

Transcript of ANC 3B Meeting of September 14, 2023

Edited for Clarity and Readability

Timestamp	Agenda Items
0:00:00	Approval of Agenda
0:01:35	Police Report
	Old Business (Not discussed)
0:09:58	New Business
0:09:58	<ul style="list-style-type: none">• DC Water's Lead Pipe Replacement Program
0:16:13	<ul style="list-style-type: none">• 2606 and 2610 41st Street
0:31:20	<ul style="list-style-type: none">• Glover Park Main Street Art All Night Resolution
0:32:58	Updates
0:32:58	<ul style="list-style-type: none">• Announcement of new bike lanes on Tunlaw and New Mexico and new parking arrangements.
0:56:55	Open Forum
0:56:55	<ul style="list-style-type: none">• Department of Licensing and Consumer Affairs (formerly part of DCRA)
1:05:35	<ul style="list-style-type: none">• Mayor's Office of Community Relations and Services (MOCRS)
1:09:22	<ul style="list-style-type: none">• Update on Stoddert Elementary
1:13:43	Administrative Matters

Approval of Agenda [0:00]

Blumenthal: Good evening, everyone. Welcome to the September meeting of ANC 3B. We are in an open Zoom room, which means that if you have your camera on we can all see you and see everything you're doing. It would be best if people did not put their cameras on unless they were speaking or on a panel. And please keep yourself muted when you are not speaking. Thank you. First we need to approve our agenda.

Lane: Second.

Blumenthal: Thank you. We're supposed to make the motion first, and then--

Lane: All right.

Blumenthal: All right. All in favor of approving the agenda? Fine. Everybody approves. And I should say for the record that I believe all six commissioners are present. I don't see Commissioner Howie or Commissioner Bergmann.

Lane: They're here.

Blumenthal: But I understand that they're here, so I will--

Lane: Oh, Gupi's coming in again. What is going on?

Blumenthal: But we do have a quorum. Oh, there's Commissioner Bergmann. Okay. We do have a quorum to go forward, so we are.

Police Report [1:35]

Blumenthal: I'd like to open up tonight with Lieutenant Johnson of the Metropolitan Police Department to give us the crime stats and take any questions that we have. Welcome, Lieutenant Johnson.

Johnson: Hello, everyone. Can you, can everyone hear me and see me?

Blumenthal: Yes, thank you.

Johnson: All right, good evening, good evening. I have the crime stats for Glover Park ANC 3B. The crime is up. Comparing the 30-day window from last year to this year, we had 14 crimes in this window last year. This time we have 23. And we had one robbery of the gas station at the Sunoco gas station. It was a robbery involving a hammer. Someone came and threatened a clerk, and took some money. That happened back in August. But we had theft from autos, those are down. We had seven this time last year. This time, this go around we have six. Thefts are up. This time last year we had six; we have ten. So thefts are driving our crime up. Thefts and motor vehicle thefts. The thefts are from CVS, Trader Joe's. We had one package theft, happened on W Street. Other than that, these are retail thefts. Also, we had six motor vehicle thefts compared to one this time last year. One was an automobile. It was a rental, like a rental company. You can rent, get the keys. I guess someone used a fake credit card, got the keys, and stole a car. That was one Jeep that was stolen. The rest was mopeds, motorcycles. Unlocked, and some were locked and got stolen. So that was that. So that's basically-- It was no murders, no serious assaults. Just that one robbery, and arrests for thefts and motor vehicle thefts, theft from autos. I do have one--

Lane: Gupi wants to know what the theft was on W.

Johnson: It was a package theft from someone's home. A porch theft, it was a porch pirate.

Blumenthal: Speaking of porch thefts, Lieutenant Johnson, just this week there were two incidents of porch theft on Tunlaw, one of which was captured by a Ring camera. And people recognized the thief. He's a regular in the neighborhood.

Johnson: Was that reported?

Blumenthal: It was reported, and I sent you also the email all about it just so you would be up to date, but obviously you didn't get it.

Johnson: When did you send that one?

Blumenthal: This week, so--

Johnson: This week? Oh, I've been off all week-- I mean, I'm not off, I've been in training. So just getting back to work today.

Blumenthal: Yes, so I sent it to you as a heads up because I knew it would come up. A lot of people recognize the guy who did it. It's a real, full face on. I think I recognize him. I think I just saw him on the street this afternoon. But the picture is not all that clear. But he seems pretty brazen, so if you could follow up on him.

Johnson: I'll follow up on that and check with the detectives. If we can get a picture we can get him stopped, and get a warrant for him. That should be pretty quick.

Blumenthal: People think he's the guy, one of the guys who hangs out at the Wells Fargo bench, which you know--

Johnson: Okay.

Blumenthal: We're not 100% sure about that, but he definitely looks familiar.

Johnson: Well, I'll get the photo and give it to my officers and see if we can stop the guy, get his name. If we can match the picture we can get a warrant for him.

Blumenthal: Okay, well, a report was filed. Thank you.

Johnson: Oh, good. Also, we have a new chief, Chief Pam Smith. She has an initiative where we do community walks at least once every two months in our PSA. And we did one in August, but everybody's on vacation so I guess we missed it. The next one is October the 8th at 5:00 p.m., and it'll be in the 2900 block of Connecticut Avenue where we're going to start the walk. And at these walks we have like the chief, not the chief, but the commander should be there, a captain should be there. We have people from like the Department of Mental Health, DPW. They also come and walk with us. So if you have any questions you can show up and meet some of these people and find out about the mental health issues in our area, what they can do about it, and how they're helping us out. There's a lot of people running around that are mentally ill in the PSA.

Blumenthal: We know about that, and it's one of our issues that we're going to try and explore, maybe in November, at our meeting.

Johnson: Yeah. It's on October the 8th at 1700, DBH should be there, Department of Mental Health, should have sent a supervisor down there to talk to us.

Blumenthal: Okay. Just one question, quick question about that. People always want to know when it's okay to call 911 about a mentally ill person who's disturbing them. Is it-- I always say if it looks like it's violent, if it's, you know, if it's some kind of violence. But if it's just a disruption, there are other ways to deal with it.

Johnson: Well, disruptions-- I'm sorry, disruptions too, you can call for-- If they run up to the people, like yelling at people, yelling at people's faces. Not being violent, or touching somebody, but you know, just having a crisis where you can tell they need help, you can call any time. You know, any time you feel like they're doing something that's not normal, you can call.

Blumenthal: Oh, okay. That was not my understanding, so that's good that we cleared that up.

Johnson: That's DBH's job, the Department of Mental Health, to come out. And the police might not come, but they should come and interview these people. They have more training.

Blumenthal: Should we call 911, 311, or the DBH hotline?

Johnson: 911 will contact DBH if it's something non-criminal. And they should come out. If they need us, they'll call us. That's how it should work.

Blumenthal: Okay.

Howie: This is Commissioner Howie. In my experience, when you call 311 with a behavioral health issue, like someone's walking down the street and they're obviously not wearing any clothes and you call 311 to just ask for like a not aggressive approach, you just automatically get sent to 911, so it doesn't really matter who you call, 911 or 311, you will get diverted to 911.

Johnson: 911 should call DBH, but they're not 24 hours. Depending on the time of the day, I've got to say that. I think they stop working around 10 or 11 o'clock at night, so the police will come after that time. But before that DBH should be showing up on these calls. The nonviolent ones.

Blumenthal: Okay, all right. Any other questions for Lieutenant Johnson from the commissioners first? From people in the audience? Raise your hand, there's a little button for that. There's a hand raised, Melissa.

Lane: I don't see it.

Blumenthal: It's on the screen. Whoever's got their hand raised, you can just speak. Just speak. Hello? Okay, I guess--

Lane: Okay, Victoria Zuckerman wants to know who DBH is. Is it the Department of Behavioral Health?

Johnson: Yes, Department of Behavioral Health. They handle the mentally ill population in DC.

Blumenthal: Okay. All right, well thank you, Lieutenant Johnson. I guess there's nothing else for you tonight. And, you know, reach out to me if you didn't get my email or you need to contact--

Johnson: I just sat down in the office, I'll check them. I'm sure I got it, but I just gotta read it.

Blumenthal: Okay, all right. Thank you very much.

Johnson: Thank you. All right, bye-bye.

New Business [9:58]

DC Water's Lead Pipe Replacement Program [9:58]

Blumenthal: Our first order of business is a presentation of DC Water's lead pipe replacement program. Gupi, you want to tee that off and tell Melissa who?

Howie: Yeah, sure. So Stephen Akyereko reached out. So I don't know, just background information, all of DC's main water lines are just lead pipes, that's just when it was installed. And moving water through lead pipes is not an issue. It's like when water becomes stagnant in those lead pipes that lead leaches into the water. So DC has started this program where they are trying to replace the lead pipes that go from the main into your house. Previously it was you had to be responsible for the cost from the sidewalk into your house, replacing it, and then DC would pay from the sidewalk to the main part. And now DC water is saying, "We'll pay for the whole thing." And you have to sign up for that. Am I speaking incorrectly, Stephen? Are you here, Stephen?

Lane: I don't see him, but he might be one of the phone numbers that's here that doesn't have a name by it. A 301 number and a 518 number.

Howie: I forwarded him the link. Okay, well I will put the link to sign up. They're coming through Glover Park now. About six months ago I got a flyer on my door saying we've been identified as a block in an area that has a lot of lead pipes. DC is willing to pay for the main to our house, like they're even going to cover the cost that I was previously responsible for. So I will try and put the link to that in the chat. And then hopefully I can like reach out to Stephen and say, "What happened?"

Blumenthal: Okay, so I'll just add to this. I had my lead pipe replaced. I paid my share. Almost all my neighbors did also.

Howie: Yeah, now you don't have to pay your share.

Blumenthal: Yeah, that's a drag.

Howie: Well, not for me.

Blumenthal: But not only is it healthful to do it and important to get the lead out of our systems underground, but it's critical if you're going to do any work around your house because the Department of Buildings generally requires you to do that now as part of any work that you start. If you start to open anything up you also have to do that, so you should probably sign up for it while it's free. Just a little pointer.

Howie: Absolutely.

Blumenthal: All right, so Stephen and no DC Water?

Lane: No, I don't see him.

Howie: I'll reach out and see if he can join next month.

Blumenthal: Okay, we're having Department of Energy next month, is that correct?

Howie: I'll circle back with you guys about what month would work for him to come back.

Blumenthal: Okay, all right, thank you.

Carroll: Jackie, do you mind if I ask a question?

Blumenthal: No, go ahead.

Carroll: I live in a condo building, and I'm wondering if the lead pipe, you know, the feeder pipes to the commercial buildings like apartment buildings-- This building was built I think in '58 or something like that, late '50s, early '60s. Do you know if those also have lead feeder pipes?

Howie: I can only speak from my own experience, not as an ANC commissioner, but when I looked into, when we bought our house 13 years ago, looking into replacing the lead pipes, if you live in like a building with more than four people, DC had already replaced those lines going to the condo. I don't know if the condo has to then replace it from like the sidewalk into their building, but I do know that DC has taken care of any building with more than four dwellings. That was already taken care of.

Blumenthal: There's also a map. If you can go to DC Water lead pipe replacement or something, there is a map that shows every leftover lead pipe in the District. And it's not too hard to navigate, I don't think so. Yeah, so you could check that out.

Howie: It's the link I just put in right now.

Blumenthal: Oh, good. Thank you, Gupi.

Lane: Maria has a question about who she can call to ask about the buildings. Do we have any connection with DC Water who would know that?

Blumenthal: The DC Water community contact is Emanuel Briggs, and it's E-M-A-N-U-E-L dot Briggs, B-R-I-G-G-S at dcwater dot com (Emanuel.Briggs@dcwater.com).

Lane: I'll look it up.

Blumenthal: I'm sorry, I had it on top of my head, and I didn't have it. But, yes, Emanuel Briggs is the person to contact. Any other questions on this subject from either the commissioners or participants? Okay, thank you. We are moving--

Howie: I did-- I put in Stephen's email address in the chat. Since he reached out to us, I feel like he would be receptive to community members' inquiries.

Blumenthal: That's a good idea. Thank you, Gupi.

2606 and 2610 41st Street [16:13]

Blumenthal: We have a request for a zoning special exception for 2606 and 2610 41st Street, to convert two, four-unit buildings into two, seven-unit buildings. These are attached buildings. And Commissioner Howie has-- I mean, Commissioner Lane is handling this one.

Lane: I'd like to-- I think I see her, Garima Gupta is here, and Michael Cross, and Elizabeth Stewart. Are those-- Garima, are those-- Who else did you bring with you?

Gupta: That's about right. Those are my colleagues.

Lane: Okay, so we have Elizabeth Stewart, Garima Gupta, and Michael Cross. The plans are on the ANC website on the front page if anybody wants to look at them. And Michael Cross is coming in again. This is a weird night.

Gupta: We do have a presentation, so we can share our screen.

Lane: Okay, let me set that up--

Gupta: Can you give me--

Lane: Yeah, I'm doing it right now.

Gupta: I have another-- Okay, thank you.

Lane: Okay, you should be able to share now.

Gupta: Okay, give me one minute. Can everybody see the presentation?

Blumenthal: Yes.

Lane: Yes.

Gupta: Perfect. So, hi again. My name is Garima Gupta. And I'm here with Elizabeth and R. Michael Cross Design Group. We are an architectural firm on behalf of the property owner for 2606 and 2610 41st Street Northwest. So as Ms. Lane has already said, this project proposes renovation of existing two, four-unit structures. These are attached properties at 2606 and 2610.

And each is to become a seven-unit, three-story structure. They're applied for BZA applications under two separate applications, numbers 20987 and 20985. And they are to be built by the same developer. All units proposed are two bedroom and two bath, except for one unit on the first floor, which has one bath, one bedroom, and one den. While these properties are zoned for residential apartments, in the RA1 zone any new residential development or development that is related to the expansion of existing buildings, they require a special exception under DCMR subtitle U, section 421.1. So as you can see, we have the presentation up. The left side, these are two identical buildings, and we just wanted to show both of them together. So on the left side you'll see 2606, and the right side is 2610. These projects are located very close to the intersection of 41st Street, which is running north-south here. And Davis Place, running east-west. The project is very well connected to the public transport with about 1-and-a-half mile to Red Line Metro stations, and about half a mile to nearest bus stops. Okay, so the total land area of these properties are almost the same, but they differ by 200 square feet. So 2606 is about 4,700, and 2610 is about 4,980. We are proposing to largely maintain the existing footprint of the building, as you can see in these plans, with a proposed rear addition constituting to about 40% of the lot occupancy, which is allowed in this zone. And the remaining 60% would be used as green, pavers, window wells, et cetera. So these are the proposed site plans. The previous ones showed the existing, so as you can see we are maintaining most of the structure, existing structure. This zoning code requires only one parking space for each project. But we are proposing four parking spaces with three, full-sized parking spaces, and one compact size on each lot, as can be seen in these drawings. There's also a dedicated trash bin space at the rear of the properties, and this will be collected by a private service at intervals that are set to meet the building needs. So this is the cellar floor plan. Again, this is two bedroom, two bath. Identical plans. The units are front to back, one in front and one in rear. And they have an areaway, it can't be accessed from the sidewalk. So this is typical first floor plan, so now the units are side to side on both lots, as you can see. The outermost unit, which has the side yard, has two bedroom, two bath. And the inner unit, which is attached side, has one bed and one den. This is the typical, again, very similar layout to the first floor. And most of the units, almost all of the units will be afforded with increased natural light through larger windows on three sides. And each unit is supposed to be between 800 to 900 square feet. So, as you can see, most of these units have some sort of deck or rear balconies, outdoor space. This is the third story. And, sorry, this is the autonomous seventh unit, which is located on the partial third floor addition, which is located over the existing two-story building. And this unit has access to private outdoor space, as can be seen in the drawings. These are elevations, so front and rear for both properties. Again, very identical designs. We are proposing to maintain the existing massing in front on both of the properties to keep the look and feel of the neighboring structures. The brick on the existing front and side walls to remain. The third story addition is set back, as you can see in the plans. They are set back from the front and side elevations, allowing for the original massing to largely remain. This is the end of our presentation, and we really appreciate your time, and would welcome any questions that you may have.

Blumenthal: Are there questions from commissioners?

Lane: Yeah, I have a couple.

Blumenthal: Okay.

Lane: Who's the developer of this project? And also, what is the timeline?

Gupta: So the developer is Benoit Haber. and I can't speak to the timeline, really. Lizzie, Michael, do you have any sense of what the timeline could be?

Cross: Yeah, I'm glad to speak to that. And I do apologize, I didn't quite make it to my destination in time. The permits for this are anticipated to take likely around six months. And then once construction starts, I would assume that it would be within nine months to a year construction time. Both are anticipated to be built concurrently.

Lane: Okay, so you think by the end of 2024 these would be completed?

Cross: It is possible, but it may also be just a little beyond there.

Lane: Okay, but it's in that range?

Cross: In that range, yeah.

Lane: I have one more question about 2606. You're talking about putting a side entrance there. That's sort of into a hillside. You're going to have to go into that hillside to build that walkway, or is that-- Do you have enough room there?

Gupta: I can speak a little bit to that. We are actually using the existing grade.

Lane: Okay.

Gupta: And developing-- Sorry, yeah. Oops. So we are actually utilizing the existing grade, so you can see there are like a couple steps down. So we are maintaining that grade to some extent, so that we don't have to kind of dig through that.

Lane: Okay, great. Thank you. That's all I have.

Blumenthal: I'd like to know, have you talked to the neighbors? Is there any neighborhood concern about the construction or the increasing of density?

Gupta: The owner has reached out to the neighbors, and we do have letters of support that we had shared with Ms. Lane. We haven't heard of any concerns, but yeah, this is also an opportunity for us to present and listen to any concerns, if there are.

Lane: I have gotten two letters of support, but I have not received any complaints either.

Blumenthal: Okay. Any other questions from commissioners? Any questions from participants?

Wilson: Yes, this is Susan Wilson. I'd like to know, the side entrance, what's the space that you have between these buildings and the neighboring buildings?

Lane: The neighboring building is kind of up on a hill. Sorry, Garima.

Gupta: Yeah, you're actually right. There is about like eight-and-a-half feet of side yard within the property, so does that answer your question?

Wilson: So does that mean that there's 16 feet between the wall of the one building and the wall of the neighboring building?

Gupta: I believe so. I can't really say the exact number, but it would be very close to that.

Wilson: Okay. All right.

Lane: The way this is built, it will be the building to the south of 2606 actually faces Davis Place, so it's to the back of that building rather than to the side of that building. And it's also, that building on Davis is raised, so they wouldn't, they shouldn't have-- It shouldn't interfere with the building on Davis, when I went and checked that out.

Cross: I thought I might also add that it should be pretty easy to visualize because, again, we're keeping the existing footprint of the building, so we're not changing the relationship of the building to the side yard. We're just extending it slightly in the rear.

Blumenthal: Any other questions from participants? Melissa, do you want to make a motion?

Bergmann: I guess-- I might have missed it. What is the hearing schedule? Like, what is the--

Lane: The hearing is November 15th.

Bergmann: Okay, November 15th. Okay.

Lane: Yeah, I'd like to make a motion to support the special exceptions for both of these projects.

Bergmann: Second.

Howie: I'll second.

Blumenthal: All in favor? Gupi, I don't see you. Can you speak?

Lane: She's here, she's here. She's yes.

Blumenthal: Okay, all right. Then the motion carries six to zero.

Howie: Yes.

Lane: Okay, Gurima, I will be in touch with you about the zoning form and application.

Gupta: Sounds good, thank you.

Lane: Thank you.

Blumenthal: Thank you very much.

Glover Park Main Street Art All Night Resolution [31:20]

Blumenthal: We have next a resolution requested by Glover Park Main Street in relation to its third annual Art All Night celebration, which will occur Friday, September 29th. They are looking for the ANC to offer blanket approval for any requests from businesses for one-day entertainment licenses, and also for the various other licenses that they are applying for, so that each agency and each business does not have to come to the ANC separately for our approval. So I have a resolution to that effect. First, are there any questions about this resolution? You've all seen the resolution. Are there any questions from the participants in the meeting about what we're doing right now?

Lane: I don't see any.

Blumenthal: Okay, therefore I move that we approve this resolution.

Howie: I will approve or second.

Lane: Second.

Blumenthal: Okay. All in favor?

Lane: Aye.

Blumenthal: Okay, the motion carries 6-0. Thank you all. That was quick.

Updates [32:58]

Announcement of new bike lanes on Tunlaw and New Mexico and new parking arrangements. [32:58]

Blumenthal: Kevin Lavezzo, you want to take a little conversation about the bike lanes just to bring everybody up to date on where things are, and how it's going? Thank you.

Lavezzo: Absolutely. So I'm sure everyone's noticed the new striping going up Tunlaw towards Calvert. It looks like the striping work is mostly done on that section. New Mexico's a little further along where they have the flex posts up. I haven't gone up New Mexico in the last few days to see if they've done any of the hardening work that they're going to put in between the flex posts to dissuade cars from driving and parking in it. There is still a no parking notice on Tunlaw from 39th all the way up to Calvert during the day. I believe it starts at 7:30 in the morning. Can't quite remember the end time. So, you know, please try not to park there during the day. Nobody wants to get a ticket or get towed. There were a few cars parked in the newly painted lanes when I was riding my bike home today around 3:00. I did reach out to DDOT for an update to see if we had any proposed completion date. And, unfortunately, they didn't get back to me in time, but they are reaching out to their contractor to see when they think everything will be done. That's really all I have so far, only what everyone's seen. Looks like there's a little bit of painting left to be done as well at Calvert. Excuse me. There's some boxes painted on the roadway that will probably be the bicycle turn boxes where a bike will go through the light, they will enter that box to make like a left-hand turn on Calvert from Tunlaw. I've ridden it as best as I can with cars parked in it, and I think it's a welcome addition. I've seen other cyclists and scooter users in it. And, yeah, happy to have it.

Blumenthal: And people should be aware that not only is there parking issues now while the lanes are being constructed, but the parking will change. Almost all the parking will move to the non-Russian Embassy side of Tunlaw, and so the cars drive along there now. And then there will be some new parking closer to The Colonnade, and a lane of parking that will be away from the curb closer to Calvert, which will be just a new thing, but will be fur protection for the bicyclists in the bike lanes.

Lavezzo: It'll be an adjustment.

Blumenthal: Yeah, but people have to pay attention to that.

Lavezzo: And it's a bit of a mess as far as the lane striping goes right now on Tunlaw as well. There are still temporary center lines that are down, and it looks like they're trying to put the permanent center lines down, so there's a bit of confusion with cars coming up and down Tunlaw, particularly because there aren't cars yet parking in the new spots. Once people start adopting that, the flow of traffic will be a little bit more obvious.

Blumenthal: So drive carefully, and keep your eyes open for the meantime. Any questions from commissioners?

Lane: Gupi has one.

Howie: Yeah, I just wanted to make a few observations. One, as someone who's not a biker, and I drive often from Glover Park to Sibley Hospital for work, I think it was done very well, and thoughtfully, considering bikers and car drivers. The other thing I wanted to point, or another thing I wanted to point out is while it's not my single member district, I still find cars are parking in front of Chef Geoff's, where it's technically a lane now and no longer a parking lane, and people just are still learning. So I don't know if we need to like do better messaging of, "You cannot park there." And my third point was when you are coming down south of New Mexico towards Glover Park, and you go to make that right on 39th Street, that right-hand turn where you just had to yield to go on 39th Street is now closed, and you will have to come to a complete stop to make a right-hand turn to go onto 39th. So I just wanted to make that aware to everybody.

Lavezzo: I think they actually closed that slip lane today, so that's permanent.

Howie: Yeah, it was last night or today. I can't remember like when I drove home from work, but I was like, "Oh, it's closed."

Lavezzo: And I think Chef Geoff's and the building, the businesses in that building, also validate parking in the garage. I always just walk or ride up there, but I believe they do parking validation as well if people are looking for a place to park. And the metered spots were moved across New Mexico Avenue, I believe, from the east side to the west side, so those spots weren't removed, they were just relocated. Or I might have it backwards, they might have went from the west side to the east side, but they simply just changed sides of the street.

Blumenthal: Okay. Commissioner Carroll?

Carroll: I just also wanted to note I imagine that it will take some adjustment for you people to get used to all this. But I also wanted to note that the Washington bus system, the WMATA, is saying that their buses are beginning to get cameras in them. And I don't think this will necessarily apply to the bike lanes, but people should be aware that as of the middle of this month, if you're parked in or using a bus/bike lane, you can get a photographic ticket from the buses. And so people should be aware, if you're not a bus and you're in the bus lane during bus lane hours, that you can get a ticket, and it can be a photographic ticket in the same way that you get a photographic speeding ticket. So, spread the word among those who may be, well, who may be in the--

Howie: The lawbreakers.

Carroll: Yes. I'll just leave it at that.

Blumenthal: Commissioner Bergmann?

Bergmann: Yeah, no, I don't have a lot to add. I just wanted to I guess raise a point I think about the Chef Geoff's Macomb intersection. More of a, I guess, a concern that we had in 3D, when my district was in 3D, we spent a lot of time focused on this issue and the turn, because it has a weird four-way intersection where one part is the mall at exit, which isn't actually across from Macomb. It's like diagonal, and so when people turn, this is one issue, if they turn they could possibly turn into each other, because they both have a green light. And then also now we've lost this lane, and people in the morning park at Starbucks. You're not supposed to park there, but that's what happens, and it gets really backed up. So I think this has been flagged for-- This was flagged for DDOT during the process, that this intersection was broken already, especially in the morning. And then taking away the parking without solving the lights and maybe being honest about the need for 15-minute parking in front of the mall, created a problem. So I think we're going to have to revisit this, and I encourage if people have thoughts on how to improve the intersection and improve that particular traffic flow area, I think it's going to be something that I've heard a lot from people. It's not great.

Blumenthal: It might make sense, Ben, to shoot an email to Mike--

Lane: Goodno.

Blumenthal: Yeah, Goodnow. Mike Goodno. And also Christian Pineiro, just to keep people in the loop on this, and let them know that we know there's a problem brewing. I think that would be good.

Bergmann: Yeah, that's a good idea. I mean, I think the parking issue will solve itself. I think people will adjust to the fact that you can park in the parking lot that's free if you go to Chef Geoff's. I live right there, so I walk, but you know, it's there. It's very underused. Or you can park right off-- But the dropoff situation in the morning, because I guess the liquor delivery happens at exactly the same time that people want to get their coffee and do dropoffs for Mann, so it's the one time when the left turn is really necessary, and we don't have, it's not a very long left-turn light. So, yeah, I'll flag it.

Blumenthal: Okay, thanks. Commissioner Howie, you have your hand up still?

Howie: Yeah, I just, I wanted to say like that intersection, Ben, I know what you're talking about. Because like you're coming out of the medical office building, Walgreens, it's like not really a road. But you are part of a four-way intersection. Would it be thoughtful to ask DDOT to make like a white dotted line or a yellow dotted line that connects to Macomb, so that people who are leaving the parking garage who are making a left realize that they have to give way to people who are making a right from Macomb and vice versa?

Bergmann: That's an idea. We hadn't talked about that. I had been focused on trying to get them to just have the lights not be synchronized and have them be separate, so that you turn and not at the same time as the people coming from Macomb.

Howie: Oh, that's a good point.

Bergmann: But that might be easier for them. I don't know, they were resistant.

Howie: Yeah, if they're not synchronizing the lights, maybe they could just like paint like a yellow dotted line so that the people coming from the parking lot and coming from Macomb understand that it's an offset intersection.

Bergmann: Yeah, I'll have to think about it. I'm not sure. It's a weird, I don't know, I don't know if that would-- It's such a weird little intersection.

Blumenthal: Well, we should definitely flag it and let DDOT work it out. Victoria Zuckerman?

Lane: Yeah, before her we had Anne-Lise Wohlers had a question.

Blumenthal: Okay, sorry. Go ahead, Anne-Line.

Wohlers: Hi, my name is Anne-Lise Wohlers. I just wanted to, one, say I love the bike lane. We're a big family of cyclists, so I'm a big-- I'm delighted is basically what I'm saying about the bike lane. I just also wanted to flag sort of a dangerous situation that is also the result of putting in the bike lane. So basically what I wanted to share is it's at the intersection of New Mexico and Newark Street, which is right across the street from Horace Mann, the elementary school. And what happens is on the southbound side you've got the bike lane now. And so that's pushed traffic on the other side of the street. And there's now an addition of a turn lane to turn, if you're going uphill, to turn left onto Newark Street. Basically, going to the elementary school. I actually have a picture of this so I can just share my screen if I'm able to do that. Maybe you can all just let me know if you can see my screen now?

Blumenthal: Yes.

Wohlers: So the picture on the left here is looking at this turn lane. So this is at the intersection of New Mexico. This is looking obviously southbound, downhill. And so you see the turn lane is here, and so I just wanted to flag that what happens is you've got all of the traffic, which is coming really, really quickly on the very right side of the road when you're driving northbound. So you can see that's obviously very, very close to where probably about 60 kids and all their caregivers, right, like cross the street twice a day to go to school. So here's a picture on the left of the kids, you know, waiting to use the crosswalk. But this lane here is going fast. There are the trucks who've just delivered to Chef Geoff's. And what happens is you see there's a series of poles. This one here in the middle, there's a pole behind it. And there's a series of big trees, including the one in the photo on the right. This is just a little bit down the hill. So the photo on the right is just down the hill of where the kids are right now. And just on Tuesday, as a delivery truck was driving, it actually ripped this gash in the tree. So, I just want to make that point, right? So these are kids waiting on the sidewalk. If a delivery truck can rip this gash in the tree, and actually tore down a number of branches, then it can just completely rip, you know, a kid off the

sidewalk. Especially because of these poles and these trees, the pedestrians waiting to cross can't see the trucks or cars, and the cars can't see the pedestrians.

Howie: Is there a large number of cars that make a left from New Mexico towards the--

Wohlers: That's a great point. Yeah, they do not, actually.

Howie: Yeah, do we actually need to have a left-hand turn lane.

Wohlers: Exactly, so I'm so glad that you bring that up. So that left turn, that is the main traffic flow. So because the bike lane was pushed, and there is now that lane that has been split into two, that's the main problem. And so, frankly, I have never seen backup to turn left at Horace Mann. I mean, that elementary school just has such a huge number of kids that walk. And we live right across the street. We've been living there for three years. Honestly, that left-hand turn, I have never seen any issues with it. So I'm here with my family, right, so my vote, you know, what I wanted to emphasize is that we really don't need that left-turn lane, and it's causing this really dangerous situation, as evidenced, you know, this was only day two when this gash was ripped out of the tree. Only day two of the traffic being changed, and that's already like the consequence.

Speaker: And if I could interject real fast, I just want to point out this isn't really due to the bike lane itself, actually, because what ended up happening here is the rightmost lane used to be parking spots. And so what they did is they got rid of the parking spots that were in the rightmost lane in order to put in that turn lane, and then have an extra lane for the traffic going through.

Howie: And a turn lane that wasn't necessarily needed.

Wohlers: Correct, correct. If anything, to me it's like the turn lane was put in to like help drivers wait patiently, right, but instead now we're putting the risk of all the people waiting patiently to cross at risk. So that's just a huge, huge huge risk factor. And, I mean, this crosswalk is just used by the Westover Community, Embassy Park, and obviously anyone who's crossing the street there. I mean, literally this place is like, there are dozens of kids that cross every time the light changes in the morning. I mean, it's that heavily used. So if anything, I would even go a step further to say we should take out that turn lane and put, you know, the protection. I don't have the right terms, but sort of like those poles, or sort of where it juts out a little bit to protect the pedestrians. That way they're seen. Again, because the pedestrians at this crosswalk are really hidden because of the poles, and because of this big tree I was showing a picture on the right. So if anything, I feel like it has almost illuminated the need to put in further pedestrian safety, you know, in addition to like, baseline, remove that turn lane.

Blumenthal: So I have a suggestion. Can you send those pictures to, I don't know, the ANC's email?

Wohlers: Yeah, if someone can drop it in the chat, absolutely. I've already sent an email to

Vision Zero, I've sent an email to 311. Like, I've contacted Matt Frumin's office. So tell me where I need to send them, and I will absolutely do that.

Blumenthal: Well, send them to us because we will send them along to the bike lane guy that we deal with a summary of your story.

Wohlers: Okay.

Blumenthal: But I think the chopped-up tree is a pretty graphic example of the problem that's being faced.

Wohlers: Exactly.

Blumenthal: And it seems to me that's a situation of some urgency that needs to be dealt with.

Wohlers: Yeah, wonderful.

Howie: The email is in the chat now.

Wohlers: Email is in the chat. Okay, got it.

Bergmann: Thank you.

Wohlers: Yeah, cool, thanks Ben.

Blumenthal: Thank you for bringing that to our attention. We appreciate it.

Wohlers: Wonderful. Okay, thank you.

Blumenthal: All right, Victoria, it's your turn--

Lavezzo: Real quick, I think that there is a plan to put additional traffic signals on New Mexico, but my computer is not playing nice with PDFs right now, so I'm having a hard time getting the 100% NOI, to look for that. I have an email from DDOT somewhere that's on the computer behind me, so I'm going to turn around and take a look while people are doing commentary, and see if I can figure out where those lights are going to be. And that might be the case with Newark there, where there's going to be a signal to kind of control that situation to keep--

Wohlers: I think they did recently change the signals at that intersection. Well, they put an extra yellow border around the traffic signal.

Howie: And they made a dedicated left-hand turn signal.

Bergmann: Yeah, in their books they've made it safer according to the guidelines, because this

is their-- You know, there are certain streets where they say, "We should have a left-turn lane. That'll make it safer." So I think they've done what they've done. There are more things that are happening in New Mexico, but I think this is a good thing to flag for them, that they probably didn't-- I know they walked the whole thing, but maybe they didn't stand at each intersection and look down.

Blumenthal: Okay, well, we will follow up on it. I would advise you to keep your pressure on, on all the points that you started as well. And we'll help in any way we can.

Wohlers: Okay, thank you very much.

Blumenthal: Thank you. Okay, Victoria.

Zuckerman: Hi. Boy, I applaud Anne for bringing that up. What our neighborhood is is a bunch of walkers. We have more walkers than bikers. And I feel that walkers are now more at risk than ever. One of the residents in my building is an avid biker, and I told her about this meeting tonight and there was going to be a discussion, I was sure, about the bike lanes. And she is very upset, as a biker, about the poles. Because if someone is going downhill, and someone else is coming uphill, because of the poles there's no wiggle room, and one of them has to stop to let the other go by. As you know, when you're biking up a hill you kind of wobble a little bit because you're really putting the pressure on the pedals. And for a biker going downhill they could wobble into them, and she's had to stop several times, because the lane, the poles just make the lane so narrow. So I'm not a biker, so I'm just putting that out there so that the community can be aware of it. I, too, was horrified about the loss of parking in front of Chef Geoff. And I want to clarify one thing. Parking, if you eat at Chef Geoff, it isn't free. It's half off, it's not free. And I understand why they wouldn't make it free, because they're charged for that. And all of the stuff about bikers, God bless them, I hope they're safe. But we can't cross Cathedral Avenue without our hearts and our throat. The crossing markings are just disappearing, and they keep coming when we bitch about it, and replace, put paint down again. And then they disappear again. And then they put paint down again, and then they disappear again. And something has got to be done. They put up those two signs at the corner of Idaho and Cathedral that flash, only they broke immediately. They've never been fixed, and they were behind trees. And it's just walking, and it's a big walking neighborhood. Because of AU, because of older people, people who don't bike, because of the convenience of walking to businesses that you want to use. And, Ben, thank you for all your work on all of this, and being aware of that terrible situation with coming out of the medical building, and turning. And if they want to put more lines down on New Mexico, oh my God, there's so many lines on New Mexico. Nobody's going to understand which way to go. That's my beef.

Blumenthal: Okay, so you'll be, you're in touch with Commissioner Bergmann on these issues? Is he your--

Zuckerman: Yeah, I'm going to be more in touch, and I'm going to start writing the letters to whoever it is that he directs me to write the letters to about our crosswalks. But there's got to be

something different. And it's mostly gone on 4100 side of Cathedral, that crosswalk. It's gone. It isn't there.

Blumenthal: Yeah, I saw that the other day.

Bergmann: Yeah, there's something to do-- I mean, they don't have a good answer, but there's something to do with like what the weather does to the slope or something, and that's why it wears away. And, you know, part of the problem is the park, and like there are certain things that they should maybe do, like put a sidewalk on the other side of Cathedral. But it's not that they can't get the Park Service to help them with that, it's just a whole process, and so it's not a priority.

Zuckerman: Well, except the city owns that part of the land. That's city, right?

Bergmann: Right, they have to just get them-- But they have to align because it's so close to--

Zuckerman: But why-- You know, in some jurisdictions I have seen grooves made in the street, and then the paint's put over that, so that at least the paint sinks down into the grooves, and you can see the paint, plus you get a little rumble when you go over it. And I know that there are objections to any hump, speed bumps, or anything like that is because of the buses.

Bergmann: Yeah.

Zuckerman: So I get that. And speeding, oh my God, it's worse than ever. It's awful.

Blumenthal: Well, the whole District is suffering from that problem, so.

Zuckerman: Yes, for sure. Anyway. You can't have an ANC meeting without me complaining about Cathedral Avenue. I didn't want you to think I wasn't here.

Blumenthal: I would continue to say that every time you see a problem, you file a 311. They have to respond.

Zuckerman: I do that, I do that.

Blumenthal: And so that's one way to start flagging things. And then, you know, your commissioner will do what he can to help you.

Zuckerman: There was a dog hit, by the way, a month ago down at the bottom from where 4100 is right before you get to 4200. In the crosswalk is where the dog got hit. But I think survived.

Blumenthal: Good, okay.

Zuckerman: On a leash. The dog was on a leash.

Blumenthal: Okay. On that note, I think we'll move on.

Open Forum [56:55]

Department of Licensing and Consumer Affairs (formerly part of DCRA) [56:55]

Blumenthal: Do we have um Emir Gur-Ravantab? Are you here, Emir?

Lane: He is.

Gur-Ravantab: Yes, good evening. Can you hear me?

Blumenthal: Oh, there you are. Hi. This is, we're now in open forum, but I promised Emir he could have some time in open forum to talk about the Department of Licensing and Consumer Affairs, Consumer Protection.

Gur-Ravantab: Right. Thank you so much, Commissioner. Yes, my name is Emir Gur-Ravantab. I am an account manager with DLCP representing Ward 3, which it used to be part of DCRA, as said in the agenda. I did come to speak before this commission earlier this year about the changes to our agency since the split. So I promise to keep it short. Today I just want to talk about a few legislative updates that will be going into effect with the new fiscal year starting in October. I wanted to start with one of the new laws that will go into effect, which is the Fair Meals Delivery Act, which does a few things. It requires someone who, or it requires a delivery company to not discriminate on restaurants on its listing based on things like how much it takes for commission, how much money it brings in, stuff like that. So third-party delivery apps are not allowed to discriminate against restaurants based on those metrics. It also requires disclosure of the service fees, and it also puts a cap on those service fees charged by platforms like Uber Eats and GrubHub. And it also provides penalties for any violations of such activity. So this was input, or this was put in place to make sure that these delivery companies don't do things like price gouging, and limit restaurants based on how much they give to the company. The next thing that's going to go into effect starting in October 1st is the Cashless Retailers Prohibition Act, which actually passed Council a few years ago, before even COVID. But it's just now getting the funding it needs to actually be put in place. So this simply prohibits retail establishments from discriminating against cash as a form of payment, including charging different prices to customers depending on their payment method, or not allowing cash to be used. And this was put in place to protect those who are unbanked in the city, or who choose not to use a bank, to not discriminate against that sort of economic activity. The big one I wanted to talk about is the Street Vendor Amendment Act, which colloquially became known as the law that decriminalized vending. So it did a lot of things. Namely, it decriminalizes any lack of having

like a license or any background information for a vending, or vendors. So let's say you're a vendor on Columbia Heights, and a police officer suspects that you don't have the license or background check, or what have you. They can only issue a fine. They can't charge them with a crime, basically. So it lowered the criminal offenses to just civil offenses. It also extended the hours of operation, so Sunday to Thursday, 5:00 a.m. to midnight. And Friday to Saturday, 5:00 a.m. to 1:00 a.m. It also got rid of the requirement for a criminal background check for someone who wants to operate a vendor or vending station in public. So no more need for a criminal background check. And it allows the Department of Health to cooperate with vendors in preparing food at home or at an off-site location before coming to the vending location, which is known as like a cottage, so they can cooperate with the DOH to get their food checked while also streamlining the process so they can prepare the food at home and then bring it to their vending location. And, finally, it also creates something called vending zones. There's one vending zone that's required to be put in that's around Columbia Heights in Mount Pleasant. It's a geographic area around that Metro station, around that whole area, which allows for I guess like a consultant that represents the vendors and communicates with the city government. That does things like mediate disputes between vendors, and helps vendors get licensed, and essentially advocates for vendors. And it sort of functions like a different level of government that allows this area that's very popular for vending to be in terms of the law. And it also allows for the Mayor to create new vending zones in the future, but it does require the creation of a vending zone in Columbia Heights. So at this time, October 1st, there will be the vending zone in Columbia Heights. And there will be a time period for the Mayor to appoint the consultant, the enforcement officer is the official title that works with the vendors. And finally, last but not least, this law has been on the books for about a year now, but I just wanted to remind everyone about its existence. The Flavored Tobacco Amendment and Prohibition Act of 2022, or I think 2021, went into effect in 2022. That is the law that bans the sale of flavored tobacco across the District of Columbia, and it also bans the sale of e-cigarettes and vapes within a quarter mile of middle school and high schools. So the reason why I'm bringing these legislative updates which were passed by Council within the past few years is because these are all things that are being enforced or handled by our agency at DLCP. The consumer protection side is the one that handles the Flavored Tobacco Amendment Act. So we do have an enforcement arm to our agency, and we ask that if there's any illegal activity violating that law, that residents report it to DLCP, where they can just notify me directly. I'll put my contact information in the chat. But that's definitely been a hot topic faced by residents of Ward 3, notably in areas with a high concentration of schools and businesses, where a lot of smoke shops and tobacco shops have opened up, and residents have noticed these violations happen. But that's all I wanted to talk about today, wanted to keep it real short. If anyone has questions or comments, I'm happy to take them now.

Blumenthal: Yeah, Commissioners, questions for Emir? Any participants have questions?

Lane: I don't see any. Wait a minute, Kevin Carroll has a question.

Carroll: I did think of one question. You said that the Mayor has the right to create vending zones. Presumably the Mayor would do that with a consultation with the local ANCs. Are there

provisions in the law for that?

Gur-Ravantab: I do presume so. Let me look into the letter of the law. It's kind of a lengthy law with a lot of little amendments and sections. Let me see. I can get back to you, so I can find the exact part of that. But I do believe that there would be a consultation period with both community-based organizations, local representatives, ANCs. But I can't tell you the specifics right now let me pull up the full law in front of me.

Blumenthal: You can get back to us about that, Emir. That'll be fine.

Gur-Ravantab: Thank you.

Blumenthal: Thank you. Any other questions? All right, thank you. That was interesting, especially the part about the vendors.

Gur-Ravantab: Thank you.

Blumenthal: Useful. All right. Is there anybody else here who would like to speak during open forum about some subject we haven't talked about yet tonight?

Lane: Barbara Lane would like to know about the bus plan. I don't know if we know anything.

Blumenthal: Barbara, the bus, there was just a memo that came out today that some people got and some people didn't that has postponed any changes in the bus system for a while. So we don't know anything new. And so everything will stay the same until we hear further. And that's about the best I can say for now. Anybody else here that wants to speak?

Mayor's Office of Community Relations and Services (MOCRS) [1:05:35]

Lane: Theo Wren.

Blumenthal: Theo Wren. Hi, Theo.

Wren: Hey, Jackie, how are you?

Blumenthal: Well, thank you.

Wren: Welcome back. I just wanted to introduce myself. I'm the Ward 3 MOCR from the Mayor's Office of Community Relations and Services. And I was listening to what Victoria was saying, and I wanted to reach out to her and leave my email in the chat so I can help her with her issues, and whatever issues as far as like the crosswalk and the flashing crosswalk signs. I can help, I can definitely escalate those issues for her.

Blumenthal: Okay, we can send that along to her too. Yeah.

Wren: Okay. That'll be great. And if anyone has questions for me or anything like that.

Blumenthal: Theo, while you have the floor, why don't you just briefly describe what a MOCR is and what you do.

Wren: A MOCR is the eyes and the ears of the Mayor, and we escalate cases. We engage with the community, we attend events, we will attend the Art All Night event. We also do sweeps in your ward. We walk through your ward on Tuesdays and Fridays. We will continue back to that -- we wasn't on sweeps, it was too heavy -- because we have changed our leadership now, so that's a good thing. So if you would like to invite yourself on a sweep, you can shoot me an email. We can set up a meeting, you can show me some issues in the community. Or we can sit down, have coffee, and I can tell you more of what a MOCR is.

Bergmann: You can borrow my broom.

Blumenthal: And Theo, you share your job with Matthew?

Wren: Yes, I do.

Blumenthal: Okay, Matthew Barclay, right?

Wren: Yes.

Blumenthal: Okay, so we have--

Lane: Somebody has a question.

Blumenthal: You have a question?

Howie: Not for the MOCR, just I had another thing to add about Stoddert that was not on the agenda.

Blumenthal: Okay. Does anybody have anything else for Theo? All right, thank you for showing up, Theo. We're glad to have you at our meeting.

Wren: No problem.

Blumenthal: And I'll connect you. I'll make sure you're connected with Victoria.

Wren: Thank you.

Update on Stoddert Elementary [1:09:22]

Blumenthal: Okay. Gupi, Stoddert.

Howie: Yeah, so I just wanted to give a quick update. DCPS is still wrapping up their survey to put the cafeteria on the west side of the school, and then how that relates to a smaller footprint on the east side with the extra ten classrooms. So we should hopefully be meeting with DCPS in October. That date has yet to be set, but that's kind of where we're at right now.

Blumenthal: Okay, and what about the boundary issue?

Howie: Oh, I don't think that's actually an issue. Well, I don't think Benton is on the table anymore as a feasible boundary. We did a lot of work with the DCPS. We did community walks from Glover Park to where the new Foxhall would be. And so I think, if anything, maybe like where Ben's, like, North Glover Park, north of Tunlaw might get shifted to Mann, and then Mann gets shifted to Key, and then essentially Foxhall will get filled with overflow from Key. But now Key-- Or, sorry, now Foxhall has been delayed till 2029, so who knows if that actually will ever even happen.

Blumenthal: Okay, I just want to get that off the table. Thank you.

Howie: I honestly do not, as someone that lives south of Benton, I have no concern that south of Benton will be sent to a different school other than Stoddert.

Blumenthal: Okay, well that's good news for our neighborhood. Any questions about Stoddert from anybody in the audience, or a commissioner? Okay, thank you, Gupi. I'm going to close the open forum, unless there's another-- Danny Clark? You're muted, Danny. You're coming in.

Clark: Okay, sorry. Yeah, two months ago at Wisconsin and Fulton we had a bike rack put in. One of my neighbors requested it because people were biking, or were parking their bikes in front of her building and blocking the entrance. And like two weeks later the DDOT removed it again. So I talked with I think it was Kevin, and he said that essentially a neighboring ANC complained, and they removed the bike rack. But they're going to put another one in, in a parking spot like right behind it. And I just wanted to see if there was, if the ANC could do anything like issue a recommendation to include it or anything like that, because it was very useful for our residents in our buildings to have some bike parking that wasn't inside the buildings.

Lavezzo: And since they took that bike rack out I've gotten pictures from folks that live at Wisconsin and Fulton. You know, the bike rack was in an area that was a no parking zone, and it was stopping cars from parking there, destroying the sight lines. And of course the bike lane was taken, or the bike rack was taken away, rather. And people almost immediately started illegally parking there again. So in my last communication with DDOT, they're still looking at issuing an NOI, and that is I think ANC 3A that that's through, since that will be on the northeast

corner of that particular intersection, and ANC 3B is only on the southwest corner of that intersection. So that would come through ANC 3A, I believe.

Blumenthal: It's generally done that when ANC issues are on a border, both ANCs are consulted. So you might push back a little bit on 3A, Kevin, if you--

Lavezzo: Yeah. Yeah, because until Danny had reached out to me I had no idea. The bike rack was installed and removed so quickly I had no idea it was even there.

Blumenthal: Okay.

Carroll: Yeah, that's actually just beyond the edge of our border, because my district goes up to 38th Street, so that last block is not in my district. So technically it was completely 100% in 3A, I think.

Blumenthal: But it's on a border, right?

Carroll: Yeah, I mean it's within a block, that's for sure.

Bergmann: It has to be, it's like within it's more than block is the distance for when they're supposed to clear-- It's, you know--

Blumenthal: You have the right to push back, Kevin L. Okay. Does that help, Danny?

Clark: Yeah, thank you.

Blumenthal: Good luck with that.

Clark: Thank you.

Administrative Matters [1:13:43]

Blumenthal: All right, we're gonna move on to our administrative issues. We need to approve our July minutes. The transcript was circulated. I will just move that we approve the transcript. All in favor?

Howie: Aye.

Blumenthal: Okay, transcript is approved, 6-0. Ben, you want to take over here? I don't know what financial report we're required to do tonight.

Bergmann: I mean, I'll just update that I've not written any checks, so the finances of the ANC

are the same as last month, which is, I can pull up the figure, that figure, in just a second. But I can present on the proposed budget, if that's--

Blumenthal: Right, that's what we need to do.

Bergmann: Yeah. I see Barbara Lane has her hand up. I don't know if we want to go to her first, though.

Barbara Lane: This isn't about the finances, but what about the bus plan? I think the bus plan was supposed to be talked about tonight.

Blumenthal: Oh, I answered your question, Barbara. I'm sorry, you must not have heard me. The bus plan has not been announced. The only thing that's been announced is that it's delayed. So we don't know anything. Everything will remain the same until we hear something different, at which point it will come up.

Barbara Lane: Because the service has really gotten terrible. Yeah, it's really gotten, it's terrible. You know, they come three with three with not in service. They come three at once.

Blumenthal: Yeah, that's pretty typical. So we will, that issue will come up when they decide to make any changes. But right at the moment the only thing they'll take are people's comments. Okay, thank you, Barbara. All right, we're going back to the budget for FY24.

Bergmann: Yes. Right. I'll just add, so we currently, and I guess it is relevant, I'm going to share my screen. 31,000 in our accounts. That's the same as what was reported last time, given that we have not had any inflows or outflows. So I took the approved budget from FY23, and I have proposed tentatively for consideration, and next month we would approve, some changes. And these numbers reflect the allotment that we will be getting from the District government for each quarter, as well as the amount that's carried over, which is quite significant. And the other thing I'll add is the budget is not a, it's just like all government budgets, it's just more of a guide than anything else. We have to amend it when we spend-- I think the ANC rules are when we blow through a budget category for whatever reason, we have to amend it, or we're supposed to, to kind of allow for that and move things around, you know, midstream throughout the year. But it's not a hard and fast rule since every expense has to be separately approved by the commission. So there was discussion about having maybe a contractor as an administrator, which other ANCs have. I put, that's what the \$10,000 is a rough estimate of what that might cost. I think it varies greatly across ANCs. I would not recommend that we hire someone directly. I think that doesn't make sense, so that's why it's in that line. I put 5,000 for direct office cost, which is I believe, I believe is the line item that would be where we would buy things for hybrid virtual meetings. It might be that they'll tell me it's number four, but I'm not sure. And so I don't know, I thought 5,000 if we were to buy certain mic and video equipment, and perhaps that's what it costs. I'm not sure, I think that's probably inflated, particularly given I know that there is some District money set aside for such things. But thought that made sense. And I upped the grants. And I kept the communication. I thought about increasing the communication budget, but I think

at a certain level there's not much we can do until you reach a certain threshold, and I don't think it makes sense, to be honest, on communication. So that's what, that was my thinking, and I'm happy to entertain any changes or suggestions.

Blumenthal: Melissa asked for more money for the website design, and changing, which I don't see.

Bergmann: Okay. Yeah, so that would probably go-- I should put that here, so that would make sense.

Blumenthal: She wanted five. Five?

Lane: Yes, I suggested five but, you know.

Bergmann: Yeah, okay. Well, then we can--

Lane: We can change that.

Blumenthal: Yeah, so for everybody's information, we are required to air our budget a month before we vote on it. So this is the budget we will be discussing over the next 30 days internally, or not internally, but reviewing. So that at the next meeting we can finalize it and vote on it. And we will do all the talking about that at the next meeting. Does anybody else have any comments for this meeting? All right. So, Ben, this looks good so far. I think you know a big concern is the amount of money we're accruing.

Bergmann: Yeah, I think so.

Blumenthal: At some point we have to have a discussion about what we can do with that.

Bergmann: Yeah. I mean, it is a sizable pot. We can make grants to Stoddert and Mann. There are certain requirements for schools. We can do grants to other groups that are within the boundaries, or nearby. But, yeah, I think we have to go solicit it. I don't think people are coming to us.

Blumenthal: I think you're right. I think we have to go solicit it. And we should definitely make a list of people who used to get grants from us and find out why they don't do it now.

Howie: I will relay to the Stoddert community that ANC 3B is willing to entertain grant requests.

Bergmann: Yeah, so Gupi, for you to know for Stoddert, for school grants it has to be something that will be used by, or can be used by, the broader community as well. So typically that means ANCs will give grants for like outdoor stuff, playground equipment.

Howie: Oh, actually, let me-- We have our fall festival coming up on October 15th. Sunday,

October 15th, from 11:00 a.m. to 4:00 p.m. at the field at Stoddert. So I will put the people who are putting that together in touch with me as an ANC member, and maybe Jackie, and you, Ben, as the treasurer to see--

Lane: I think we'd have to have a special meeting for that, because we need to approve it a week ahead.

Howie: Okay.

Bergmann: But there might be things-- But that's sort of the idea.

Lane: There might be something we can do.

Howie: We also do the Santa with the friends of Glover Park at Christmas, so I'm sure we could also tap that.

Blumenthal: Well, you should definitely keep that in mind. All right.

Bergmann: Yeah, great.

Blumenthal: Okay, any other comments on the budget at this point? No?

Adjournment [1:22:20]

Blumenthal: I think I can make a motion to adjourn the meeting. Is that correct? Everybody fine with that? All right, I make a motion to adjourn the meeting. All in favor?

Howie: Aye.

Bergmann: Aye.

Blumenthal: Carries 6-0. Thank you all very much.

Howie: Thank you, friends.

Blumenthal: Thank you, everybody, for listening to our meeting and participating in it. Good night.

Bergmann: Good night.

Lane: Good night.