



GOVERNMENT OF THE DISTRICT OF COLUMBIA

Advisory Neighborhood Commission 2E

Regular Meeting Minutes

Tuesday, May 31st, 2022; 6:30 p.m.

Online via Zoom

Call to Order

Commissioner Lisa Palmer called the meeting to order at 6:33 pm. Commissioners Kishan Putta (2E01), Jenny Mitchell (2E02), Lisa Palmer (2E05), Gwendolyn Lohse (2E06), Elizabeth Miller (2E07), and Arnav Kumar (2E08) were present.

Administrative

Public Safety and Police Report

Commander Duncan Bedlion and Acting Lieutenant Philip Robinson, representatives for the Metropolitan Police Department's (MPD) Second District, gave an overview of the recent crime statistics for the neighborhood.

Community Comment

Update from the Mayor's Office

Anna Noakes, a Ward 2 representative for the Mayor's Office of Community Relations and Services (MOCRS), gave an update from the Mayor's Office.

Update from Councilmember Brooke Pinto's Office

Brian Romanowski, the Constituent Services Director for Councilmember Brooke Pinto's Office, gave an update from the Councilmember's Office.

Updates Regarding the Jelleff Recreation Center Renovation Project and Duke Ellington Field Project

Commissioner Miller gave updates regarding the Jelleff Recreation Center Renovation Project and Duke Ellington Field Project.

Update from Government Agencies and Nonprofits Regarding Individuals Experiencing Homelessness

Kelly Andreae, the Executive Director of the Georgetown Ministry Center (GMC), gave an update regarding individuals experiencing homelessness.

Approval of the Agenda

Approval of the ANC's May 31st, 2022 Meeting Agenda

Vice Chair Palmer moved to approve the ANC's May 31st, 2022 meeting agenda. Commissioner Miller seconded the motion, which was voted on and passed (VOTES: 5-0-0).

Approval of the ANC's May 2nd, 2022 Meeting Minutes

Vice Chair Palmer moved to approve the ANC's May 2nd, 2022 meeting minutes. Commissioner Miller seconded the motion, which was voted on and passed (VOTES: 5-0-0).

Community Comment (Continued)

Update from Viyas Sundaram with The Fountain Inn and The Bourbon Concierge Regarding His Vision for Georgetown

Viyas Sundaram, the founder of The Fountain Inn and The Bourbon Concierge, gave an update regarding his vision for Georgetown.

Update from Georgetown Main Street

Juan Dromgoole, a Board Member for Georgetown Main Street, gave an update from the organization.

Update Regarding Changes to the Funding for the New MacArthur High School

and

Update Regarding Hardy Middle School Staffing Cuts

Commissioner Putta gave updates regarding changes to the funding for the new MacArthur High School and Hardy Middle School staffing cuts.

Update Regarding the Upcoming Capital Fringe Festival at Georgetown Park

Julianne Brienza, the Founding Director of Capital Fringe, gave an update regarding the upcoming Capital Fringe Festival at Georgetown Park.

New Business

Consideration of a Resolution Regarding the District Department of Transportation's Notice of Intent for Curbside Changes to the 1000 Block of 31st Street NW to Accommodate Deliveries and Traffic Flow

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Lohse seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E recognizes the longstanding circulation challenges on the 1000 block of 31st Street between K Street and M Street NW. These challenges are unique because of the combination

of residential and business uses on the block combined with 31st Street NW being used with high frequency as an alternative to Wisconsin Avenue NW for travel north and south between K Street and M Street NW. The ANC frequently notes that cars and/or trucks are parked inappropriately in the curb lane, which creates a scenario where the only way for traffic to move in either direction is for vehicles to back down the street and into one of the alleys intersecting with 31st Street NW.

With this in mind, ANC 2E appreciates the District Department of Transportation's (DDOT) effort to formally accommodate the significant number of loading and unloading operations on this block while also improving circulation. Therefore, the ANC supports Notice of Intent (NOI) #22-167-TOA. The ANC appreciates that the new penalties for non-compliance will ideally encourage use of the curbside on this block appropriately and will provide for enhanced circulation.

ANC 2E also notes that customers patronizing the restaurants in this area of 31st Street NW often require a place to park their vehicle while running into the restaurant to pick up food. With this in mind, the ANC strongly requests that when the east side of the block is not being used to accommodate commercial vehicle loading, it be used for short term loading and unloading. This amendment to the NOI will allow the curbside in this area to be programmed 24 hours a day, 7 days a week, ideally preventing long term parking and/or double parking in this area and easing congestion outside of the hours assigned to commercial loading.

Finally, ANC 2E would like to clarify that this change to curbside management on the 1000 block of 31st Street NW in no way addresses any questions or concerns related to traffic direction on this block or any of the blocks north of M Street NW. The ANC looks forward to discussing that topic separately.

Consideration of a Resolution Regarding DC Council Bill B24-0673 – the “Safer Intersections Amendment Act of 2022”

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Miller seconded the motion, which was voted on and passed (VOTES: 4-0-1). The resolution reads as follows:

On February 18, 2022, Councilmember Cheh, along with Councilmembers Nadeau, Allen, Lewis George, and Henderson, introduced the “Safer Intersections Amendment Act of 2022”. The intent of this amendment is critical – to support Vision Zero, which seeks to eliminate traffic fatalities and serious injuries by 2024. Simultaneously, this amendment also addresses the city’s goals of reducing the share of commute trips made by single-occupancy vehicles to 25% by 2032. Councilmember Cheh notes that in order to accomplish both of these worthy initiatives, our traffic laws must reflect these goals. To line up these stated goals with roadway laws, the Councilmembers propose two changes to our traffic code:

1. largely prohibiting right turns at red lights, and
2. legalizing and prescribing elements of the “Idaho Stop” for riders of personal mobility devices. The Idaho Stop allows riders to treat red lights as stop signs and to treat stop signs as yield signs.

ANC 2E has spoken with Councilmember Cheh’s legislative assistant who noted that the DC Council’s Committee on Transportation and the Environment will be marking up a bill that will contain portions of the “Safer Intersections Amendment Act of 2022” at some point before the DC Council’s July recess. With this in mind, the ANC hereby shares its comments and concerns about the proposed “Safer Intersections Amendment Act of 2022”.

Regarding Restricting Right Turns at Red Lights

On January 2, 2019, ANC 2E voted unanimously to support a resolution which addressed the establishment of “no turn on red” restrictions at selected signalized intersections via the District Department of Transportation’s (DDOT) Notice of Intent (NOI) #18-227-TOA. As part of that resolution, the ANC stated:

“As for the purpose of this NOI, ANC 2E expresses concern that if there is no ability to turn right on red, there may be no time that pedestrians are held at this crossing area and, as such, the right-turning traffic from 29th Street NW will hold up any left or northbound traffic when the light finally turns green. While the ANC supports DC’s Vision Zero goals, the ANC has concerns about unintended consequences of this proposed change. Per the ANC’s previous correspondence with DDOT, the ANC requests clarification on how this change, if implemented, will affect traffic in the neighborhood. As such, ANC 2E cannot support NOI #18-227-TOA in its current form and looks to DDOT to provide clarification and remedies for the concerns expressed herein.”

ANC 2E is grateful that proposed changes to “no turn on red” were not made in Georgetown.

New legislation is now being proposed by the DC Council which would eliminate the ability to make a right turn on red citywide except in very limited circumstances. Specifically, the proposed language reads:

- (c)(1) DDOT may permit motor vehicle operators to make a right turn when facing a red traffic control signal at an intersection only if the agency:
 - “(A) Determines that allowing a motor vehicle operator to make a right turn when facing a red traffic at an intersection control signal would improve safety at that intersection; and
 - “(B) Publishes the agency’s rationale for why permitting motor vehicle operators to make a right turn when facing a red traffic control signal would improve safety at that intersection on the agency website.
- “(2) Motor vehicle level of service shall not be a basis for the determination made under paragraph (1)(A) of this subsection that permitting motor vehicle operators to make a right turn when facing a red traffic control signal would improve safety at that intersection.

ANC 2E applauds the committee for actively taking steps to ensure that critical Vision Zero goals are met. The ANC shares the committee’s concerns about rising traffic fatalities and serious injuries and wholly supports legislation that, as a core goal, aims to reduce such injuries and fatalities. However, the ANC notes that there are also certain scenarios where the potential for significantly deteriorated traffic conditions could result as an unintended consequence of this legislation being proposed. Specifically, the ANC is concerned that this

language does not address any scenario where significant vehicular traffic is moving across a principal arterial and while significant numbers of pedestrians are also visiting a highly trafficked commercial corridor, as is the case in Georgetown and, likely, in other highly trafficked mixed-use neighborhoods across the city.

Should this proposed legislation be passed, ANC 2E can envision a scenario across M Street NW and Wisconsin Avenue NW in Georgetown where right-turning vehicles will be held at almost all times until pedestrians finishing crossing the street, which is often at the end of the light cycle. The result of the vehicles being held will be building traffic congestion that is blocks long because vehicles will rarely have the opportunity to make a right turn, as is born out even today when trucks block turn lanes in places like, for instance, the intersection at Wisconsin Avenue and M Street NW. Upon examination, at this intersection, when the turn lane is blocked with trucks, right turning vehicles join the forward (northbound) moving traffic lane but must wait for pedestrians to stop crossing the street in order to make a right turn, to travel east, off of northbound Wisconsin Avenue NW. Because cars waiting to make a right turn limit the number of cars able to move through the intersection during any light cycle, as intended, blocks long backups build. While the ANC certainly appreciates the significant safety related concerns predicating this new legislation, the ANC notes that we make these suggestions not because of individual vehicular users' sense of convenience but rather because we believe that the real potential for the unintended consequence of significant traffic backups on this principal arterial merit exceptions to the "no turn on red" rulemaking proposed in order to avoid new and massive blocks long traffic backups, particularly during rush hour.

If such exceptions to the right turn on red ruling are deemed inappropriate, ANC 2E asks the committee to contemplate other engineering strategies to ensure traffic conditions do not deteriorate at certain intersections citywide, including adding right turn arrows at relevant intersections in order to provide vehicles the necessary time to move through intersections safely without unnecessarily holding forward moving traffic.

Regarding New Idaho Stop Rulemaking

The second policy change contemplated in this legislation is, as Councilmember Cheh writes, to "legalize and prescribe elements of a practice commonly called the "Idaho Stop" for riders of bikes, e-bikes, scooters and other personal mobility devices. The Idaho Stop allows riders to treat red lights as stop signs and treat stop signs as yield signs." Councilmember Cheh notes in her cover letter that "By adopting this legislation, the District would join eleven other states that have already adopted versions of the Idaho Stop."

ANC 2E notes that, according to the most recent National Highway Traffic Safety Administration (NHTSA) fact sheet on this topic, only four states allow both treating red lights as stop signs and treating stop signs as yield signs. The ANC asks the committee why it believes that both elements are safe and appropriate in our dense urban city, noting that the four states which have this legislation in place are Arkansas, Idaho, Oklahoma, and Utah, where the ANC imagines the roadway conditions differ from our dense urban communities. Even Delaware, which Councilmember Cheh notes has experienced a significant 23% drop in bike related crashes at stop signs, only allows bikers to treat stop signs as yields. Delaware does not allow bikers to proceed through red lights.

ANC 2E strongly supports the creation of safer conditions for micromobility users. The ANC looks forward to learning more about how the Idaho Stop would improve conditions on roadways, understanding the committee’s examination of the tradeoffs, and receiving information, importantly, about how the committee envisions changes related to the Idaho Stop would be enforced.

Special Event Application for the Marine Corps Marathon on Sunday, October 30th, 2022

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Lohse seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E continues to support the Marine Corps Marathon’s route through ANC 2E, provided that:

1. There will be no amplified music or amplified voices prior to the first runners entering ANC 2E, which is expected to occur at approximately 7:57 am.
2. Emergency vehicles will have access to residents in ANC 2E at all times throughout the race.
3. A complete list of contact information, including key Marine Corps Marathon contacts and Metropolitan Police Department Special Operations Division officers, will be provided to Commissioner Lisa Palmer at least 30 days prior to the event.
4. The closed streets will reopen within 30 minutes of the last runner exiting ANC 2E.
5. Efforts will be made to ensure that the ability for automobiles to exit 31st Street NW and 30th Street NW is maintained throughout the duration of the road closures related to the race.

Alcoholic Beverage Control Board

Application by Fiola Mare for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 3050 K Street NW and

Application by Rosewood Washington DC Hotel for Renewal of the Establishment’s Retailer’s Class “C” Hotel License at 1050 31st Street NW and

Application by Grace Street Coffee Roasters for Renewal of the Establishment’s Retailer’s Class “D” Restaurant License at 3210 Grace Street NW and

Application by Sequoia Grill for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 3000 K Street NW, Suite 500 and

Application by Peacock Café for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 3251 Prospect Street NW #F and

Application by Taj of India for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 2807 M Street NW and

Application by Filomena for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 1063 Wisconsin Avenue NW and

Application by La Chaumiere for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 2813 M Street NW and

Application by Il Canale for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 1063-1065 31st Street NW and

Application by Mai Thai of Georgetown for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3251 Prospect Street NW #C-2 and

Application by Miramar for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 1033 31st Street NW and

Application by Susheria for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3101 K Street NW and

Application by Pizzeria Paradiso for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3282 M Street NW and

Application by Harmony Café for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3287 M Street NW and

Application by El Centro D. F. for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 1218 Wisconsin Avenue NW and

Application by The City Tavern Club for Renewal of the Establishment's Retailer's Class "C" Club License at 3206 M Street NW and

Application by Potomac Paddle Pub, Potomac Paddle Club, Potomac Tiki Club for Renewal of the Establishment's Retailer's Class "D" Marine Vessel License at George Washington Memorial Parkway and

Application by Cafe Georgetown for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3141 N Street NW and

Application by Reverie for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3210 Grace Street NW and

Application by BluFin Sushi To Go for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3073 Canal Street NW and

Application by Boeymonger Restaurant for Renewal of the Establishment's Retailer's Class "D" Restaurant License at 3265 Prospect Street NW and

Application by Guapos of Georgetown for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 3050 K Street NW and

Application by Angolo Ristorante Italiano for Renewal of the Establishment's Retailer's Class "C" Restaurant License at 2934 M Street NW and

Application by Amigo Mio for Renewal of the Establishment’s Retailer’s Class “C” Restaurant License at 3057 M Street NW

The Commission did not take any action regarding these matters.

Public Space Committee

Public Space Application by the Georgetown BID for the Placement of 8 Movable Plastic Planters on the Sidewalk on the 2700 and 2800 Blocks of K Street NW

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Mitchell seconded the motion, which was voted on and passed (VOTES: 4-1-0). The resolution reads as follows:

The public space application being evaluated tonight is for the placement of eight contiguous planters boxes along K Street NW, six located in ANC 2A and two located in ANC 2E05. On May 19, 2022 ANC 2A voted to support this public space application. ANC 2E notes that the Public Space Committee only requested review by ANC 2A but because two of the planter boxes are also located in ANC 2E, ANC 2E offers its feedback as well.

With this in mind, ANC 2E joins ANC 2A in supporting the public space application for the placement of two movable self-watering planters on the sidewalk on the 2700 and 2800 blocks of K Street NW, provided that the planters will be maintained at all times. Specifically, the ANC notes that it can be difficult to maintain the planters so that they look like those in the presentation. Often times, across the ANC, and particularly on K Street NW where there are low levels of sunshine, the flowers in similar planters are sparse or die before being appropriately tended to.

With this in mind, ANC 2E supports this application only as long as there are at no times a collection of dead or sparse plants. Furthermore, the ANC supports this application only if the planters are replaced or repaired within one week of being scraped or otherwise damaged.

Zoning

Zoning Commission Application for a Planned Unit Development Modification of Consequence at 2001 Wisconsin Avenue NW and 3300 Whitehaven Street NW

Commissioner Miller moves to adopt a proposed resolution regarding the matter. Commissioner Mitchell seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E supports Zoning Commission application #86-04A for a planned unit development modification of consequence at 2001 Wisconsin Avenue NW and 3300 Whitehaven Street NW. The ANC does encourage the applicant to work with the District Department of Transportation (DDOT) and neighboring businesses and schools to manage construction traffic, especially during rush hour times.

Consideration of a Resolution Regarding a Request to Postpone the Hearing Date for the Board of Zoning Adjustment Application for 1224 30th Street NW

Commissioner Lohse moved to adopt a proposed resolution regarding the matter. Commissioner Miller seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E makes a motion for postponement of the scheduled hearing date for the Board of Zoning Adjustment (BZA) application for 1224 30th Street NW from July 6, 2022 to either September 21, 2022 or the next available hearing date in October. The ANC is requesting this postponement for several reasons:

- *Engagement of Legal Counsel and Need for Ample Time:* The applicant has applied to change the property use from a single family home to a lodge. Last week at least twelve property owners surrounding the property in question jointly retained legal counsel; these homeowners feel they need legal support as they work to understand the complexities of the application. With counsel now involved, these property owners need ample time to work together, determine how to work with the applicant, and organize their position that will be presented to the ANC. The first meeting between the parties and the applicant was just scheduled and more meetings may be needed.
- *Mis-Matched BZA-ANC Schedules:* Without a change, the ANC meeting at which this application would be heard is less than 24 hours before the currently scheduled BZA hearing. ANC 2E needs ample time to formally submit our position to the BZA. Additionally, our community should be able to have the written ANC position within a reasonable time before the BZA hearing.

Old Georgetown Board

SMD 2E08 - OG 22-189 (HPA 22-320) 3700 O Street, NW

Commissioner Kumar moved to adopt a proposed resolution regarding the matter. Commissioner Mitchell seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E supports the concept design for two new Georgetown University residential buildings that will replace Henle Village in order to accommodate more students on campus.

SMD 2E02 - OG 22-127 (HPA 22-220) 1669-1671 Wisconsin Avenue, NW

Commissioner Mitchell moved to adopt a proposed resolution regarding the matter. Commissioner Lohse seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E is adamantly opposed to the current proposal at 1669-1671 Wisconsin Avenue NW. The structure and design of the project is out of scale and scope for Georgetown. The structure is approximately three times the size of existing properties. The project obstructs views from many residents on Reservoir Road NW and obstructs natural light for 1667 Wisconsin Avenue NW.

SMD 2E03 - OG 22-182 (HPA 22-313) 1524 33rd Street, NW

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Lohse seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E notes that this is a very significant project that would substantially alter the look and feel of the 3300 block of Volta Place NW by introducing a large two-unit structure to the streetscape. The ANC encourages the members of the Old Georgetown Board and the U.S. Commission of Fine Arts to carefully consider the impact that the construction of such a large project would have on the character of the surrounding historic neighborhood.

SMD 2E05 - OG 22-186 (HPA 22-317) 1023 31st Street, NW

Vice Chair Palmer moved to adopt a proposed resolution regarding the matter. Commissioner Mitchell seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E echoes the aesthetic concerns shared by the Citizens Association of Georgetown. Furthermore, the ANC notes that the 1000 block of 31st Street NW is notoriously difficult from a transportation perspective. There are multiple conflicting uses of both the roadway and the curbside due to the heavy commercial use combined with residential use. Furthermore, the 1000 block of 31st Street NW is frequently used as a cut through from K Street to M Street NW, and vice versa, when Wisconsin Avenue NW is backed up. As a result, the block is frequently dead stopped with traffic, forcing large delivery and dump trucks to back up or down the street in order to allow for cars to pass.

This information is relevant to this Old Georgetown Board application because ANC 2E is highly concerned about the traffic impacts of a hotel with no off-street ability to load and unload guests, goods, or employees. Blocking a portion of the curb lane for such use is not tenable; the ANC sees the impact of this attempt for a solution to these traffic impacts just up the block where the Rosewood Hotel has similar conditions and the loading and unloading at that hotel is a significant contributor to the traffic issues on this block. It is difficult for the ANC to see how another hotel on the block with no off-street loading and unloading would not cause serious poor livability implications for the neighborhood.

SMD 2E06 - OG 22-183 (HPA 22-314) 1524 29th Street, NW

The Commission delayed consideration of this matter until a future ANC meeting.

SMD 2E07 - OG 22-185 (HPA 22-316) 1665 Avon Place, NW

Commissioner Miller moved to adopt a proposed resolution regarding the matter. Commissioner Lohse seconded the motion, which was voted on and passed (VOTES: 5-0-0). The resolution reads as follows:

ANC 2E is generally supportive of the concept to add two new houses and retain the contributing house. However, based on neighbor concerns, the ANC requests that the Old

Georgetown Board pays careful attention to the height of the front additions and the length of the rear additions. The ANC is very supportive of the reduction in size of the brick wall in the rear of the houses from twelve feet to seven feet. The ANC thanks the Citizens Association of Georgetown, the architect Christian Zapatka, and the neighbors for collaborating and encourages the continued conversation.

OG 22-188 (HPA 22-319) Curb Lane of M Street and Wisconsin Avenue, NW

Commissioner Lohse moved to adopt a proposed resolution regarding the matter. Commissioner Miller seconded the motion, which was voted on and passed (VOTES: 4-1-0). The resolution reads as follows:

ANC 2E supported this pilot due to the COVID health emergency. Since June 2020, the ANC has issued multiple resolutions and letters to city agencies and the Old Georgetown Board (OGB) stating that the ANC's support for the pilot was given in response to a permit requested under a temporary emergency response measure.

ANC 2E continues to believe, and hereby reiterates, that the aesthetics of the sidewalk widening are unappealing and inappropriate in a federally designated historic district. The cement barriers and plastic decking are non-contributing to the historic look and create an eye sore for residents and visitors alike.

ANC 2E urges OGB to serve as Georgetown's aesthetic shepherd. The widened sidewalk pilot detracts from the historic nature of Georgetown and cheapens the look and feel of our village. The ANC continues to repeat our 2021 request made to the Georgetown BID, OGB, and the District Department of Transportation (DDOT) that widened sidewalks only be used for dining; safe, barricaded platforms along M Street and Wisconsin Avenue NW have allowed for dining during the pandemic.

ANC 2E does acknowledge that there is a lack of guidelines for streateries located in Georgetown, which is a federally designated historic district. Streateries are a separate project with a separate application and permit process. The lack of guidelines for streateries has been adding to the inappropriate aesthetic nature of the widened sidewalk pilot. The ANC understands that the city is drafting guidelines for permanent streateries. The ANC also understands that the Georgetown BID intends to keep its commitment to work on the aesthetics of both its widened sidewalks and its streateries.

ANC 2E has no knowledge of the city or the Georgetown BID's efforts at this time. The ANC looks forward to reviewing what is created by the city and the Georgetown BID. The ANC has learned a lot from this pilot and very much looks forward to working with OGB, the Georgetown BID, and DDOT to develop new concepts that support the ability to dine outside in Georgetown.

Under current conditions, it is ANC 2E's expectation that the widened sidewalk pilot will end in December 2022.

Adjournment

Vice Chair Palmer adjourned the meeting at 11:14 pm.