

ADVISORY NEIGHBORHOOD COMMISSION 1C

Adams Morgan

Minutes of September 5, 2007

A regularly scheduled meeting of Advisory Neighborhood Commission 1C was held on Wednesday, September 05, 2007 at Mary's Center. Chairman Bryan Weaver called the meeting to order at 7:00 p.m. Approximately 75 members of the public attended the meeting.

In attendance were Barry Weise (1C01), Emily Mechner (1C02) Bryan Weaver (1C03), Mindy Moretti (1C04), Michael Logsdon (1C05), Nancy Shia (1C06), Wilson Reynolds (1C07) and Katherine Boettrich (1C08).

SECRETARY'S REPORT

Commissioner Moretti, vice chair, made a motion that ANC1C approve the minutes of the July 11, 2007 meeting. The motion was seconded, discussed and approved by voice vote.

TREASURER'S REPORT

Commissioner Reynolds, treasurer, announced that the ANC had a current balance of \$67,477.34 and provided a full report. Reynolds made a motion that financial report from August was accepted, it was seconded and passed by voice vote.

COMMISSIONER ANNOUNCEMENTS:

- Commissioner Moretti announced a "Get Fresh Festival" to be held at RFK Stadium on Saturday, September 8, 2007.
- Commissioner Mechner announced the fall clean-up for Kalorama Park with the dates and time to be announced later..
- Commissioner Reynolds announced a rally at the Wilson Building in support of rescinding resolution 17-393. It is being organized by The DC Tenants Advocacy Coalition (TENAC), Empower DC and ANC 2 B. It will be held on September 18 from 9 am until 11 am.
- Commissioner Weaver discussed a homicide that occurred because of a fight in Adam's Morgan. The victim died earlier this week. Weaver requested community pressure be applied to MPD and to support the BID in keeping Adams Morgan safe.

PUBLIC COMMENTS

- Kimberly Dorn from the Washington City Paper announced a craft fair. The "Crafty Bastards" fair will be held on Sunday, September 30, 2007.
- Lisa Duperier from the Business Improvement District made the following announcements:
- Kids' Fair to be held at the Marie Reed School during Adams Morgan Day.

- Adams Morgan Festival to be held on Sunday, September 9. This is an all day event more information can be found on www.ammainstreet.org.
- Lizette King raised the issue of affordable housing – asked what the ANC is doing and how the organization is addressing creative ideas to keep affordable housing in the area. Commissioner Shia offered to work with the speaker and invited her to the next meeting of the Public Services Committee. Commissioner Weaver summarized the ANC’s activities over the past few years on issues about affordable housing.
- Denis James announced that Mayor Fenty will be addressing the Kalorama Citizens Association and invited the speaker to attend.

GUEST SPEAKERS

- **Harris Teeter:** Lindsley Williams, representative of Douglas Development Group announced that the first phase of reconstruction of the Citadel Building has been completed and the second phase (Harris Teeter build-out) will begin. Al Lentz from Harris Teeter introduced himself along with Glenn Thomson. Lentz and Thomson are employees of Harris Teeter and are responsible for the next phase of construction. The Harris Teeter store is expected to open in March, 2008.
- **Hilton Hotel (Florida/ CT Ave.):** Geoff Griffis presented on the major hotel renovation (\$100 million) underway at its Florida / Connecticut Ave. location. Griffis committed to a community outreach program with mailings to a ½-mile radius and a web site that will be available for information. Public comments were offered, with answers from Griffis and the ANC representatives.
- **Dorchester House:** The architect, Eric Corbert addressed the group to discuss a proposed extension. Issues of parking, density and aggress were discussed. Outstanding questions were: location of parking spaces during construction, type of HVAC and timing of construction.

COMMITTEE REPORTS

A. Planning, Zoning and Transportation

Commissioner Reynolds moved the approval of a resolution to support the “Mall on Adams Morgan Project.” The resolution was seconded and discussed. Commissioners Reynolds and Weise both offered several friendly amendments. Commissioner Weise offered an amendment to commit the portions of the resolution concerning bus stops, taxis, motorcycle parking and the opening of Champlain to the PZT committee for further discussion. The amendment was seconded, discussed and approved by voice vote. The original resolution as amended was approved by voice vote.

MALL on ADAMS MORGAN resolution

ANC IC Recommendations and Commentary on DC Department of Transportation 18th Street, NW Redesign for the Section of 18th Street, NW from Florida Avenue, NW to Columbia Road, NW, and Additional Exterior Improvements to the Marie Reed Community Learning Center Consistent with the 18th Street, NW Redesign.

For over four years, the D.C. Department of Transportation has engaged the community, stakeholders, elected officials, neighborhood organizations, and individuals in the process of planning for a reconstruction of 18th Street, NW in the above-defined geography.

In addition, the 18th Street, NW Redesign creates an opportunity to provide short and long-term relief to the community during and after construction by opening the breezeway portion of the Marie Reed Community Learning Center, at 2200 Champlain Street, NW. This opening, although sometimes controversial, is also an opportunity to provide much needed attention to a portion of the Marie Reed vision that failed to flourish in the twenty-nine years since it was opened to the community. These recommendations are organized as follows:

- 1. DEFINITION OF OPPORTUNITY*
- 2. POLICY OBJECTIVE*
- 3. DESIGN OBJECTIVE*
- 4. PROPOSED DESIGN ELEMENTS for 18th Street, NW for the city blocks of 2000, 2100, 2300, and 2400, and abutting areas*
- 5. ADDITIONAL EXTERIOR IMPROVEMENTS TO THE MARIE REED COMMUNITY LEARNING CENTER*
- 6. CLOSING COMMENTS*

1. DEFINITION OF OPPORTUNITY

As many, many people have toiled over the years on the 18th Street Redesign, the focus of the redesign has been wide-ranging. From concentrating on details such as the type of street lamps, or species of trees, to much broader issues of balancing the needs of various constituencies, such as businesses, visitors, residents, public, and private transportation.

From all this work has emerged a sense, a feeling, call it what you will, that these changes are not merely about bricks and asphalt, but also include values that identify, and celebrate what makes this neighborhood a distinct, and separate entity known as Adams Morgan.

This crucible has given life to a distinct theme: the opportunity to define, to guide, and to renew 18th Street, Adams Morgan's vibrant core.

The initial project to "just" improve a roadway in the 18th Street Redesign has now evolved into an architectural expression of a heightened, collective self-awareness. In short, the 18th Street NW Redesign is the vehicle for a renaissance in Adams Morgan.

2. POLICY OBJECTIVE → pedestrian friendly destination

A project of this size, scope, and cost brings into competition the needs of many constituencies. After careful consideration and review, (the current phase alone which has spanned three months of community meetings that were conducted by the Planning, Zoning and Transportation Committee) ANC IC recommends the following guiding policy:

The policy objective of the 18th Street NW Redesign is to make physical changes to public space that are directed, constructed, and presented to make Adams Morgan a pedestrian friendly destination. This means:

- *pedestrian friendly sidewalks, crosswalks, lay-bys, bump-outs and benches*
- *bicycle friendly streets, including ample street signage and additional bicycle racks*
- *an appropriate balance of public space use for parking, deliveries, shared car spaces, handicapped spaces, and possible future additional parking garages*

On the other hand, the use of 18th Street as a thoroughfare, for any type of transportation, to reach other destinations in the District should receive secondary priority, with pedestrian and bicycle safety being given primary priority, through the implementation of such traffic calming devices as raised crosswalks and intersections.

The redesign of 18th Street should be envisioned within the concept of a “Mall” for Adams Morgan, and therefore recommends that this project be renamed:

“MALL on ADAMS MORGAN (M.A.M)”

And the credo recommended for this project be:

“Yes, M.A.M.!”

3. *DESIGN OBJECTIVE → a distinct, bold, unified architectural statement*

ANC IC recommends the following design objective:

To create a distinct, bold, unified architectural statement defined by the construction of (approximately):

- *16' WIDE SIDEWALKS on BOTH the east, and west portion of 18th Street for the 2300, and 2400 blocks of 18th Street.*
- *15' WIDE SIDEWALKS on BOTH the east, and west portion of 18th Street for the 2200 block of 18th Street (that includes a 2' right-of-way currently existing on the east side of the 18th Street boundary of the Marie Reed Community Learning Center).*
- *14' WIDE SIDEWALKS on BOTH the east, and west portion of 18th Street for the 2000, and 2100 blocks of 18th Street.*

In addition, it is recommended that:

- *The roadway be of such materials and treatment as to be of a unique, distinct color to announce to visitors that they “have arrived” in Adams Morgan. An example of this application can be seen with the brick-colored asphalt on the 1600 block of Pennsylvania Ave., NW.*
- *The crosswalks and center lanes should be of materials (cement preferred) and texture or design that strongly contrast with the roadway. DDoT should be creative with its design and construction (a possible example of this application can be seen at approximately 14th Street/Rhode Island).*

- *Like street surfaces, sidewalks should be of a unique, distinct design, texture, material and/or color, enforcing and enhancing the distinct quality of Adams Morgan.*
- *Roadways be designed and aligned in “straight” lines, to avoid undulations or “shifts” of the roadway path. Therefore, it is emphasized that lanes be aligned to transition uniformly from block to block, and within a block.*
- *Hours of paid parking should be from 9 am until 4 am, Monday through Friday. DDoT should conduct a pilot study to determine possible recommended hours for paid parking on Saturdays, and expanded areas with paid parking (while continuing RPP).*
- *Consistent with the policy goal of traffic “calming” for the safety of pedestrians and bicyclists, no rush hour parking restrictions should be allowed.*

4. *PROPOSED DESIGN ELEMENTS FOR 18th Street, NW*

ANC IC approves the following recommendations:

a. *Americans with Disabilities Act (ADA)*

All design and construction will comply with ADA act, including the construction of intersection crossing ramps at sidewalks, and speed tables.

b. *Intersection of 18th Street, and Columbia Road*

- *12' lane should be reserved for southbound traffic, with a bump out of size and dimension consistent with street alignment.*
- *12' lane should be reserved for northbound traffic, with a bump out of size and dimension consistent with street alignment.*
- *10' (approximately) curbside lane (next to McDonalds) should be reserved for “Right Turn Only”, with a bump out of size and dimension consistent with street alignment.*
- *No left turns northbound onto Columbia Road from 18th St. should be allowed.*

c. *Street Widths: 2300, 2400 Blocks of 18th Street*

After accommodating for sidewalks approximately 16' wide for both sides of 18th Street, the following guidelines will be applied to both the north, and south roadways.

Street Dimensions:

- *8' should be reserved for parallel parking, bus zones, and loading zones on each side closest to the pedestrian sidewalk.*
- *12' should be reserved for a travel lane on each side, to be shared with bicycles (a sharrow).*
- *10' should be reserved in the center section, between north and south travel lanes.*

d. *Street Width: 2200, Block of 18th Street*

After accommodating for sidewalks approximately 15' in width for both sides of 18th Street, the following guidelines will be applied to both the north, and south roadways.

Street Dimensions:

- *8' should be reserved for parallel parking, bus zones, and loading zones on each side closest to the pedestrian sidewalk.*
- *14' should be reserved for a travel lane on each side to be shared with bicycles (a sharrow).*
- *10' should be reserved in the center section, between north and south travel lanes.*

e. Street Width: 2000, 2100 Blocks of 18th Street

After accommodating for sidewalks approximately 14' in width for both sides of 18th Street, the following guidelines will be applied to both the north, and south roadways.

Street Dimensions:

- *8' should be reserved for parallel parking, bus zones, and loading zones on each side closest to the pedestrian sidewalk.*
- *14' should be reserved for a travel lane on each side to be shared with bicycles (a sharrow).*
- *10' should be reserved in the center section, between north and south travel lanes.*

f. Center Section:

- *Should be reserved for the creation of dedicated turn lanes.*
- *Sections not reserved for dedicated turn lanes will be designed, constructed, signed, and demarcated as not-for-use by vehicles and reserved for fire, police, and first responder use consistent with DC Municipal Regulations, and as outlined in DCMR Title 18.*

g. Bicycles

The use of bicycles in the District of Columbia in general, and Adams Morgan in particular is recognized by ANC IC as a highly desirable alternative to the use of greenhouse gas emitting, fume spewing, congestion causing automobiles. To encourage bicycle travel to, and within Adams Morgan, it is critical that the redesign meet the challenge of providing safe travel and sufficient bike racks throughout Adams Morgan that can be used as a model of a bike-friendly destination for the rest of the city. DDoT should examine best practices nationwide to determine how to best accomplish this goal.

Consistent with this goal is the use of “sharrows”, an easily identifiable pavement marking used to let motorists know that they are expected to “share the road” with cyclists. A ‘sharrow’ is a combination of “share” and “arrow”, which has been found in many other cities to have successfully encouraged safer cycling and clearer lane sharing between motorists and cyclists. This is accomplished by legitimizing bicycling on streets via strong visual clues to both motorists and bicyclists.

Sharrows should be painted frequently and prominently along entire length of the project, northbound and southbound, at appropriate distance from the curb to encourage bicyclist not to ride in the door zone.

Finally, where appropriate, the use of signs will be used in sufficient size and quantity to alert bicycle riders of alternative bicycles routes on 19th Street and Champlain Street, NW, and connecting residential streets to Columbia Road.

2300, 2400 Blocks of 18th Street

- The 2300 and 2400 blocks of 18th Street are heavily traveled. It is the conclusion of this Commission that safety for bicycle operators competing with automobiles, trucks, and busses is best insured with narrower, not wider lanes (to prevent cars from attempting to use the extra space to “create” an extra lane).*
- Signage should be part of the roadway in appropriate size and quantity to enforce the message that this portion of 18th Street, NW is a 100% SHARED roadway, without a dedicated, special bicycle lane, and to proceed SLOWLY.*

2000, 2100, 2200 Blocks of 18th Street

- It is also recognized that a steep incline exists on the 2000, 2100, and 2200 blocks of 18th Street, requiring an accommodation to allow for the slower transit of bicycles negotiating this incline.*
- Therefore, it is recommended that 14' should be reserved for both north and south travel lanes to be shared bicycle lanes (a sharrow). Again, pavement signage should be part of the roadway in appropriate size and quantity to enforce the message that this portion of 18th Street, NW is a 100% SHARED roadway, without a dedicated bicycle lane, and to proceed SLOWLY.*

h. Multi Use Meters

It is recommended that a pilot program be established to test the use of multi space meters located away from curbs, and where practical near buildings.

i. Bus Shelters

- The construction of bus shelters at each bus stop is supported.*
- Both DDoT and METRO should be requested to cooperate to install bus shelters of a design and materials consistent with urban streetscape elements to be developed.*
- Bus shelters METRO design and construction should complement in appearance and materials with DDoT design elements, such as benches, tree boxes, and lighting that share the same public spaces.*

j. Loading Zones – Seven loading zones serve the above referenced blocks of 18th Street, NW. The following changes are recommended:

- Northbound – Relocate the loading zone in front of 2433/2435/2437, to the 2300 block section of the northbound lane to better serve the needs of businesses on this block.*

- *Southbound – Consistent with the replacement with a bus stop, remove the loading zone currently at 2300 18th St. (post office).*
- *Consistent with DDoT regulations, the loading zones should revert to non-commercial vehicle parking no later than 6:30 PM, and on all day on weekends.*
- *A pilot program is recommended to test the use of loading zones subject to payment for use, collected at multiple space meters.*

k. Crosswalks

Consistent with best practices, the relocation of one bus stop, and the relocation of one loading zone mentioned above, ANC IC recommends a new pedestrian crosswalk with a speed table be constructed near the location of 2412/2425 18th Street

l. Stop Signs

Stop Signs – ANC IC recommends the installation of stop signs for both north and south bound lanes at the following intersections:

- *18th Street and Wyoming Street*
- *18th Street and Belmont Street*

m. Bump Outs

Bump outs of appropriate sizes be employed at each intersection (including Columbia Road, Belmont Road, Kalorama Road, Wyoming Avenue, California Street, Vernon Street and Florida Avenue), to provide shorter crossing distances for pedestrians, and define parking, delivery, and bus spaces in the Parking Lane.

It is also recommended that a bulb-outs be incorporated at the location of the proposed new crosswalk near 1412/2425 18th St, integrated with a raised crosswalk, and consistent with the design, and placement of the proposed relocated bus stop in this section.

n. Raised Intersections and Raised Crosswalks

Where consistent with handicapped access (ADA), grade, drainage, and snow removal, ANC IC recommends the construction of raised intersections at:

- *18th and Belmont Road*
- *18th and Kalorama Road*
- *18th and Wyoming Ave.*
- *18th and California St.*
- *As the preferred choice at the intersection of 18th. St., Vernon St., and the abutting portion of Florida Ave.*

Where consistent with handicapped access (ADA), grade, drainage, and snow removal, ANC IC recommends the construction of raised crosswalks at:

- *18th and Columbia Road (south side)*

- *At the location of the proposed new crosswalk near 1412/2425 18th St. (with bulb out)*
 - *As the alternative choice at the intersection of 18th. St., Vernon St., and the abutting portion of Florida Ave.*
- o. Lay-by for Marie Reed Community Learning Center and Taxi Stand*
- *To help ensure the safety of children being dropped off at the Marie Reed Elementary School, a lay-by should be constructed on the east portion of the 2200 block of 18th Street, NW with bulb-outs to clearly define the lay-by.*
 - *Such a lay-by will be located consistent with access to the 18th Street entrance of the school.*
 - *Such a lay-by will revert to use as a taxi stand from 7:00 PM to 4:00 AM on Thursdays, Fridays, and Saturdays.*
 - *Such a lay-by will revert to parking spaces no later than 6:30 PM, on Sundays, Mondays, Tuesdays, and Wednesdays.*
 - *Where possible, and consistent with providing access to the school, bump-outs will coordinate with street crossings on 18th Street below and above Wyoming Avenue.*
- p. Handicapped Spaces*
- *One Handicapped Parking space should be reserved as close as practical and immediately south of the Marie Reed lay-by.*
 - *DDoT should survey the Adams Morgan area and provide a sufficient number of handicapped spaces to serve the needs of the residents of Adams Morgan.*
- q. Car Sharing Spaces*
- *Two parking spaces should be reserved for car sharing services near their present location on the East portion of the 2200 block.*
 - *In order to help promote their use and thereby encourage better environmental stewardship, reduce congestion and decrease competition for scarce parking spaces, the number of car sharing spaces in Adams Morgan should be appropriately increased.*
- r. Trees, Tree Boxes, Lighting, and Benches*
- Consistent with the concern and desire of ANC 1C to provide an inviting, appealing and environmentally sound streetscape, it is recommended that:*
- *Species of trees to be planted or retained should be consistent with the recommendations of the Casey Tree Foundation, and approval of the Ward One Arborist.*
 - *As many trees as possible should be planted.*
 - *Under no circumstance whatsoever, will fruit bearing female Ginkgo trees be planted or retained. All comments and concerns regarding*

future prospects of Ginkgo trees are to be directed to the most gracious Commissioner Barry Weise at: barryanc1c01@gmail.com.

- *Existing, mature, healthy male ginkgo trees should be preserved.*
- *Tree box size should be increased to maximize storm water absorption.*
- *Location of tree boxes will be separated by approximately the same distance in the north-south layout.*
- *Location of tree boxes will be symmetrical in placement from building to curb (east-to-west layout), however efforts to contribute to pedestrian traffic flow, and comply with the Americans with Disabilities Act (ADA), should take precedence in decisions on the east-west placement of tree boxes.*
- *The use of tree grates is strongly encouraged.*
- *Streetlights of ‘Washington Globe’ or ‘Teardrop’ design will be specified, as needed in sufficient number to provide safe lighting (see attachment).*

s. Benches: Time allows for the solicitation from the community of appealing bench designs to be approved by ANC 1C no later than April of 2008.

t. Sun Trust Bank “Dead Space”

Also worthy of decisive action is to force the issue of the best use for the area immediately behind 1800 Columbia Road, NW (Sun Trust Bank) connecting the convergence of 18th Street, NW, and Columbia Road, NW. This space offers great potential to complement the M.A.M. Project as a taxi stand.

For over twenty years, this strategic open space has been wasted. It is appropriate to recommend that the Mayor’s office, or the Council initiate negotiations to purchase or lease this space, or to outright invoke eminent domain to gain control over it for conversion to a taxi stand for the public good.

It is also recommended to explore using the air rights of this space to construct a second level housing a 3rd Police District Sub Station, and to connect to, and enhance the existing DC MPD Latino Liaison Unit office.

Such a Sub Station offers obvious benefits to enhancing public safety, and reducing booking time for officers making arrests.

u. WASA, Fire Hydrants, Dual Waste Design

- *In addition to enlisting the cooperation of METRO, ANC 1C supports Dot cooperation with WASA in the installation of fire hydrants, and Dual Waste Design.*
- *Fire Hydrants – It is recommended that a review of the location and number of fire hydrants be undertaken with WASA, and that relocation or addition of new hydrants be incorporated into plans.*
- *Dual Waste – It is recommended that Dual Waste Design be undertaken for the entire length of this project. Consistent with the need to separate sanitary waste disposal from storm water disposal in new construction, it*

is appropriate to include in these plans and construction the installation of separate waste lines now.

v. *Ease of Access and Right of Way 1700 Kalorama Road*

To facilitate the transit of police, ambulances, and fire trucks, as well as the safe transit of all other traffic, ANC 1C recommends that 1) no parking be allowed on the north portion of the 1700 block of Kalorama Road, NW, between 18th Street, NW, and Champlain Street, NW; and 2) any change to temporary parking on this block be reviewed not less than three months following the completion of all 18th Street construction.

w. *Florida Avenue and 18th Street*

Given the complexity of this intersection, a lack of space to allow for a circle, and the need to accommodate bus and truck traffic ANC 1C limits specific recommendations, but does provide the following guidance:

- The need to divide and direct west bound traffic leads to the mandatory creation of islands. It is recommended that such islands be of sufficient size to provide safe congregation of pedestrians transiting in a north/south direction.*
- It is recommended that priority be given to locate the east/west pedestrian walkway connecting 18th Street immediately above Florida Ave. (2001 18th Street) AND the west north-south crossing of Florida Avenue at a point to offer the shortest distance for pedestrians between the two sides of the crossing.*

Therefore ANC 1C does recommend that the breezeway portion of the Marie Reed Community Learning Center to be opened to allow controlled vehicular transit, as follows:

- That this new roadway should be designed to enhance the needs and uses of the Community Learning Center, including but not limited to the safe pedestrian transit of children being brought to and collected from Marie Reed, and to provide for safe passage of pedestrians transiting the area.*
- As consistent with best use, a one-lane roadway will be constructed southbound to Old Morgan School Place.*
- As consistent with best use, a one-lane driveway should be considered to allow access beneath the breezeway from, and returning to, Old Morgan School Place in the south portion of the breezeway.*
- That two lay-bys be constructed to provide for passenger access and safety.
One lay-by on the west portion of the breezeway on Champlain Street.
One lay-by on the South portion of the breezeway on Old Morgan School Place as part of the proposed driveway.*
- That bump outs be used when necessary as a traffic calming measure.*
- That crossing guards will be requested from DCPS during transit times for students of the Marie Reed Elementary School.*
- Except for student drop-off and pick-up, the roadway should be closed for “through traffic” during hours the school is in session to include time before*

the opening of school, and after classes to allow for the safe transit of students.

- *That both the design and materials used to make these improvements be of character, origin, and quality as to enhance the Marie Reed facility, and be consistent with design elements of the 18th Street reconstruction.*
- *That a mural be included in these improvements.*
- *That safety for the custodial staff of the school will be ensured by the construction of solid waste collection area using two trash chutes into a dedicated collection point on the South portion of the breezeway adjacent to the lay-by from Old Morgan School Place.*
- *That the Ward One Arborist, and the Casey Tree Foundation be consulted for recommendations for plant, grass, and tree placement.*
- *That the streetscape for the breezeway be designed with lighting fixtures, and outdoor seating compatible with the 18th Street design elements.*

x. *Verizon Facility*

Although outside the scope of this work, ANC 1C is aware of the potential for further improvements along the east side of Old Morgan School Place on the property currently occupied by a Verizon parking facility. Any opportunity for the redevelopment of the grounds, or structures of the premises at 1711 Florida Ave, NW, is of great interest to ANC 1C.

5. *CLOSING COMMENTS*

ANC 1C expresses it's gratitude to the DC Department of Transportation for this opportunity, and to the many organizations, and individuals who have toiled, and contributed to this effort.

These recommendations are a balance of many competing needs and wants. They will not satisfy all. Some parties involved will find points of criticism, some more than others. However, it must be recognized that every effort was made to share equally the many benefits to all stakeholders in the community. The PZT Committee certainly hopes that that in the end, nearly everyone will be satisfied with nearly all of our recommendations.

The final recommendation in this proposal comes from the Planning, Zoning, and Transportation (PZT) Committee of ANC 1C. During the vetting of these recommendations by the PZT Committee, the prism most used was to prepare a proposal that would stand the test of time. It is the sincere recommendation of the PZT Committee of ANC 1C that closer inspection will reveal positive, perhaps creative solutions, that will fulfill the needs of the Adams Morgan community.

B. ABC and Public Safety Committee

Commissioner Moretti announced that the next meeting of the committee will be on Tuesday, Sept. 11, 2007 at 7 p.m. at Kalorama Rec. Center

C. Public Services Committee

Commissioner Shia made a motion to support for H.D. Cooke Renovation Plan. The motion was seconded, discussed and approved by voice vote.

Commissioner Shia made a motion to approve a \$1,000 grant for the Young Playwrights. The motion was seconded, discussed and approved by voice vote.

NEW BUSINESS

Commissioner Reynolds moved a resolution opposing the Council's use of emergency legislation for land transfers. The resolution was seconded, discussed and approved by voice vote.

Resolution On Revoking Emergency Resolution 17-393

Whereas; on July 10, 2007, the District City Council passed Emergency Resolution 17-393; 'Square 37 Excess Property Disposition Emergency Resolution of 2007', and

Whereas; by invoking the use of Emergency Legislation, the entire ANC 2B was completely thrown out the door; and

Whereas; ANC 1C views with great distrust any loss of public space to any entity without full, transparent review, and justification by city leaders; and

Whereas; in the case of Resolution 17-393, no 'emergency' existed and ;

Whereas; the Mayor has not completed review of this emergency legislation; and

Whereas; the use of Emergency Legislation for transferring public property, or the rights to use public property, is a severe imposition on citizens of the impacted community, requiring prudent, measured response; and

Whereas; false claims were made to the Council regarding the 'emergency' of this act;

Now, Therefore, Be It Resolved that the Mayor reject Emergency Resolution 17-393;

And, Be it Further Resolved that the Council rescind Emergency Resolution 17-393;

And, Be it Further Resolved that the Council is requested to convene hearings to deliberately, and prudently review the proposal of land use as outline in the Emergency Resolution 17-393 to:

- *Review the impact on current public services provided, and insure that proposed plans continue to provide such services, including a library, a fire station and police services*
- *Include, define and confirm a specific component of affordable housing before approval.*
- *Allow for appropriate input by the affected ANC, citizens and public associations and organizations.*

And, Be it Further Resolved that the Council is requested to confirm, or amend the rules of operations adopted by the Council for its procedures in 2006 to deny land transfers, use or sale under Emergency Legislation.

ADJOURNMENT

Commissioner Moretti moved to adjourn the meeting, it was seconded and the meeting ended at 10:35 p.m.