

Neighbors: I'm scheduled to testify on Thursday (2/12) before the DC Council Committee on Public Works on the recent snow removal effort. My testimony (attached) already builds on our shared experience and your feedback to date. However, I want to quantify it and add color. Please give me your further thoughts on this [two-minute survey](#). I will compile the cumulative assessment and comments and submit them with my testimony. This is a direct opportunity to have our voices heard. Please share yours (again). Thank you!

Neighborhood News
ANC [Single Member District 02](#)
February 8, 2026

DC snow response sparks reaction

Alley trash collection still lags

New Civic Core details emerge

ICE appears to decamp RCP

Fresh car break-ins break out

Oregon Ave construction begins

Plus:

Lafayette celebrates Afsheen Benab

G4G promotes February volunteer opportunities

Jane Molloy joins resident leadership at Knollwood

Neighbors rally support for I'm Eddie Cano

DC snow response sparks ANC reaction – based on your feedback. At the ANC meeting on January 26, the day after the big snowstorm, I asked the ANC to consider an immediate response to DC's removal efforts as it was already clear there were problems. That led to the [January 27 letter](#) I drafted on behalf of the commission to the head of DC's Department of Public Works (DPW).

The letter reflected two main concerns many neighbors had already communicated to me: (1) while some residential side streets saw two or even three passes by the plows and salt trucks, others saw none; and (2) the snowplow tracking system was often inaccurate, creating false impressions of service coverage and thereby possibly hindering the response.

The ANC is now building on the letter. With input from fellow commissioners, I've drafted a [resolution](#) also directed to DPW that the ANC will take up at tomorrow's (February 9) meeting. Then, on Thursday (February 12), I plan to testify before the DC Council's Committee on Public Works at its annual oversight hearing on DPW's performance. The draft resolution and testimony further define the problems, including bus stops, intersection lead-ins, and crosswalks many of which remained covered in snow and ice long after streets and sidewalks were cleared, preventing access for pedestrians and transit users.

The actions we're calling for include treating all streets once before others are serviced multiple times, fixing the snowplow tracking system, attending to pedestrian areas as well as streets, adding a plowing category to the DC311 system, and continuing close coordination among DPW, the Mayor's Office, and the commission to troubleshoot problem areas in real time.

Key to our appeals are critical safety issues. Our local population skews older. The median age is 50 with 25% of residents 65 years of age or older. For many, being stranded for several days with no ability to attend medical appointments or receive emergency medical assistance (had any been needed) was not just an inconvenience but also a potentially life-threatening circumstance. This is a point I will be making before the commission and the Council.

Alley trash and recycling collection still lags (needless to say). DC's trash and recycling collection from alleys continues to lag, as many neighbors are painfully aware. The clearing of alleys using heavy equipment ([Bobcats](#)) last weekend was not intended to allow garbage trucks to pass. It was to enable crews to enter to manually retrieve trash and recycling cans, bring them to a nearby street, and empty them into trucks stationed there. However, DPW remains significantly backed up.

This week you saw various notices from me about the delays. Many of you have submitted [DC311](#) requests for the missed collections. I buttressed those with separate appeals directly to DPW's head of community engagement, including the email below. Hopefully, these bear fruit, or at least collection resumes as normal on Monday. But it could take warmer temperatures to melt the alley snow and ice.

New Civic Core details emerge. Neighbors following DC's plans to redevelop the Chevy Chase Community Center and Library site (*aka Civic Core*) with housing will be interested to know the Deputy Mayor for Planning and Economic Development (DMPED), which is managing the project, has revealed new details on the mix of apartments, including affordable units, the number of parking spaces, and building height. The disclosures came in correspondence with SMD 02 neighbor Claudia Russell, an architect, who had written to DMPED with a list of questions. Those questions and DMPED's reply along with a table on the housing units are all attached.

To recall, the Mayor [announced](#) on January 16 the decision to award the contract to redevelop the Civic Core to [Rift Valley](#) and partners. New [renderings](#) and [limited details](#) accompanied the announcement. They updated the team's original [submission](#) and oral [presentation](#) (at 3:24:00) at the March 29, 2025 [public meeting](#), where Rift Valley joined seven other development teams in rolling out their "design concepts" for the Civic Core.

We previously knew Rift Valley's proposal was for 177 total apartments of which 54 would be affordable. Now we know what the mix will be. The affordable units will include eight studios, 22 one-bedrooms, 20 two-bedrooms, and four three-bedrooms. Each category will be divided equally between those earning 30% and 50% of area median income (\$163,500 in DC for a family of four) – that is, four studios at 30% AMI, four at 50% AMI, etc. The market-rate units include 18 studios, 48 one-bedrooms, 46 two-bedrooms, and 11 three-bedrooms. As to parking spaces, the total number planned is 147 of which a minimum of 30 spaces will be dedicated for visitors to the community center and library, leaving 117 for residents.

With the mix of units and number of parking spaces, we can now estimate the number of residents to be housed and compare this to the available on-site parking. Let's look at two scenarios. Scenario one is two people in every studio, two in every one-bedroom, four in every two-bedroom, and six in every three-bedroom. That's 546 people. Scenario two is one person in half the studios, two in half; one in half the one-bedrooms, two in half; three people in half the two-bedrooms, four in half; and five in eight of the three-bedrooms, six in seven of the three-bedrooms. That's 457 people.

The 117 parking spaces equal roughly two-thirds of the total units. That leaves 60 units with no parking. If there are two adults per unit, that's 120 people without parking. But that's not likely to be the case, and not all adults have vehicles or drive. So, we might guess the number of residents who will have vehicles but not have parking to be 80 or so – but that's just a guess to get some idea of the spillover effect of people seeking parking on residential side streets.

On building height, DMPED, citing Rift Valley, notes the height "is approximately 55 feet, measured from a point on Northampton Street NW" plus "a penthouse level that could be 15' in height and contemplates stepdowns in height toward the rear of the site." DMPED notes the height is still an estimate, adding "As the project advances and plans are refined, the height of the building will become more precise." Taking the new information at face value, 70 feet measures against the new zoning limit of 80 feet. Yet, Claudia Russell points out, "As Connecticut Avenue slopes south, more height and likely another story plus can be tucked in beneath the Northampton height which does not count in the height measurement."

With respect to the Rift Valley proposal overall, as noted in my January 26 newsletter, the most significant change over what the developer originally proposed is the mix of affordable vs market-rate housing units. In Rift Valley's original proposal, it was roughly 70% affordable and 30% market rate. Now, it's 30% affordable and 70% market rate. "Workforce" housing for, e.g., schoolteachers, policemen, firefighters, et, at 80% AMI, previously a third of the proposed total, is no longer in the plan.

Workforce housing was long discussed and expected at the Civic Core. Its absence has prompted my new assessment of the actual need for it, looking at workforce salaries compared to rent for current market-rate units in the neighborhood. See the attached analysis.

ICE decamps Rock Creek Park – or so it seems. Signs the National Park Service had put up late last summer have come down. Trails near the horse stables have reopened. Federal law enforcement agencies, most likely Immigration and Customs Enforcement, seem to have moved on.

As reported in the newsletter at the time, on August 28, the National Park Service [announced](#) it was temporarily closing an "area immediately surrounding the United States Park Police Rock Creek Horse Stable (H-3) facility at 2500 Horse Stable Road NW in Washington, DC to protect public safety during law enforcement activities at that site."

NPS's "record of determination" followed the Trump Administration's [executive order](#) on August 11 declaring a crime emergency in DC. The order led to the deployment of the National Guard, *de facto* takeover of the DC Metropolitan Police Department, and a local immigration crackdown. As all will recall, we saw the first ICE arrests in our neighborhood on August 20 at Military and 27th and on August 22 on Moreland Place.

Recently, there had been little discernible law enforcement activity emanating from RCP. Still, the closure following the August arrests created a menacing specter we can only hope has now retreated.

Fresh car break-ins occur. On Friday (February 6) there were reports of car break-ins at Moreland and Northampton and in the 3100 block of Oliver (not in but next to our single member district). I've alerted MPD. As we know, car break-ins tend to come in waves; thieves maraud until chased away. They also disproportionately affect service workers and contractors whose MD or VA license plates make them a target.

Accordingly, my standard reminders: Leave nothing visible in your vehicles and **please advise tradespeople, service staff, and friends and family visiting your home** to do the same. Report the break-ins to MPD. Call 911 first. If you have difficulties or the 911 dispatcher is not responsive, contact the Watch Commander at 202-438-4421. If you still feel the response has been inadequate or have additional details or evidence (e.g., videos) to share, contact Lt. Marlon Ollivierre at 202-715-7355 (office) or 202-536-7127 (cell) or by email at Marlon.Ollivierre@dc.gov.

Oregon Ave construction begins this week. Originally scheduled to begin in mid-January, DDOT (District Department of Transportation) delayed the project for minor logistical issues and the recent snow. Heavy construction equipment is in place on Nebraska. To recall, this is an anticipated four-month construction project on [Oregon between Tennyson St and Nebraska Ave](#) to install new and improved drainage. A one-page overview and slide deck with details are available [here](#).

One lane on Oregon Ave will be open during construction. Flaggers will be present to direct traffic. There will be a provisional sidewalk for pedestrians. Access to the Knollwood retirement community on Oregon Ave will remain open. Additionally, access to Knollwood on Tennyson St will be reopened for the duration of the project as back-up for emergency vehicle use. The C83 bus will continue to service Knollwood residents inside the property at the main building entrance.

Plus:

Lafayette celebrates Afsheen Benab. A ceremony honoring the longtime, beloved staff member at Lafayette Elementary School will take place tomorrow, (February 9) from 4-6 pm in the school gymnasium. See the announcement [here](#). The school expects hundreds of attendees. Parking will be at a premium. Neighbors attending are encouraged to walk (yes, even though it's cold). Those who do drive should take care not to block neighbors' driveways.

Goods For Good promotes February volunteer opportunities. G4G, our neighborhood charity, is seeking volunteers to make "We Care" gift bags for underserved seniors through February 28. G4G notes that many low-income seniors are isolated during the winter with minimal social interactions. Working with [We Are Family](#), G4G seeks to bring joy to these seniors' lives with gift bags filled with personal care products. See [sign up](#), where you can look before committing. There will be a special family activity to assemble the gift bags and make cards for seniors on February 26, 4-6 PM at G4G, 5830 Nebraska Ave NW. This is open to children ages 6-12 with a parent or guardian. Register [here](#). You can peruse G4G's many other volunteer opportunities at their [website](#).

Jane Molloy joins resident leadership at Knollwood. My January 24 newsletter noted new leadership at Knollwood with a placeholder to include a note about Jane Molloy, the new vice president of the Knollwood Residents' Association. Jane grew up in Massachusetts and attended the University of Vermont, where she met her husband, Paul Molloy. After graduating in 1961, they moved to Washington, DC, earned law degrees from Catholic University, and built their careers here. Jane spent 42 years as a lawyer and policy analyst at the U.S. Department of Commerce. She is the proud mother of five children and grandmother of eight. After Paul's passing in 2022, Jane moved to Knollwood in 2025, where, she affirms, she has discovered a welcoming and vibrant community.

Neighbors rally support for I'm Eddie Cano. I have a request to publicize a fundraising event in support of keeping the restaurant I'm Eddie Cano in the neighborhood. While my newsletter steers clear of

commercial interests, I appreciate the neighbor activism and community sentiment. The event will take place on February 15 from 6-8:30 PM with a “Venetian-themed Carnevale cocktail reception.” Details and tickets are available [here](#).

Finally, [here's](#) the weekly newsletter from the office of our Ward 4 Councilmember Janeese Lewis George.

As always, be in touch with any comments, questions, or requests for service.

Best, Bruce