

ANC 2B October 9th Draft Motions Packet

Public Space Committee Agenda

Public space application valet staging zone at 1739 N Street NW (DDOT- 11096101) (2B05)

WHEREAS, Sun Service, Inc. (“Applicant”) has applied for a valet parking zone utilizing 4 public metered parking spaces to serve Tabard Inn at 1739 N Street NW, located in ANC 2B, Single Member District 2B05.

WHEREAS, the valet parking zone will be active during the hours of 7:00 AM through 3:00 AM, Sundays through Saturdays.

WHEREAS, ANC 2B has previously supported a valet parking zone for this location in 2009; however, it was canceled due to construction projects in the block and Applicant has been operating with monthly temporary valet permits.

WHEREAS, the Valet Parking zone is consistent with the characteristics of the block and may further contribute to late night peace and safety with the increased activity of arriving and departing vehicles.

THEREFORE BE IT RESOLVED that ANC 2B supports the valet parking permit request by Sun Service, Inc. for the Tabard Inn at 1739 N Street NW.

BE IT FURTHER RESOLVED that ANC 2B asks the Applicant to consider consolidating this valet parking zone with the one serving the Marriott hotel several doors east to more efficiently manage the space.

BE IT FURTHER RESOLVED that ANC 2B asks DDOT to consider on-street markings to clearly delineate the valet parking zone for drivers.

Land Use Agenda (10 mins)

1825 S Street NW- proposed renovations for a 3 story and cellar townhome (HPA 24-482) (2B01)

To be determined

General Agenda (15 mins)

Resolution regarding DDOT Notice of Intent for Safety Improvements in 23rd Street NW

WHEREAS, the 2 block stretch of 23rd Street NW between P and N Streets has, for decades, held the nicknames “Indy 23rd Street Raceway” or “23rd Street Freeway” because of its 3 travel

lane width and lack of an all-way stop at O Street that encourages drivers to speed, as well as not yielding to pedestrians trying to cross at O Street.

WHEREAS, vehicle and bicycle conflicts occur on the south side of P and 23rd Street several times a year.

WHEREAS, the condo building on the north side of O Street between 22nd and 23rd Streets obstructs the views of drivers and pedestrians nearing the intersection from both approaches, increasing the potential of a crash, injury, or worse.

WHEREAS, since at least the 1990s, residents and ANC 2B have regularly requested that DDOT install an All-Way Stop sign and address the lack of an unobstructed sightline at the 23rd and O Street intersection.

WHEREAS, DDOT is proposing redesign of the 23rd Street roadway between P and N Streets NW, consisting of a 2-way protected cycletrack along the west curb (abutting the “P Street Beach” section of Rock Creek Park); the center lane serving as off-peak parking/peak hours vehicle travel lane; and the east lane as a travel lane at all times.

WHEREAS, DDOT’s proposal reduces the travel lanes and the incentives to speed, and also improves the pedestrian and cyclist experiences by encouraging bicycles off the sidewalk and out of vehicle lanes.

WHEREAS, DDOT’s proposal lacks a solution to provide visibility and safe movements of pedestrians and vehicles at the 23rd and O Street intersection.

WHEREAS, DDOT’s proposal does not include an additional crosswalk on the south side of O Street or installation of sidewalk along the east side of 23rd Street between O and N Streets.

WHEREAS, the proposed cycletrack ending at N Street does not provide connectivity to the bike lanes in M and L Streets.

THEREFORE BE IT RESOLVED that ANC 2B appreciates and supports DDOT’s proposed safety improvements for 23rd Street NW between P and N Streets.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT upgrade the pedestrian crossing signs at the 23rd and O intersection to All-Way Stops, with mirrors that eliminate the blind spots for drivers on 23rd Street and O Street, created by the Dumbarton Place condo building (1414 22nd Street NW).

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT investigate and report on the feasibility of providing a crosswalk across 23rd Street NW on the south side of O Street.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT investigate and report on the feasibility of installing a complete sidewalk on the east side of 23rd Street NW between O and N Streets.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT retain the Speed Limit and digital speed display south of the intersection of 23rd and O Streets NW as part of the Safe Routes To School walkshed for the J. Francis campus.

BE IT FURTHER RESOLVED that ANC 2B requests that DDOT provide a firm commitment to extend the 23rd Street cycletrack south to junctions with the M Street and L Street protected bike lanes.

BE IT FURTHER RESOLVED that ANC 2B again requests that DDOT upgrade the adjacent intersection of 22nd Street and O Street NW to an All-Way Stop as drivers continue to disregard the “Pedestrian Crossing” and crosswalks at that location and doing so would create a consistent safety experience at both of these intersections.

Resolution requesting the DC Council introduce and pass legislation establishing a Return-Refund-Recycle

WHEREAS, more than 617 million covered beverage containers are sold in the District of Columbia each year, but less than one quarter, or 152 million, of these containers, are recycled. *Almost 464.5 million beverage containers sold annually in the District are not recycled.*

WHEREAS, of the more than 617 million beverage containers sold in the District, approximately 345 million (over 55 percent) are plastic bottles; more than 180 million (nearly 30 percent) are aluminum cans, and nearly 92 million (almost 15%) are glass bottles.

WHEREAS, more than 255 million of the covered bottles and cans sold annually in the District are for water.

WHEREAS, of the 464.5 million containers that are not recycled, most are disposed of in public trash receptacles because there is no large-scale, convenient, public space recycling program.

WHEREAS, most on-street trash receptacles provided by the District, National Park Service, and other entities, are of limited capacity, do not support recyclable items, are not emptied frequently enough, resulting in unsightly overflow onto sidewalks, roadways, grassy areas. Many containers along with other trash wind up being carried into antiquated storm drains that discharge into waterways.

WHEREAS, plastic bottles collected in trash pickups and community-led cleanups are often too contaminated to be recycled. They wind up in landfills or are incinerated, which contributes to air pollution and climate change.

WHEREAS, beverage container litter and dumping is found in all neighborhoods in the District, it disproportionately affects residents of Wards 5, 7 and 8, all of which border the Anacostia River.

WHEREAS, a proven solution to beverage container litter is a Beverage Container Deposit Return (“Bottle Bill”) law. Bottle Bills reduce trash and boost recycling rates because of the deposit return incentive.

WHEREAS, deposit return was created over a century ago by bottle, can, and beverage, manufacturers in order to reduce their costs by repeatedly reusing already manufactured bottles and steel cans. For decades there were no specific laws compelling participation; however, the economic conditions of the Great Depression followed by wartime rationing provided a natural incentive for consumers to return their empties for the deposit refund.

WHEREAS, the arrival of plastic bottles and lightweight aluminum cans for beverages in the post-WWII years, heavily promoting and seducing consumers with their wasteful “no deposit, no return, just toss it when empty” philosophy, resulted in unsustainable levels of resource consumption, litter, waste, and pollution.

WHEREAS, by the 1970s it became apparent to environmental groups and governments that the tsunami of litter and pollution had to be reduced. Whereas earlier in the century it was the manufacturers leading the charge and consumer participation could be obtained with patriotic appeals, manufacturers opposed returning to the previous way of doing things (and still do), bottle deposit return laws began to appear out of necessity.

WHEREAS, the 10 states currently having Bottle Bill laws, including California, Connecticut, Hawaii, Iowa, Maine, Massachusetts, Michigan, New York and Oregon, account for 27% of the US population, yet account for over 50% of all bottles recycled in the United States.

WHEREAS, realizing significant reduction of beverage bottle and can litter in the District requires a consistent, convenient, ubiquitous recycling option. An effective, equitable Bottle Deposit Return law can help accomplish this.

WHEREAS, with a Bottle Bill consumers would pay 10 cents per qualified beverage container at the time of purchase. The fee would be refunded in full when the empties are returned to participating merchants, kiosks, or other redemption points. The form of repayment should be selectable by the consumer.

WHEREAS, a Bottle Bill must ensure that coverage and siting of redemption points is uniform and convenient, especially for residents in communities historically underserved by supermarkets and other food retailers.

WHEREAS, a Bottle Bill must have adequate safeguards, administrative controls, and oversight, to detect and prevent abuse, fraud, or new or novel types of crimes.

WHEREAS, the District's 5 cent bag fee was heavily opposed when proposed. Dire predictions of consumers refusing to switch to reusable bags, businesses being ruined and the District blacklisted for retail and dining siting. Instead, none of those scenarios materialized. Most important, the fee succeeded at dramatically reducing the number of plastic bags polluting our streets and waterways.

WHEREAS, not all refunds will be collected for various reasons. The law must specify that unclaimed refunds shall only be moved into a dedicated, restricted account that supports environmental programs for the benefit communities and the District. Uncollected refund shall not be placed into the General Fund.

THEREFORE, BE IT RESOLVED that ANC 2B requests that the Council of the District of Columbia initiate the legislative process to establish a meaningful, equitable, and durable, Beverage Container Deposit-Return (Bottle Bill) Law.

BE IT FURTHER RESOLVED that ANC 2B requests there be multiple opportunities for public discussion and input from stakeholders citywide to ensure the legislation identifies and addresses concerns and will provide the intended outcome.

Administrative Matters

Approval of the ANC's regular [September 2024 Meeting Minutes](#)

Approval of the ANC 2B Q4 Financial Report