrow. Thank you, sorry. Moving on, Commissioner Carroll, do you want to talk about the Washington-- Oh?

[61:21]

Lavezzo: One more thing. The bikeshare, new bikeshare locations.

Blumenthal: Oh, I forgot.

Lavezzo: All good, this will be really quick. So as anyone who uses bikeshare in our neighborhood knows, we really only have one accessible dock, and it's at 39th and Calvert. It's frequently empty. You know, people ride the bikes down the hill, and hopefully that changes with the increasing number of ebikes that are part of the bikeshare fleet. However, there are five new docks going in around us, with two being in ANC 3B. One actually should have been installed, or installation began today. These locations are, and I'll give the date of installation, the proposed date of installation as well. Today, 44th and New Mexico, which is in 3D. On the 14th, 39th and Tunlaw which is in the slip lane that was closed off, and that's in ANC 3B. 11/15, Wisconsin and Upton Street in 3A. 11/21, New Mexico and Cathedral, which is ANC 3B. And then on 11/22, Massachusetts and Idaho, which is also in ANC 3A. And that's it.

Blumenthal: Great. Thank you very much.

Lavezzo: You're welcome.

Resolution regarding Washington Gas [1:02:32]

Blumenthal: Commissioner Carroll, do you want to take up our resolution regarding Washington Gas?

Carroll: Certainly. I'm hoping that I'm not required to read the whole thing.

Blumenthal: No, just summarize the issue.

Carroll: Basically, the issue is that the city has, you know, in keeping with its understanding of the climate change has set climate goals for the city, set energy reduction goals for the city. By 2035 we're supposed to cut all energy consumption in the city by 50%, which is a very ambitious goal, and get to Net Zero carbon emissions by I think it's 2045. However, Washington Gas has approached the Public Service Commission, and they want to do essentially a replacement of their pipeline infrastructure for natural gas, a fossil fuel that obviously emits carbon when combusted. And, in fact, in leaks is also a problem. In a 40-year program, so 40 years from now would obviously be well past the goals set by the city. We have created a resolution that says that we oppose the pipeline PROJECTpipes phase three, which is the next phase for Washington Gas, and urge the Public Service Commission and the city council to oversee a project that would prioritize leaking pipes, and be congruent with the city's energy and climate goals. I'm willing to take questions. I realized that was a bit much.

Blumenthal: Pretty succinct, though. Questions from commissioners? Clarifications, additions, anything? Victoria, you have your hand up. Do you want to say something?

Zuckerman: Not about that. It was about the bike thing, sorry. I typed the question to Kevin. Hopefully he can answer it.

Blumenthal: Okay, thank you. Are there any questions from the audience about the PROJECTpipes project? Looks like there might be a lot. Melissa?

Lane: No, I don't see any.

Blumenthal: No? Oh, I haven't cleared my chat, sorry. Okay, well, do you want to make a motion then, Commissioner Carroll?

Carroll: So I move that the ANC 3B support the resolution as shared on our website.

Blumenthal: It'll be there

Carroll: Pardon me.

Blumenthal: You said shared on our website, we were just clarifying that it's not there yet.

Carroll: Oh, that that has been shared among the commissioners and will be posted on our website, that would ask for, as I summarized, to oppose the PROJECTpipes phase three -- it's a bit of a mouthful -- of Washington Gas before the Public Service Commission. And urge the city council to monitor the PSC's congruence for plans with energy and climate goals of the city.

Blumenthal: Second, Melissa, Commissioner Lane. All in favor? Okay, the vote carries, the motion carries five to zero. Thank you very much, Commissioner Carroll

Updates [1:06:30]

Reminder that trash cans cannot be left out in the alley between pickups [1:06:30]

Blumenthal: We have a couple updates. I was asked by a constituent to remind people that trash cans are not supposed to be left out in the alley more than 24 hours before pickup, or 24 hours after pickup. They're getting in the way of traffic in alleys, so please put your trash cans out of the alley somewhere as you're supposed to do that.

Leaf collection has begun [1:07:03]

Blumenthal: And leaf collection has begun. We are not on the list yet. All leaves need to be raked into the tree box area or the curb area no sooner than the Sunday before the pickup is due on your street. You can go to dpw.dc.gov/service/leafcollection for the collection schedule. They will be collecting leaves starting now through when they finish. Typically it takes them a lot longer than they say they will. And they're usually late, but it'll get done. And we'll put that also on our website. Is there a question? No. Any questions?

Open Forum [1:08:00]

Community Comments [1:08:00]

Blumenthal: Is there anybody here who would like to speak in open forum? Please raise your hand.

Lane: Yeah, there's two. Victoria and Christina.

Blumenthal: Okay, let Victoria go first, and then Christina. And then Susan Spencer also.

Zuckerman: You all got my screed to DDOT about the condition of the safety of crosswalks people crossing Cathedral Avenue. I'm just going to sum it up by saying the answer he's given me I think is weak. And I'm just so disgusted that pedestrian safety is on such a low priority. They want to put back everything they have tried that has failed over and over again. I will be writing more, keeping you guys informed, and I hope at some point that if there is some methodology of showing your support to DDOT about this issue about our concerns, that you would give us that support. I'm not quite sure where that point would come.

Blumenthal: Okay, we hear you, Victoria.

Zuckerman: Thanks.

Blumenthal: All right, Christina. I can't see the rest of your last name, but please go ahead.

Christina: Thank you. I'm looking, I'm putting on my video. I would like to talk about the bike lane, the so-called bike lane on New Mexico Avenue and Tunlaw Road. I commute to my job every day. I ride a bicycle. I've been doing that for 25 years.

Blumenthal: Oh, it's okay-- Sorry.

Christina: So I'd like to talk about this so-called bike lane. It is very dangerous for cyclists to use it. It's a two-way bike lane. Each lane is only about three feet wide, so you have two opposite lanes. On each side there are these plastic posts. On one side is the curb next to the sidewalk. On the other side are these like concrete fake curbs, maybe about four feet long, a couple inches high. These plastic vertical posts are about three feet high, and then in some spots between the two oncoming lanes there are these yellow posts, plastic posts. The problem with this is that whoever planned this did not account for topography. New Mexico Avenue is very hilly. When I am going down the hill, I am traveling at a rate of about 20 to 25 miles an hour. And then going up the hill, anywhere from 6 to 18 miles an hour, depending on how tired I am and depending on the location, how steep the hill is. The problem is with all of these factors combined, the cyclist has nowhere to go when there is an obstruction in the bike lane. And I have observed many of these obstructions. Piles of wet leaves, hefty bags full of leaves. A parked Pepco truck in the middle of the bike lane taking up both lanes. People walking their dogs. People walking, jogging. Rental scooters, some of them coming in the opposite lane. I've seen abandoned rental scooters. And pedestrians, runners, dogs, squirrels, et cetera. These obstructions are probably not a problem for you if you're in a car or if you're walking. If you are on a bike, it is very dangerous. You are on two skinny wheels. If you have to swerve to avoid something, you're going to go into the curb, and you will be knocked off your bike and onto the concrete, and you could suffer very serious injuries. Concussions, broken bones, a cracked rib, possible fatalities. These plastic poles sticking up are very much a hazard for cyclists. When the bike lane opened, I attempted to use it and almost crashed into the yellow pole right in the middle. Had I hit it, I would have been knocked off my bike and risked serious injuries. I would like to provide my observations of who is using the bike lanes now. I see rental scooters, maybe about two or five, two to five a day. I see people walking and jogging, which is wonderful.

Sometimes I see a cyclist walking her bike up the hill. What I don't see a lot of are cyclists on the bike lane. And I think it's because it is so dangerous. It is not suitable for people who are new to cycling, and that became apparent to me when I saw a young lady walking her bike up the hill. I would also like to say that one thing that has been very helpful to the cyclists is that the city repaved New Mexico Avenue and Tunlaw Road, and that has made a lot of difference. I think if you do see increased numbers of cyclists on the road, it's because of the repaving. Prior to that there were a lot of potholes and cracks, and I did have to swerve a lot to avoid them. So because the bike lane is dangerous, I don't use it, and now I have to use the main road, but now we're very confined, and I have to share it with the cars. Sometimes it's only wide enough to allow one car to go by. As a result, when I'm going to work in the morning up Tunlaw Road, there are cars behind me and I'm slowing them down. And I do not want to do that. I do not want to delay anyone's commute. I am an experienced cyclist. Unfortunately now, every day people honk their horns behind me, and they shout at me to get in the bike lane when sometimes I cannot even do that. And so I am not interested in delaying anybody. I am trying to stay out of everyone's way. I would ask my neighbors not to honk at me and shout at me. I would also ask that ANC 3B consider removing the bike lane. Thank you.

Blumenthal: Thank you for your report. I think that what I would suggest, and we can talk about, is that you write that up and we can tell you how to submit that to DDOT and the bike lane people so that they can add that to the response they're getting to the bike lanes. It may be possible that some of those things can be fixed. I noticed the yellow poles in the middle of the two lanes myself and thought that it made it look very dangerous. But I don't bike, so I don't know. So we can do that if-- Melissa, can you put Mike Goodno's contact info in the chat? And then Christine can use that as an email address to send that to. I think that's all very useful information for him. Does anybody else have a comment for Christine? No? Thank you very much.

Spencer: I put it in the chat box. Oh, sorry. I thought you were closing out. Can I go ahead and just add what I was gonna add?

Blumenthal: Yes, go ahead

Lane: Well, there's a couple other-- Okay.

Spencer: Oh, I'm sorry. Go ahead, I misunderstood. I'll wait.

Blumenthal: You're in the queue, Susan. We'll get to you. David White?

White: Yeah, just echoing what was just previously said about the bike lanes, I was actually going to say, wondered who do I contact regarding just bicyclists in general? As a pedestrian and a car driver, I have seen over the years more bicyclists, which I don't have a problem with them. But I do have a problem with bicyclists who don't pay attention to any rules of the road, and who don't have lights, or are not wearing a helmet. And I just wonder, the District seems preoccupied with making areas available for bicyclists, and electric bikes, and scooters, and

corrals, and so forth. But there's not-- And I may be just unaware of it because I'm not a bicyclist, but there doesn't seem to be any kind of training and/or guidelines and/or licensing. It's just, you buy a bike and off you go. And having nearly been run down as a pedestrian by bicyclists who are not paying attention, or who choose to woosh through a stop light, it concerns me. And I just wonder who in the District government, you know, whose problem is this? I don't know if it's a DOT thing or what. So I'd appreciate information on that. Thank you.

Blumenthal: I don't know exactly who the contact for that would be. I do think that we've heard a lot from people about the need for a public education program on rules of the road for all these multimobility vehicles that are out there. So we can search out a possible contact and put that on our website, and even forward your comment once we know. Unless, does any other commissioner know?

Lane: Maybe Christian Pineiro?

Blumenthal: Yeah, I guess Christian would be the one.

Lane: I'll put--

Blumenthal: We'll put his name in the chat and you can write him an email. He's pretty responsive. And at least can tell you what the status of any public education programs might be. There was another person, Ashlee something?

Lane: Ashlee Mercer?

Mercer: Oh, no, I was just saying that I would like to speak before everything is over. It wasn't necessarily a question. I'm from Councilmember Frumin's Office.

Blumenthal: Well, you could speak now.

Mercer: Oh, okay. I don't want to butt in the line. There was somebody already waiting. I'm happy to hold.

Blumenthal: Okay, well let's do Susan Spencer, and then Ashlee can be next.

Mercer: Yes, sure thing.

Blumenthal: Susan?

Spencer: Thanks. I forgot to add something in the micromobility corral talk. I think there was some talk of extending the white flex post from the corral to the crosswalk. If that's the case, I would discourage that because of that congestion in that crosswalk when cars are backed up trying to turn in there, and the eastbound cars coming off of Fulton can pull into that space and at least open it up again. So I just wanted to mention that. Was there a talk of extending those

flex, white flex posts to the crosswalk?

Lavezzo: Not as part of the NOI. The NOI was simply just to remove one residential parking spot and replace it with the micromobility corral.

Spencer: Okay, very good, thank you.

Ashlee Mercer, Ward 3 Councilmember Frumin's Office [1:20:58]

Blumenthal: Okay, Ashlee, you're up.

Mercer: All right, good evening, everyone. So we do have a new Workday in the Ward this, well, upcoming. We're going to do something different. Sunday, December 3rd, from 8:00 to 2:00 at Black Coffee, I'm sorry, from 4885 MacArthur Boulevard. Please join us to learn about the councilmember's recent efforts, meet with our agency partners, and show support for small businesses in the Palisades. There will also be the farmers market that day. The councilmember and other members of the team will be available to meet with you, address your questions, and connect you to helpful community resources. The Committee of the Whole will hold a hearing on legislation introduced by Councilmember Frumin on Friday, December 8th, at noon. They will be addressing the bills, Legacies of Housing Segregation, and Rock Creek West Amendment Act of 2023, and Releasing Restrictive Covenants in Deeds Act of 2023. To testify, register using the council's hearing management system, and I'll post the link in the chat for you guys if you would like to register. Testimony is limited to four minutes. If you have additional questions about testifying, please contact Evan Cash. I'll also post his information as well. The councilmember has also co-introduced with Councilmember Robert White and eight other colleagues, the Whole Government Response to Crime Act of 2023. It improves 911 operations and response by establishing a task force to provide system and leadership recommendations within 90 days. It expands staffing and talent at the Department of Forensic Sciences Crime Scene Division, which has struggled with staffing constraints and high turnover. Tracks where firearms in DC originate. And it creates a full-time Victim Services coordinator that connects residents with vital resources like legal aid, mental health support, and funeral cost assistance. Questions about legislation-- Oh, I'm sorry. There's also one other update about legislation. On November 7th at the legislative meeting, the council and Councilmember Frumin voted to confirm Pamela A. Smith as Chief of the MPD, along with confirmations of directors of DGS, DOB, DLCP, Department of Youth Rehabilitation Services. Additionally, the council passed the Pathways to Behavioral Health Degrees Act, which Councilmember Frumin co-introduced, which establishes a free masters of social work program at UDC and helps address the shortage of social workers in our city. The council preserved 20 million in funding that it had previously earmarked for the Emergency Rental Assistance program, disapproving a mayoral request to reallocate that funding. And I believe Commissioner Blumenthal already spoke about leaf collection, but just a couple of things about that. There is also a leaf line. I'm not sure if I heard you say this. There's a leaf line that you can also call, 202-671-LEAF, to check and see when the leaves will be collected in your area. And I'll also post that in the chat for you guys. As we all know, the DC

Smart Street Lighting Project is going on. If you do have any concerns about the brightness, dimness, or condition of the light on your street, whether it has already been replaced or not, please submit a 311 request for street light repair. They previously were closing them out within 24 hours, but they have pledged to keep them open until the repair has been completed. The shields are on back order, I believe until November 15th. And they will start to go out going back, you know, working their way back to current to make sure that everybody has those shields, and that the lights are dimmed. Electronic recycling will be occurring Octo-- That's old, I'm sorry. I believe that does happen, though, electronic recycling, every month at RFK. Lastly, if you do have an issue or concern and are having trouble getting a response from the appropriate government agency, please reach out to our office and a member of our Constituent Services team can assist. And I'll post that information in the chat. Thank you, guys.

Blumenthal: Great. And that is actually a good backup for a lot of the places that we don't know where to reach out. You can always reach out to Councilmember Frumin's office, and they will help.

Mercer: Yes, and I'm sorry, I am also on the Constituent Services team. I'm the coordinator, so please feel free to also reach out to me directly.

Blumenthal: Great. Any questions for Ashlee? Okay, thank you very much. We appreciate you coming to our meeting.

Mercer: My pleasure. Have a good night, everybody.

Administrative Matters [1:25:51]

Blumenthal: Okay, we're moving on to administrative matters now. Our treasurer was unable to come tonight. He's traveling, and so we do not have a financial report. We have seen the transcript of the recording of the October minutes.

Lane: We've got a beginning and an ending balance from Ben, if you want me to report that?

Blumenthal: Well, it's the same, right?

Lane: Yeah, the beginning and ending balance is the same. It's \$31,053.45.

Blumenthal: Okay. Yeah, we've had no transactions in the past month or so. Okay, so we need to approve the October minutes. I move we approve them.

Howie: I'll second.

Blumenthal: Commissioner Howie seconds. All in favor? All commissioners voted in favor. The

motion carries. Our next meeting is Thursday, December 14th. Happy to have you all with us there again.

Zuckerman: Oh, wait a minute, one quick question. What is the date in December that the Mayor is coming to Black Coffee?

Blumenthal: The 3rd.

Zuckerman: December 3rd? Okay, thanks.

Blumenthal: Okay. All right, thank you all for tonight.

Mercer: The Mayor is not coming.

Lane: It's Councilmember Frumin.

Mercer: Yes, it's Councilmember Frumin.

Zuckerman: Oh, I'm sorry, I meant Councilmember Frumin.

Mercer: Okay, I just wanted to-- We may have the Mayor's Office there, Matthew Barclay. I have to still confirm with him, but the Mayor will not be there.

Zuckerman: Okay. Thanks so much. Sorry.

Mercer: No problem.

Blumenthal: Okay, I'm going to try to close the meeting. So I move that we adjourn.

Lane: Second.

Blumenthal: Commissioner Lane seconds. All in favor? Motion carries 5-0. Thank you all very much. See you next month.

Lavezzo: Good night.

Blumenthal: Good night.