



**Government of the District of Columbia
ADVISORY NEIGHBORHOOD COMMISSION 3/4G**

CHEVY CHASE, BARNABY WOODS, HAWTHORNE

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3/4 G-01 - Abraham Clayman, Secretary
3/4 G-02 - Chanda Tuck-Garfield, Treasurer
3/4 G-03 - Randy Speck, Chair
3/4 G-04 - Rebecca Maydak
3/4 G-05 - Gerald Malitz
3/4 G-06 - Dan Bradfield
3/4 G-07 - Christopher Fromboluti, Vice-Chair

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Minutes: ANC 3/4G Public Meeting, March 25, 2019, Chevy Chase Community Center, 5601 Connecticut Ave, NW, Washington, DC 20015 (Video of this meeting is available at https://youtu.be/e3yo1_k_gjI. Due to technical difficulties, the last 30 minutes of the video were not recorded.)

Summary:

- Brian Doyle made a presentation on current and expected overcrowding in the Wilson High School feeder pattern and recommendations by the Community Working Group for addressing this problem with expanded capacity.
- DDOT provided an update on the expected reconstruction of Oregon Avenue. DDOT expects to select a construction manager to be engaged in June with a public meeting in July and construction to begin in the early Fall. Although DDOT said that the construction manager will develop a website and other outreach to communicate with the community, the Commission asked that DDOT require more frequent, complete reports.
- DDOT described its preliminary consideration of an on-demand transit pilot program that could replace some off-peak E6 bus service with on-demand transit service at approximately the same cost.
- Commissioner Fromboluti briefly described the Commission's creation of two committees to work with the Department of Parks and Recreation (DPR) and the Department of General Services (DGS) on planning for the design and construction logistics of the new Community Center. Both committees will be organized over the

next few months, and all meetings will be open to the public.

- By votes of 6 to 0, the Commission approved testimony for submission at the Council’s budget hearings urging the Council to provide funding (1) to the Office of Advisory Neighborhood Commissions (OANC) for improved communications technologies, (2) to DGS to cover the additional costs of managing the Community Center modernization to minimize the impact of the construction on the community, (3) to DPR for the costs to accommodate Community Center programming that will be displaced during construction, and (4) to the Department of Energy and Environment (DOEE) to fund relief to low-income residents and non-profit institutions from DC Water’s Clean Rivers Impervious Area Charge (CRIAC) at the same level in FY 2020 as was provided in FY 2019.
- The Commission approved its minutes for the February 25, 2019 meeting by a vote of 6 to 0.

Present: Speck, Clayman, Maydak, Tuck-Garfield, Fromboluti, and Malitz. A quorum was declared.

Attendance: Approximately 25 people attended the meeting.

Adoption of Agenda (video at 0:01:00): Commissioner Speck indicated that the agenda item for the public space permit application for the curb cut on Military Road for 5365 29th Street, NW was removed from the agenda and deferred to a later meeting. (The application was subsequently withdrawn.) In its place was added a presentation on and discussion of the Wilson Feeder Pattern Working Group report. With these changes, the Commission adopted the agenda by a vote of 6 to 0.

Commissioner Announcements (00:3:30)

Commissioner Speck:

Carnegie Neighborhood Lecture — The Carnegie Institution for Science’s Broad Branch Road campus will begin its Spring 2019 neighborhood lectures at 6:30 pm on Thursday, March 28, 2019, with a lecture by Carnegie President Dr. Eric Isaacs on “Addressing Climate Change with Science-Based Energy Solutions.” These free lectures are usually well-attended, so registration is advised at Carnegie’s website (<http://bit.ly/2JyHjDO>), which also has information about two upcoming lectures on April 25, 2019, and May 23, 2019.

Department of Energy and Environment Survey — DOEE is conducting a “Brand Awareness Survey” that seeks feedback from the community in order to better

communicate with District residents, business owners and stakeholders. Responses will be confidential and used only for internal analysis and decisions. You may take the survey at <https://survey.zohopublic.com/zs/EJB31A>.

Council’s CRIAC Policy Brief — On March 19, 2019, the Council’s Office of the Budget Director issued a policy brief on “Keeping the Clean Rivers Impervious Area Charge (CRIAC) Affordable and Equitable: Nine Strategies for Managing the CRIAC’s Cost While Ensuring the Clean River Project’s Financial Viability.” This report (<http://bit.ly/2JCpZh1>) was prepared at the request of Councilmember Cheh and Chairman Mendelson. One of its nine potential strategies reflects this Commission’s recommendation in its February 14, 2019 testimony before the Council (<http://bit.ly/2IbSrFS>): “Increase economic progressivity by subjecting public rights-of-way [i.e., roads, alleys, and sidewalks] to the CRIAC.”

Mayor’s FY 2020 Budget — On March 20, 2019, the Mayor submitted her budget proposal to the Council (<https://mayor.dc.gov/2020budget>). Among the highlights affecting our area are: (1) the proposed DOEE operating budget reduces the funding for CRIAC relief from the \$7.5 million in FY 2019 to \$4.0 million in FY 2020 (<http://bit.ly/2JyFNkX> at page 4); (2) the proposed DPR capital budget maintains the same funding and schedule for the Community Center modernization (compare FY 2020 at <http://bit.ly/2U580Up> numbered page 182 with FY 2019 at <http://bit.ly/2JASE6l> numbered page 188) even though the project has already experienced delays in the schedule; (3) DDOT’s proposed FY 2020 capital budget (<http://bit.ly/2Jzpwfq>) includes increased funding for Capital Bikeshare expansion (\$7.4 million more than FY 2019), local streets in Ward 3 (\$6.6 million more) and Ward 4 (\$6.6 million more), safety projects related to Vision Zero (\$31.0 million more), sidewalks (\$15.0 million more), stormwater and flood mitigation (\$17.0 million more), streetlight management (12.7 million more), and Urban Forestry (\$11.9 million more); (4) there are no funds in the proposed budget for the Chevy Chase Library (<http://bit.ly/2JwZ3iI>); and (5) DPS’s proposed capital budget (<http://bit.ly/2JQrubo>) includes increases to meet projected enrollment at Deal (a \$22.0 million increase for work in FY 2023 and FY 2024) and Lafayette (a \$4.2 million increase for work in FY 2020).

Commissioner Maydak:

Wilson Crew Booster Club Grant — The Wilson Crew Booster Club expressed its thanks to the Ingleside Task Force for its \$2,000 grant to purchase ten oars.

Lafayette Elementary School Traffic Safety Study — On Tuesday, March 26, 2019, DDOT, MPD, and WMATA will hold a community meeting to present the results of DDOT’s Traffic Safety Study and proposed solutions to improve safety around Lafayette Elementary School. They are seeking community feedback. The meeting will be held at the school beginning at 6:30 pm. Councilmember Todd’s office has indicated that

because of the short notice for this meeting, they would schedule another meeting for the community with at least two-weeks notice.

Lafayette Recreation Center Modernization — DPR and DGS will hold a community meeting on plans for the Lafayette Recreation Center on April 9, 2019, beginning at 6:30 pm at the Community Center. Anyone interested in that project is urged to attend.

Commissioner Fromboluti:

Parking Changes in the 3700 Block of Jocelyn — On March 21, 2019, DDOT issued a Notice of Intent (NOI) proposing to create a 15-minute parking school drop off and pickup zone from 8:30 am to 9:30 pm and from 3:30 pm to 4:30 pm on the eastbound south curb lane of the 3700 block of Jocelyn Street, NW. The NOI would eliminate one parking space on the north side of the block. This change is being proposed to facilitate drop-off and pickup for students at the request of the Montessori School of Chevy Chase at the Wesley United Methodist Church. Comments on this notice should be submitted by May 1, 2019, to DDOT by email at derrick.hardy@dc.gov. The Commission will discuss and possibly vote on these proposed changes at its April 8, 2019 meeting.

Commissioner Malitz:

Abandoned Motor Bikes on Legation — With help from Councilmember Cheh, MPD, and DDOT, abandoned motor bikes parked illegally on Legation Street have been removed.

Community Announcements (00:14:00)

Gabrielle Priest, the Ward 4 liaison from the Mayor's Office of Community Relations and Services (gabrielle.priest2@dc.gov, 202-603-7182), said that Mayor Bowser announced in her State of the District address that the Circulator bus would be free to all riders. The Mayor is also looking for funding to extend the Circulator buses to Ward 7. The Mayor announced that she is seeking legislation to eliminate sales tax on diapers. (Former Commissioner Allen suggested that the tax relief should also apply to adult diapers.) The Office of Unified Communications has added "option 1" to 311 calls for reporting non-emergency situations to the police. Ms. Priest also announced that Pepco is giving away 1,000 free trees to residential customers through the Arbor Day Foundation's Energy-Saving Trees program. More information is available at <http://bit.ly/2JEZJCB> (although all trees appear to have been "sold out"). Ms. Priest said that registration for DPR summer camps opened on February 25, 2019, and was reopened on March 25, 2019. More information is available at <https://dpr.dc.gov/page/additional-summer-camps-2019>. The Mayor has kicked off "potholepalooza," a month-long accelerated repair program. You may call 311 to report potholes and then let Ms. Priest or her Ward 3 counterpart, Jessica Wertheim (jessica.wertheim@dc.gov, (202) 724-5535) know. More information

is available at DDOT's website, <https://ddot.dc.gov/potholepalooza>. There will be a groundbreaking at the Brooks and Vale Buildings, part of the Walter Reed Redevelopment, 1010 Butternut Street, NW, at 3:00 pm on March 29, 2019. Finally, Connect.DC and the DC Office on Aging are collaborating on a series of free workshops for seniors. They will provide information about the use of smartphones and social media and will provide tips for internet safety. For more information, call 202-266-6328.

Presentation on and discussion of the Wilson Feeder Pattern Working Group report (00:22:00)

Brian Doyle, co-chair of the Ward 3/Wilson Feeder school Education Network, discussed the February 2019 Wilson Feeder Pattern Community Working Group Summary Report (<http://bit.ly/2JADBcM>). The Ward 3/Wilson Feeder school Education Network includes parents, teachers, and administrators interested in the schools that feed Wilson High School. They address the overcrowding in the Wilson feeder pattern and try to connect with and support people in all the schools in the feeder pattern. They have upcoming meetings on April 8, 2019, at the Tenley Library and on May __, 2019, at the Shepherd Park Library.

Based on the statistics that the Working Group compiled, schools in the Wilson feeder pattern are already at or above capacity. Projections in the District's master facilities plan show that this overcrowding will get much worse over the next ten years with a projected 3,185 additional students over that period. That increase suggests the need for three new elementary schools, one new middle school, and one new high school.

Faced with these projections, the DCPS advisory group has worked through possible solutions. They have evaluated many options, including using facilities in shifts, longer school years, and partnerships with UDC. Some schools are already required to have multiple lunch times to utilize cafeterias, and halls are too crowded for students to get through them to classes. The working group has pushed the District to take the next steps to add more schools.

DCPS has indicated that it wants to use publicly-owned sites for any new schools. The only suitable property the District owns in this area is the former Hardy School at 1550 Foxhall Road, currently being leased to the Lab School. That lease expires soon, and the Mayor has submitted emergency legislation to the Council proposing to enter a new 50-year lease to the Lab School for that site — which would effectively remove it from consideration for a new public school. This is the most pressing issue since it affects the potential availability of the most suitable site in the area. Other options — e.g., improving schools around the city so that schools in this feeder pattern are not as relatively attractive, adopting year-round schedules, or partnering with other institutions to share space — provide only marginal relief.

Commissioner Clayman said that because of his work with a charter school, he would recuse himself from consideration of any ANC action with respect to these issues.

Commissioner Speck asked whether charter schools could absorb some of the increase in students. Mr. Doyle said that there are no charter schools in the feeder pattern. Moreover, charter school admission is through a city-wide lottery, so there is no assurance that additional charter schools would draw students from this neighborhood. Commissioner Speck asked whether the budget proposals for additional capacity at Deal and Lafayette would help alleviate crowding. Mr. Doyle said that this money for expansion is appreciated, but the projected capital additions at Deal and Lafayette would mostly allow those schools and other elementary schools in the area to move students from temporary facilities into permanent facilities.

Commissioner Tuck-Garfield asked whether the former Hardy School was the only solution that the working group advocated. Mr. Doyle said that other options will have to be considered as well, but the Mayor's proposed 50-year lease makes it the most pressing issue at the moment. He said that they need more locations and have reached out to developers (e.g., at the former Fanny Mae site). They continue to look for other sites, but DCPS prefers a publicly-owned site.

Commissioner Malitz asked what the Council and the Mayor have said about what they will do to address this obvious concern. Mr. Doyle said that they have not heard directly from DCPS or the Deputy Mayor for Education. He said that there may be a possibility to use some space at the Duke Ellington School for the Arts on a cooperative basis.

Commissioner Tuck-Garfield said that one building like the former Hardy school won't solve the problem. Mr. Doyle agreed, but said that steps need to be taken now to address the critical need, by their calculations, for two or three new elementary schools, one new middle school, and one new high school. They want to continue the conversation toward reaching a broader solution.

Commissioner Speck asked what would be done with the students at the Lab School if its lease is not renewed. He said that ANC 3D supports returning the Hardy School to a public school, but they don't want to harm the Lab School, which has about 65 students. He said they have agreed to help the Lab School find a new location. Commissioner Fromboluti asked about the space between Deal and Wilson. Mr. Doyle said that that is National Park Service land, and the District is unlikely to be able to acquire it.

Anne Renshaw asked whether the 3,185 expected additional students were actually identifiable or only projections. Mr. Doyle said that these are the District's projections but are based on the statistics of children in the area as they age through school. Ms. Renshaw also asked what Council Chairman Mendelson's position has been. Mr. Doyle said that the Chairman opposes the Mayor's proposed emergency legislation because he

believes that there should be hearings, as there would be in non-emergency legislation. Nevertheless, the Chairman supports the Lab School staying at its current location where they are doing good work. He suggests that returning this site to a public school will not solve the problem. Mr. Doyle agrees that it is not a complete solution, but it can be a start toward a solution. Ms. Renshaw asked how many more teachers would be required for these new schools. Mr. Doyle said that there are obvious budgetary implications of more students.

The Commission thanked Mr. Doyle for his work on this important issue.

Presentation by and discussion with DDOT about the status of the Oregon Avenue reconstruction project and DDOT's communications plan during construction (00:47:00)

Commissioner Clayman said that the Commission asked DDOT to provide answers to questions about the Oregon Avenue reconstruction project, which has been in the planning stages for years. This project is important to the community, particularly those who live on or near Oregon Avenue.

Zahra Dorriz, DDOT's project manager for Wards 3 and 4, provided a brief update and one-page handout on the Oregon Avenue reconstruction project. She said that the project is in procurement, so she could not discuss the details of the construction until after the construction contract was let. In general terms, the project will include rebuilding the road (including undergrounding electric utility lines), installing new sidewalks on the west side of Oregon, replacing streetlights, installing green infrastructure to control stormwater runoff, replacing the bridge over Pinehurst Tributary, and adding a turning lane at Military Road.

DDOT said that it would develop a communications plan once the construction manager was on board to provide monthly newsletters, a project website, and public outreach personnel to connect with the community. The project has been advertised for construction, and DDOT expects the construction manager to be on board in June 2019. Construction is anticipated to begin in the early Fall 2019 and to be completed in the Fall of 2021 (two years of construction rather than 18 months, as DDOT had said previously). The projected budget is \$21 million for design and construction.

Ms. Dorriz said that the Office of Procurement is responsible for evaluating the bids for the construction work. The project was advertised for construction in January 2019, and bids are expected to be opened on April 3, 2019. It will take about three months to award a contract.

Ms. Dorriz said that they will be hiring a separate construction manager who will represent DDOT during construction. The construction manager will also create a

completely new website to inform the public. They are now interviewing prospective construction managers and expect to issue a notice to proceed to the construction manager in July 2019. The construction manager will be responsible for public outreach and for developing a public communications plan. Commissioner Speck asked whether there is a scope of work for the construction manager and whether DDOT could provide it to the Commission. He said that given the long history of the ANC's and the community's involvement in this project, they should have been consulted before preparing the scope of work. Ms. Dorriz said that she could provide a copy of the scope of work to the Commission on March 26, 2019.

Commissioner Tuck-Garfield said that the Commission has repeatedly asked DDOT to provide weekly updates for this work, similar to the reports the DGS provided during the Lafayette modernization project. DDOT said that they could require the construction manager to provide weekly update reports to the Commission and the community.

Commissioner Clayman said that the community's requirements fall into three categories: (1) communications, (2) completion of the project on time, and (3) minimization of disruptions. With regard to communications, the Commission and the community need to be informed about next steps in the construction, anticipated disruptions, and projections on timing of future activities. People need to know about changes in advance so that it will minimize disruptions. He said that they need an updated website *now*, not after the construction manager comes on board, since the current website contains inaccurate and misleading information. The construction manager also needs to send a weekly email to all affected people. Commissioner Speck noted that DDOT has contact information for all the residents on Oregon Avenue, and Commissioner Tuck-Garfield said that the Commission has repeatedly given DDOT a list of its expectations for communications during the project. Ms. Dorriz said that she was not familiar with those requests since she had not been on the project previously.

Commissioner Clayman said this project was supposed to start in April, and, based on that timetable, DDOT said it was deferring pothole repairs. Now, the project has been pushed back so that it won't start until the fall, assuming that the construction manager receives the notice to proceed in June and the construction contractor is selected on the current schedule. Given the propensity for delay on this project, DDOT should repair potholes on Oregon Avenue *now*. He said that DDOT should give another report to the Commission no later than June, and it should continue the one-on-one outreach to those who will be most severely impacted. For instance, residents need to know how they will be able to get to and from their houses when construction is ongoing in the lane on the west side of Oregon Avenue. Ms. Dorriz said that there will be community outreach. She said that everything would be in the newsletters, fact sheets, and timetables.

Commissioner Clayman said that DDOT needs to do extra coordination with Knollwood and St. John's High School. Commissioner Tuck-Garfield said that Ms. Dorriz's

predecessor, Paul Hoffman, had promised coordination with St. John's. Knollwood is particularly dependent on continued access to public transit during construction, and ambulances must always be able to get to Knollwood.

Ms. Dorriz said that she will be the point of contact until the construction manager is on board. She said that she will add a provision to require the construction manager to provide weekly email updates. Commissioner Tuck-Garfield said that these communications requirements need to be memorialized in contractual language with the construction manager so that there will be no doubt about what is required. DDOT's history of staff turnover dictates that all these requirements be in writing.

Chris Deets, a resident on Chestnut Street, asked whether the sidewalks could be installed on his street while the Oregon Avenue project is delayed. Ms. Dorriz, who has overall responsibility for that sidewalk project as well, said that it is still being designed. She said that the two projects will be coordinated. When asked about the phasing of work on Oregon Avenue, Ms Dorriz said that she could not discuss any details of the construction before the construction project was let.

Commissioner Speck said that the continued changes in DDOT personnel and delays in this project are disappointing, but he expected to work together with DDOT during the execution of the project to ensure communications with the community and to minimize disruptions.

Presentation by and preliminary discussion with DDOT about on-demand transit options that could enhance mobility in ANC 3/4G (01:20:00)

Steve Strauss, Deputy Associate Director for DDOT's Transit Delivery Division (202-671-1357, steve.strauss@dc.gov) and Raka Choudhury (rake.choudhury@dc.gov), DDOT's City-wide Transportation Planner, described DDOT's preliminary consideration of an on-demand transit pilot similar to those begun by other cities and transit agencies. (Their presentation is available on the Commission's website at _____.) The service would be analogous to Uber or Lyft and would use eight-to-ten passenger buses. The areas of service would be bounded (e.g., essentially the area served by the E-6 bus). The service may be curb-to-curb or at designated stops. Buses will be called via an app or by phone with pickup expected within six to twelve minutes. All buses will be ADA compliant, branded (like Circulator), and may be electric or, at some later time, autonomous.

Ms. Choudhury described DDOT's survey of several examples of microtransit programs that have been initiated in the US — e.g., San Rafael, California, Austin, Texas, Sacramento, California, and Raleigh, North Carolina. These programs typically serve low-density neighborhoods where the wait for a traditional bus may be 45 minutes to an

hour, particularly at off-peak hours. The aim is for microtransit to provide more frequent service at about the same cost as bus fare.

DDOT envisions using a Request for Information (RFI) solicitation to gauge vendor interest in the pilot and to obtain information on various options and requirements. Several areas in the District are being considered for study. In our area, the pilot would likely be funded by replacing off-peak E6 bus service but would provide more frequent service at the same or nearly the same fare as WMATA. In a best case scenario, savings from discontinued off-peak E6 bus service might allow for some Saturday service or other enhancements.

DDOT hopes that microtransit can increase ridership compared with existing bus ridership, reduce the costs per passenger-mile, and improve response times. The potential service in our area would connect with the Connecticut Avenue commercial district and bus lines and with the Friendship Heights Metro.

Commissioner Clayman asked whether this program would replace the E6 bus. Mr. Strauss said that the pilot would probably start with replacing the mid-day bus service. It would depend, however, on the responses to the request for information. It would only affect the E6, not the M4 or the E4.

Commissioner Malitz asked whether the service would be limited to rides to Connecticut Avenue or Friendship Heights and, if so, why would people use this service instead of Uber or Lyft, which could take passengers anywhere. Mr. Strauss said that the minibuses — probably one or two — would only serve a limited area.

Commissioner Clayman expressed concerns about eliminating the E6, on which many in the neighborhood rely. Mr. Strauss said that there is more and more pressure on bus service in low-density areas that is not economic. The District pays a subsidy to WMATA to run the E6, and savings may be sufficient to provide better service through microtransit. Commissioner Fromboluti said that this is a great idea since it is a waste of resources to use a large bus for so few riders. To be effective, however, the service will have to be convenient.

Commissioner Tuck-Garfield asked what next steps DDOT anticipated. Mr. Strauss said that they are looking for support to proceed down this path to see whether this program is feasible. He said that there will be a long timeframe — 18 months before the first vehicle will be in the neighborhood. There is no funding now for implementation, only for a study.

Paul Bricker from Knollwood emphasized that the E6 bus is extremely important to his employees and residents. He said that there needs to be a partnership with Knollwood to make sure that this alternative will work for everyone, including the 180 independent

living residents and employees. A resident and E6 bus rider said that the decline in its ridership is related to the rerouting of the bus during the Oregon Avenue closure. He emphasized the importance of the E6, even if it runs only infrequently. Anne Renshaw asked about the union's response to this proposal and whether ridership declines are caused by the infrequency of services. She also questioned how they could assure service by microtransit buses within ten minutes.

Mr. Strauss said that they would continue their research and report to the Commission. Commissioner Speck suggested that DDOT also develop a process for how they would consult with the community. The Commission suggested that DDOT should consider as many options as possible.

Discussion of Commission committees to address the Community Center's design and Community Center's construction logistics

Commissioner Fromboluti explained that the process for selecting a design contractor for the Community Center has been slower than expected. The bid period closed on March 13, 2019, but that was months late. It will now be at least six weeks until a design contractor is chosen — i.e., about the first week in May — and another six weeks until the notice to proceed is issued. As a result of these delays, there is no need for Commission committees to meet until the contracting process is further along.

Commissioner Fromboluti said that the Commission plans to have two committees — one for the Community Center's design chaired by Commissioner Fromboluti and one for the construction logistics chaired by Commissioner Speck. Members of the public can join these committees, but it is not necessary to be a member of the committees to participate in meetings. All meetings will be open to the public.

A question was raised about how the Commission was addressing the need to find space for programs that will be displaced from the Community Center during construction. Commissioner Malitz said that he and Commissioner Clayman head a committee on that topic, but that DPR had not been helpful in making alternative arrangements. He said that this topic is the subject of testimony that the Commission was considering submitting in DPR's budget hearings (the next agenda item).

Discussion and possible vote on testimony at the Council's budget hearings for the Office of Advisory Neighborhood Commissions, the Department of General Services, the Department of Parks and Recreation, and the Department of Energy and Environment

Commissioner Speck said that the Mayor's proposed budget was now before the Council, which is holding hearings for each agency's budget to obtain community input. ANC

3/4G has identified four agency hearings over the next two weeks that warrant submission of testimony.

Office of Advisory Neighborhood Commissions (OANC) — The proposed testimony urges the Council to fund the OANC so that it can empower ANCs to be a vital force for local neighborhood engagement. Modest investments to improve and facilitate the ANCs' ability to communicate with residents and fellow commissioners will yield substantial dividends in terms of community participation, transparency, accountability, and confidence in our local government. The Commission asks the Council to fund an expert on the OANC's staff to work with the Office of the Chief Technology Officer to identify existing technologies that could be made available to ANCs at no cost that individual ANCs could then adopt and implement. The testimony also requests at least \$100,000 to identify and acquire computer applications that can enable ANCs to communicate with and receive realtime feedback from constituents and to create a portal for commissioners to communicate effectively with each other across the District. The District needs to take full advantage of the best available technological tools to connect ANC commissioners with their communities and with each other. We strongly urge the Council to include \$220,000, or whatever is necessary, in the FY 2020 budget to help us move forward toward achieving those goals.

The Commission approved testimony to be submitted to the Committee on Facilities and Procurement's budget hearing on the OANC by a vote of 6 to 0.

Department of General Services — This testimony describes the construction logistics challenges posed by the Community Center's modernization in the middle of an active commercial district along Connecticut Avenue and abutting a residential neighborhood, including limited space for equipment and materials, scarce parking, and few reasonable routes for construction traffic. Based on the Commission's experience with similar construction projects at 5333 Connecticut and Ingleside, the testimony urges the Council to include funding in the FY 2020 budget for DGS to work with the Commission and the community to manage the project in a way that protects nearby neighbors from unreasonable truck traffic, workers' parking on neighborhood streets, trash, unsecured material and equipment, noise, and dust.

The Commission approved testimony to be submitted to the Committee on Facilities and Procurement's budget hearing on DGS by a vote of 6 to 0.

Department of Parks and Recreation — This testimony describes the Commission's survey and analysis of Community Center programs that will be displaced during its modernization. Several of these programs — e.g., ballet and fencing — are unique and require specialized facilities. The programs for seniors are also important, particularly since there is no senior wellness center in Ward 3. DPR has indicated that it can only refer participants in current programs to other DPR facilities that may offer similar

programs. DPR has no funding to provide alternative sites where programs can continue during Community Center construction. The testimony urges the Council to include \$200,000 or whatever is necessary in DPR's FY 2020 operating budget to acquire suitable temporary space and/or transportation for important and unique programs at the Community Center that are not offered at nearby DPR facilities but that must be maintained while the Community Center is closed.

The Commission approved testimony to be submitted to the Committee on Recreation and Youth Affairs' budget hearing on DPR by a vote of 6 to 0.

Department of Energy and Environment — This testimony asks the Council to maintain funding for CRIAC relief to low-income residents and non-profit institutions at the same level as FY 2019 — \$7.5 million — rather than reducing the funding to only \$4.0 million, as the Mayor has recommended.

The Commission approved testimony to be submitted to the Committee on Transportation and the Environment's budget hearing on DOEE by a vote of 6 to 0.

Commission Business

1. The Commission voted 6 to 0 to approve the minutes for its February 25, 2019 meeting.
2. The following checks were approved by a vote of 6 to 0: \$8.42 US Treasury (penalty/interest re September 30, 2018 payment); \$144.00 Verizon.
3. Items for April 8, 2019 meeting may include: discussion of Lafayette Elementary School maintenance issues; discussion and possible vote on plan for updating the ANC's website; discussion and possible vote on a DDOT Notice of Intent to change parking signage in the 3700 block of Jocelyn Street, NW; update on the Chevy Chase Community Center modernization; discussion and possible vote on testimony at the Council's budget hearing for DDOT.

The meeting adjourned at 9:15 pm.

Signed:

Randy Speck
Chair

Abe Clayman
Secretary