

1 GOVERNMENT OF THE DISTRICT OF COLUMBIA

2 Zoning Commission

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9 Public Meeting

10 Case No. 16-02 [D.C. United Stadium, LLC -
11 Consolidated PUD at Squares 603S, 605, 607, 661, and
12 665.]

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16 6:31 p.m. to 10:55 p.m.

17 Monday, November 28, 2016

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21 Jerrily R. Kress Memorial Hearing Room
22 441 4th Street, N.W., Suite 220 South
23 Washington, D.C. 20001

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1 Board Members:

2 ANTHONY HOOD, Chairman

3 ROBERT MILLER, Vice Chair

4 PETER MAY, Commissioner

5 PETER SHAPIRO, Commissioner

6 MICHAEL TURNBULL, Commissioner

7

8 Office of Zoning:

9 SHARON SCHELLIN, Secretary

10

11 Office of Planning:

12 JENNIFER STEINGASSER

13 JOEL LAWSON

14 ELISA VITALE

15

16 Department of Transportation:

17 JAY WILSON

18 SAM ZIMBABWE

19

20

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1 P R O C E E D I N G S

2 CHAIRPERSON HOOD: Good evening, ladies and
3 gentlemen. This is the public hearing of the Zoning
4 Commission for the District of Columbia. Today's
5 date is November the 28th, 2016. Hopefully, everyone
6 had a great Thanksgiving.

7 My name is Anthony Hood. Joining me this
8 evening are Vice Chair Miller, Commissioner May,
9 Commissioner Turnbull. We want to welcome our new
10 commissioner. This is his first night, Commissioner
11 Shapiro. We want to welcome you to the Zoning
12 Commission.

13 MR. SHAPIRO: Thank you, sir.

14 CHAIRMAN HOOD: We're also joined by the
15 Office of Zoning staff, Ms. Sharon Schellin, as well
16 as the Office of Planning staff, Ms. Vitale, District
17 Department of Transportation, Mr. Zimbabwe and Mr.
18 Rogers, District Department of the Environment,
19 Energy and the Environment, Mr. Wilson.

20 This proceeding is being recorded by a court
21 reporter and is also web cast live. Accordingly we
22 must ask you to refrain from any disruptive noises or
23 actions in the hearing room, including the display of
24 any signs or objects. Notice of today's hearing was
25 published in the D.C. Register, and copies of that

1 announcement are available on the wall near the door.

2 The hearing will be conducted in accordance
3 with provisions of Subtitle Z, Chapter 4 as follows:
4 preliminary matters, applicant's case, report of the
5 Office of Planning, report of other government
6 agencies, report of the ANC, organizations and
7 persons in support, organizations and persons in
8 opposition, rebuttal and closing by the applicant.

9 The following time constraints will be
10 maintained in this meeting. The applicant has up to
11 60 minutes, organizations five minutes, individuals
12 three minutes. The Commission intends to adhere to
13 the time limits as strictly as possible in order to
14 hear the case in a reasonable period of time. The
15 Commission reserves the right to change the time
16 limits for -- excuse me, for presentations if
17 necessary and notes that no time shall be exceeded.

18 All persons appearing before the Commission
19 are to fill out -- all persons wishing to testify
20 before the Commission in this evening's hearing are
21 asked to register at our witness kiosk, which is to
22 my left, and fill out two witness cards. If you need
23 some assistance Ms. Schellin will be available to
24 assist you.

25 Upon coming forward to speak to the

1 Commission, please give both cards to the reporter
2 sitting to my right before taking a seat at the
3 table. When presenting information to the
4 Commission, please turn on and speak into the
5 microphone, first stating your name and home address.
6 When you are finished speaking, please turn your
7 microphone off so that your microphone is no longer
8 picking up sound or background noise.

9 The decision of the Commission in this case
10 must be based exclusively on the public record. To
11 avoid any appearance to the contrary the Commission
12 requests that persons present not engage the members
13 of the Commission in conversation during any recess
14 or at any time. In addition, there should be no
15 direct contact, excuse me, whatsoever, with any
16 commissioner concerning this matter, be it written,
17 electronic, or by telephone.

18 Any materials received directly by a
19 commissioner will be discarded without being read and
20 any calls will be ignored. The staff will be
21 available throughout the hearing to discuss
22 procedural questions.

23 Please turn off all electronic devices at
24 this time so not to disrupt these proceedings. Would
25 all individuals wishing to testify please rise to

1 take the oath? Ms. Schellin, would you please
2 administer the oath?

3 MS. SCHELLIN: Yes. That includes anybody in
4 the audience that plans on testifying, please.
5 Please raise your right hand.

6 [Oath administered to the participants.]

7 MS. SCHELLIN: Thank you.

8 CHAIRMAN HOOD: Okay. What I'm going to do,
9 I don't think we have any party status. I think the
10 two party status applications have been withdrawn.

11 MS. SCHELLIN: They've both been withdrawn.

12 CHAIRMAN HOOD: So, we will accept that. The
13 only party we will have in this case, it looks like,
14 will be the ANC. Okay?

15 But before we get -- we have a preliminary
16 matter up here from one of the Commissioners, and I'm
17 going to ask the deputy mayor if he can -- Deputy
18 Mayor Kenner, if he can make his way? We're going to
19 hear from the deputy mayor. You know, our mayor and
20 deputy mayor are very busy, so we want to hear from
21 them early on. So, if they can go out to the
22 millions of meetings that they have, they'll be able
23 to do that. So, let me turn to Commissioner May.

24 MR. MAY: So, Mr. Chairman, I just want to
25 make the disclosure once again as I did at the set

1 down hearing, that I am a season ticket holder, but I
2 do not believe that will affect my ability to hear
3 the case. I have a lot of questions, so, thank you.

4 CHAIRMAN HOOD: You got good seats? No, I'm
5 just -- don't go with that.

6 Anything else? Any other preliminary
7 matters?

8 MS. SCHELLIN: There's one proffer, one
9 expert that's been proffered that the Commission has
10 not seen before. Mr. Knight has been proffered in
11 architecture.

12 CHAIRMAN HOOD: Okay. What I'm going to do,
13 I'm going to come back to that. Let me go to the
14 deputy mayor and then we'll come back to that. Okay?
15 Deputy mayor, you may begin.

16 MR. KENNER: Yes. Thank you. Thank you,
17 Commissioners, very much, for allowing me to provide
18 some testimony.

19 Good evening, and I think I've also got
20 copies that I can circulate as well. But, good
21 evening, I'm Brian Kenner. I'm the Deputy Mayor for
22 Planning and Economic Development, and I'm here to
23 testify on Case 16-02 for DC Stadium, consolidated
24 review and approval of a planned unit development.

25 On behalf of Mayor Bowser's administration I

1 am privileged to voice our strong and enthusiastic
2 support for DC Stadium, LLC. consolidated planned
3 unit development located in Squares 603S, 605, 607,
4 661, and 665. The District is a public sector
5 partner for the stadium project and also purchased
6 the property in the fall of 2015, explicitly for the
7 purpose of the D.C. United Soccer Stadium, as well as
8 to help catalyze the Buzzard Point Neighborhood
9 redevelopment efforts.

10 The importance of this project is that it not
11 only will bring a state of the art 19,000 seat
12 stadium to the District of Columbia, but more
13 importantly will help turn a previously under-
14 utilized industrial area into a productive, publicly
15 accessible, mixed use community, and promote economic
16 development and vitality in the District of Columbia.

17 The District set very robust goals for
18 economic development and community amenities, and we
19 are pleased to see the various elements integrated
20 into the stadium project.

21 As an owner of the property the District's
22 specific role is to assist with the entitlement
23 process to ensure that the project maximizes benefits
24 to the community and to the city. These goals and
25 benefits include, catalyzed redevelopment in Buzzard

1 Point, foster job creation, specifically nearly 300
2 construction jobs, and 600 permanent jobs with over
3 50 percent of all workers being D.C. residents, build
4 new public infrastructure and utilities for the
5 Buzzard Point community to create more walkable and
6 bikeable neighborhoods, construct a new 19,000 seat
7 soccer stadium which will attract 1 million annual
8 new visitors per year, create public plaza and green
9 spaces, provide neighborhood serving retail, assist
10 with greater connectivity and access to connect
11 people to the waterfront, offer a strong
12 comprehensive set of community benefits such as
13 sports programming at local schools that support the
14 communities around the Buzzard Point neighborhood,
15 support positive fiscal and economic impacts which
16 includes anticipated total new tax revenues of over
17 \$6 million annually for its total of almost \$200
18 million in new tax revenue over 30 years.

19 All told, this project is expected to spur
20 \$1.6 billion in total economic activity in and around
21 the stadium.

22 In addition to setting economic and community
23 oriented benchmarks, the District has also
24 commissioned numerous studies and reports addressing
25 the planning, transportation, and environment needs

1 for the Buzzard Point neighborhood. Further, these
2 planning documents guide the redevelopment efforts
3 and also determine the various modes of
4 transportation in the entire Buzzard Point
5 neighborhood.

6 Additionally, the District has also prepared
7 a site specific voluntary clean-up action plan in
8 accordance with the Department of Energy and
9 Environment's regulations that determines the
10 necessary environmental remediation actions for the
11 soccer stadium site.

12 The Department of Energy and Environment has
13 also heightened their enforcement actions to address
14 the fugitive dust in the neighborhood. And this
15 summer the District completed construction of the new
16 wet and dry utilities surrounding the stadium
17 property. Subsequently the District plans to
18 construct the new infrastructure, including urban
19 local roadways, street scape improvements, LID
20 drainage features, vehicular, bicycle, and pedestrian
21 routes along the stadium construction.

22 The consolidated review and approval of the
23 planned unit development is a much needed first step
24 so as to allow the stadium to be constructed. Hence,
25 the deputy mayor's office respectfully requests that

1 the Commission approve this application for a
2 consolidated review and approval of a planned unit
3 development so we may move forward with the state of
4 the art D.C. United Stadium project that will have a
5 positive lasting impact on the District and its
6 residents.

7 Thank you very much for the opportunity to
8 address you this evening and I'm happy to answer any
9 questions.

10 CHAIRMAN HOOD: Thank you, Deputy Mayor for
11 coming down and providing testimony. Let's see if we
12 have any questions, Commissioners, of the deputy
13 mayor. Commissioner May?

14 MR. MAY: Yeah, you mentioned specifically
15 the voluntary clean-up action plan and heightened
16 enforcement actions to address fugitive dust. Can
17 you explain that a little bit more, or is that
18 something I should ask more about from DOEE?

19 MR. KENNER: I think DOEE will probably
20 address it in their testimony, but I know that we've
21 put together a series of information that I know we
22 shared with the ANC, and we're happy to share it with
23 you all as well. I think it's on our website, that
24 chronicles, really since 2008, all of the
25 transportation, environmental, and other actions that

1 have taken place, and I think that we have listed on
2 their in particular, some of the additional and
3 heightened DOEE enforcement actions that they've
4 taken, I think most specifically around the concrete
5 plants that are -- and the aggregation plants that
6 are down there. So, I think that's probably what it
7 refers to.

8 MR. MAY: Thank you.

9 CHAIRMAN HOOD: Any other questions? Is
10 Chairperson Litsky here? You have any questions of
11 deputy mayor?

12 I do have one for you.

13 MR. KENNER: Yes, sir.

14 CHAIRMAN HOOD: Deputy Mayor. In your
15 testimony you said, in addition to setting economic
16 and community oriented benchmarks the District has
17 also commissioned numerous studies and reports
18 addressing the planning, transportation, and
19 environmental needs of the Buzzard's Point. Was that
20 done collaboratively with the community as well, or
21 how was that done? Did they have input?

22 MR. KENNER: They did. And again, I will
23 defer to the Department of Transportation to talk a
24 little bit about some of the transportation things
25 and DOEE to talk about the environmental actions.

1 But I think that what we've tried to chronical a
2 little bit is that I think we've had something in the
3 neighborhood of 50 plus meetings, even since 2015, to
4 make sure that we were taking into consideration as
5 many aspects as possible.

6 You know, I will tell you that there has
7 never been probably a transformative project in the
8 District of Columbia that went by quietly. And so I
9 know that there are various interpretations of
10 community input. But I think that certainly we have
11 tried to make sure that we take all of that into
12 account. And I think more importantly, I think one
13 of the reasons why we put together this -- sort of
14 chronicled a lot of this, is to also show that not
15 only have we done things in the past, but we intend
16 to do things in the future. I think that our intent
17 is to make sure that we do continue to listen to the
18 community to make sure that we address issues as they
19 happen.

20 We know, you know, when I look at the Verizon
21 Center today, I think when it was originally done in
22 the mid '90s, I don't think anybody probably
23 envisioned dedicated bus lines next to it. Those are
24 things that have happened over time in terms of
25 important characteristics that have helped not only

1 that neighborhood, but have helped that project. And
2 I think that the District, we are committed to
3 continuing to listen to community feedback to make
4 sure that we're making those improvements, both
5 today, as well as in the future.

6 CHAIRMAN HOOD: I thank you very much. Let's
7 see. Any other questions?

8 MR. TURNBULL: Yeah, I just had one, Mr.
9 Chair.

10 CHAIRMAN HOOD: Mr. Turnbull.

11 MR. TURNBULL: The deputy mayor, you made
12 reference to the jobs, 50 percent. And we talk about
13 300 construction jobs, and 600 jobs after the --

14 MR. KENNER: I think permanent jobs, yeah.

15 MR. TURNBULL: So, is that 50 percent of both
16 categories? Is that what we're looking at? Fifty
17 percent entirely?

18 MR. KENNER: I believe that it's 50 percent
19 of everything. I will defer to a few of the people
20 who may know the answer. Yes, the answer is yes.

21 MR. TURNBULL: Yeah. Thank you.

22 CHAIRMAN HOOD: Any other questions? Not
23 seeing any, we thank you very much for coming down.

24 MR. KENNER: Thank you, sir.

25 CHAIRMAN HOOD: Appreciate your testimony,

1 taking your time --

2 MS. SCHELLIN: Cross.

3 CHAIRMAN HOOD: I did that. I did -- oh, oh,
4 I'm sorry. I didn't -- did I omit you? How could I
5 omit you? You're sitting right in front of me.
6 Maybe that's why -- no, I'm just --

7 MR. FEOLA: I'm not offended, Mr. Chairman.

8 CHAIRMAN HOOD: Okay.

9 MR. FEOLA: We have no questions.

10 CHAIRMAN HOOD: Okay. Okay, no questions.
11 Thank you. And I know I mentioned the ANC, so
12 forgive me, Mr. Feola. Okay. Thank you.

13 MR. KENNER: Thank you.

14 CHAIRMAN HOOD: All right. Ms. Schellin,
15 let's go back to the expert, the one that we did not
16 -- have not proffered yet.

17 MS. SCHELLIN: Yes.

18 CHAIRMAN HOOD: Have not accepted. I'm
19 sorry.

20 MS. SCHELLIN: Jon Knight.

21 CHAIRMAN HOOD: Okay. Mr. Feola, you want to
22 tell us about your expert that you're proffering? Do
23 we already have his resume?

24 [Pause.]

25 MS. SCHELLIN: Yes, they submitted it as part

1 of their supplemental statement.

2 CHAIRMAN HOOD: Okay. You --

3 MS. SCHELLIN: It's at Exhibit 22A-1.

4 CHAIRMAN HOOD: Okay. Mr. Feola, what are
5 you proffering him as? Turn your mic on.

6 MR. FEOLA: Excuse me. As an expert in
7 architect. And in particular, stadium architecture.

8 And, Mr. Knight is here to answer any
9 questions the Commission may have about his
10 experience.

11 CHAIRMAN HOOD: Okay. Thank you. As stated,
12 21A, A-1 is his resume, which we already have in the
13 record. Any objections? Any questions?

14 Okay. So, we will proffer him as an expert.

15 MR. TURNBULL: Well, I just had one question.
16 I mean, it's kind of a snapshot resume. It doesn't
17 really explain a lot. Were you the principle
18 designer or just part of the design team on these
19 other stadiums?

20 MR. KNIGHT: My name is Jon Knight. Which,
21 which particular stadiums.

22 MR. TURNBULL: Well, that's the question.
23 Any of them.

24 MR. KNIGHT: D.C. United, I'm, with my
25 colleague, Todd Spangler, the principle designer. I

1 was the principle designer on Sporting Park. I was
2 the principle designer on Gillette Stadium. I was
3 the principle designer on Hines Field.

4 What's not listed here is the National
5 Training Center that we're doing with Sporting KC,
6 and it's to be shared with the men's and women's
7 national soccer teams. That's in design now and I'm
8 the principle designer on that as well.

9 MR. TURNBULL: Okay. All right. Thank you.

10 CHAIRMAN HOOD: Okay. Any objections? Not
11 hearing any, we will accept him as an expert.
12 Specialty in stadiums, architecture.

13 Okay. Anything, any other preliminary
14 matters?

15 MS. SCHELLIN: No, sir.

16 CHAIRMAN HOOD: Okay, Mr. Feola, you may
17 begin.

18 MR. FEOLA: Thank you, Mr. Chairman. And for
19 the record my name is Phil Feola, with the law firm
20 of Goulston and Storrs on behalf of the applicant.
21 With me is my colleague Cary Kadlecek. And we're
22 pleased to be here to bring a culmination of two
23 years of planning, starting with the D.C. Council and
24 Mayors enacting the Soccer Stadium Development
25 Amendment Act in 2014, to establish a new home for

1 the D.C. United. And perhaps more importantly, to
2 jump start as Deputy Mayor Kenner indicated, the
3 redevelopment of Buzzard Point.

4 The Zoning Commission got ahead of this as
5 you already know, back in 2005 when you put in place
6 the Capital Gateway Overlay District with the idea of
7 changing this industrial area into a mixed use
8 community that enlivened that part of the District
9 and took advantage of this riverfront along the
10 Anacostia.

11 So, we believe that as the mayor and the
12 counsel believe, that this stadium will be that
13 catalyst. And we have been working with -- the
14 applicant has been working with the Deputy Mayor's
15 office, the Office of Planning, DDOT, DOEE, and a
16 number of the local stakeholders that bring us the
17 plans that you'll see here tonight.

18 So, and we're pleased to report that we have
19 the support of Councilmembers Evans, Grosso, and Ward
20 6 Council Member, Allen. Letters are in the record.

21 And we have the support, as you'll hear
22 later, from OP, DDOT, DOEE, and we have almost 100
23 letters of support in the record.

24 And with that, I'd like to introduce the
25 managing general partner of D.C. United, the

1 ownership, Jason Levien.

2 MR. LEVIEN: Thank you, Phil, and thank you
3 all, the Commission, for having me here today. It's
4 an exciting time for us. This is a very big moment
5 that's been building since we invested in the team
6 five seasons ago, and the first meeting we had after
7 we did our press conference announcing that we were
8 making this investment, was to meet with the mayor's
9 office about Buzzard Point and the opportunity there,
10 potentially, to build the stadium and to help
11 revitalize that neighborhood and be a catalyst for
12 that neighborhood.

13 And that preceded a decade-long search for a
14 home for D.C. United within the District and in
15 Maryland and Virginia. And we had stated promptly,
16 when we took over control of the club, that we wanted
17 to be in the District and that was our strong
18 preference.

19 So, we're very appreciative of the
20 opportunity to be here. We see this as a tremendous
21 victory for an opportunity for the neighborhood and
22 certainly for our organization, our business, and for
23 us to keep up with some of the other clubs and major
24 league soccer. We need our own home, our own stadium
25 for our fans, for our community, our soccer

1 community. And we see this as an opportunity, not
2 just for soccer events, obviously, but for community
3 events and for concerts and other organizing
4 opportunities.

5 So, we're deeply appreciative of the
6 opportunity of being here today. This is obviously a
7 very time sensitive matter for us because where we're
8 playing at RFK now is not a going concern. It's not
9 really a place where we can operate a business that
10 functions well and competes with the other teams in
11 the league and really represents the District of
12 Columbia properly. So, this is very important and we
13 thank you for your time and your attention to this.

14 MR. FEOLA: Mr. Chairman, we'll turn right
15 into the plans and ask Mr. Knight and his colleague,
16 Todd Spangler, to walk us through the design of the
17 stadium.

18 MR. KNIGHT: Thank you. I'm Jon Knight
19 representing the team. Thank you for us -- thank you
20 for allowing us to present to you tonight. Todd and
21 I represent Populous. We do stadium architecture all
22 the time.

23 So, as we started this process we knew that
24 it was really important to work within the
25 established Buzzard Point vision framework plan, and

1 there are several points that we felt were critical.
2 I think primary among those points was to have public
3 open space at the corner of Potomac and Half Street.

4 And to not only activate and become a
5 catalyst for the neighborhood, but also to be a place
6 to gather on game day, to reestablish the grid, to
7 create dynamic public open spaces surrounding the
8 stadium on the street edges, and also to create a
9 entrance gate at the northeast corner, as well as on
10 access to S Street, which is a critical pedestrian
11 connection back to the proposed Riverwalk.

12 Just to get a bit of an overview for the
13 site, the site is outlined in red. It's just to the
14 southwest of Nationals Park, along Potomac. And we
15 will tell people to use the Navy Yard Metro, which is
16 just about a half a mile away. The bike path is
17 along 2nd Street, and the main pedestrian and
18 vehicular access is along Half Street.

19 We expect that most of the pedestrian access
20 to the stadium on match day will be along Potomac,
21 and in the future it will be on S Street, connecting
22 back to the Riverwalk.

23 In this view, you can see the existing
24 conditions as they are today. This view is looking
25 to the northeast. You can see the Nationals Ballpark

1 in the distance, and in the foreground at the bottom
2 of the frame is Fort McNair. And you can see the
3 outline of our stadium site. It is the smallest
4 stadium site we've ever worked on in the MLS, and
5 it's a very complicated site and it's partially due
6 to -- well, it's mostly to do with PEPCO.

7 Here we are looking back the opposite
8 direction towards Fort McNair. And this image shows
9 the PUD submission boundary. And in this slide we
10 see the PEPCO easement. The PEPCO easement ranges
11 between a little over 60 feet to a little over 80
12 feet. And it stretches the entire length of what was
13 old First Street. And it goes into S Street. Not
14 only do we have to accommodate the plan dimension,
15 but we also have to accommodate a vertical height
16 restriction of 18 feet. So, here in these building
17 sections you can see the red dashed lines
18 representing the width and height of the easement.

19 Within this easement we can't build any
20 permanent structures. We've worked diligently over
21 the last 12 months with PEPCO, and we've been able to
22 make one line of supporting columns at five feet wide
23 down the length of the easement. In the typical MLS
24 stadium this area that we can't build in would
25 typically be a concourse, or it would be team

1 facilities. It would be clubs, it would be
2 operational backbone for stadium.

3 Here, you can see the stadium in place and
4 the existing context. This is again, looking back to
5 the northeast with Nationals in the background and
6 you can see that we fill -- we pretty much fill the
7 site on the north, west, and south boundary edges as
8 well as the east boundary where we touch PEPCO.

9 And this is the opposite view looking down
10 Potomac. In the foreground you can see the community
11 park that we're planning on, and opening up into the
12 pitch.

13 Just a few bullet points about what the
14 stadium is. It is about 410,000 square feet stadium
15 proper. Almost 19,000 square feet of retail. We
16 work really hard on accommodating retail at the
17 ground floor level to help activate R Street, 1st
18 Street, and T Street.

19 We've got 190 bike parking spaces in bike
20 valet, which is at the corner of T and 2nd Street.
21 We've got an additional 87 bicycle parking spaces on
22 the site, and that's not including what's within the
23 public realm surrounding the site.

24 On site there are lockers and showers for
25 those folks that commute by bike. There's a total of

1 19,000 seats. There are three different club spaces
2 within the stadium. There are 31 suites, and there's
3 three different types of suites. There are 22,000
4 clubs -- club seats divided up between those three
5 clubs, 14,700 GACs and 21,000 supporter seats that
6 are safe standing seats in the end zone, which will
7 be a pretty cool feature for those folks that are
8 really intense into soccer.

9 And this will be a LEED Gold building.

10 Just a very quick description of where things
11 are. The blue highlights all the retail spaces on
12 the building. The two red zones are in the
13 foreground. That's the ticketing office. And in the
14 opposite corner is where the bike valet is. And in
15 this view the pink represents all the stadium
16 operations, whether it's the toilets, concessions,
17 back of house space, and the yellow represents
18 premium space that is at pitch level.

19 You want to talk about materials at this
20 point?

21 So, Todd is going to go to the material
22 board. So, we're going to get closer and closer to
23 the building as we move on into the presentation.
24 So, what we wanted to do was -- is talk about the
25 exterior building materials so that you have an

1 understanding of what they are as we move into images
2 that are closer to the building.

3 [Discussion off the record.]

4 CHAIRMAN HOOD: Let's just bring the lights
5 on so we can see.

6 MR. SPANGLER: Good evening, Todd Spangler.
7 My colleague and I have been here tonight to sort of
8 really talk about the architecture of the stadium.
9 And when we talk about materials first, really try to
10 think about two really important things. Sort of fit
11 and finish, sort of color, texture, sort of the
12 presence of them, and then sort of durability and
13 sort of maintenance and sort of how long they last
14 weathering, and so how well they will sort of survive
15 the length of this building.

16 Sort of to run through the material palette
17 before we sort of point them out on the board and
18 sort of give a brief description of them, the top row
19 of materials are sort of our primary sort of palette.
20 The four materials in a row here that make up
21 probably the majority of the stadium, we sort of
22 generically call it a GFRC panel, a glass fiber
23 reinforced concrete panel, also known as, sometimes
24 as, high impact concrete panels.

25 So, we really thought of these four materials

1 as being durable. That will stand the test of time.
2 The color is integral, so there's no fading. They're
3 sort of maintenance free. The finish sort of will
4 survive the test of time. Some -- sort of some case
5 studies for these -- this type of material, think the
6 Black History museum, the company that they've used
7 or selected was Tactile. They're sort of a company
8 in Pennsylvania that were studying and looking at the
9 same sort of type of panel. Obviously they have a
10 very intricate pattern to them, but it's a material
11 that's going to stand the test of time.

12 MR. MAY: I'm sorry, which museum?

13 MR. SPANGLER: The Black History Museum.

14 MR. MAY: The African/American History --

15 MR. SPANGLER: African History.

16 MR. MAY: Okay, are you talking about the
17 panels on the front?

18 MR. SPANGLER: Uh-huh.

19 MR. MAY: Those are all cast aluminum.

20 MR. SPANGLER: I believe they've used a lot
21 of the same patterning in the -- or the tactile
22 panels.

23 MR. MAY: Elsewhere in the building?

24 MR. SPANGLER: Yeah.

25 MR. MAY: Oh, okay.

1 MR. SPANGLER: Moving on to where we sort of
2 think about our accent panels, this is an engineered
3 wood panel. It has a very thin layer of veneer, so
4 it's going to be a unique pattern on every panel.
5 And then it has a UV coating, so again, we're talking
6 about long lasting. So, this dates -- we talked
7 about this as a 50-year panel with 30 years of sort
8 of an appearance of this color, so there's no fading
9 to it.

10 With our locations and how we're using it
11 there's a lot of accent. We want to maintain this
12 color without a lot of maintenance to it, so that's
13 why we're looking at an engineered wood product.

14 It's also an SFC certified product, so when
15 we talk about LEED we're really taking it into
16 consideration of our products as well. And another
17 large component of the stadium actually is our paint
18 color. If you think about the super structure of the
19 stadium, the thing that holds up the essence of the
20 stadium, so there will be a lot of sort of this
21 palette. And we really think, as a whole, there's a
22 lot of ways that we sort of played with size and
23 shape, scale, to sort of create a very interesting
24 palette.

25 When it comes to glass, we're going to be

1 really driven by the energy code and meeting LEED
2 Gold. So we'll be in a range, somewhere in between
3 here. We want high reflectivity, low solar heat
4 gain, but we also want high light transmission. We
5 want the experience on the inside to be as clear and
6 visible as possible outside. But we're going to be
7 completely different by our energy model, LEED Gold,
8 and having those sort of energy credits that we need
9 to get.

10 With this building we actually deal with a
11 lot of grade change from the corner of Half and
12 Potomac to R and 2nd. There's about 10 feet of grade
13 change. So, at the base in a lot of locations, we
14 actually used a form liner, sort of a board form
15 liner concrete to sort of help us transition and step
16 down where we need to. We use this both around the
17 exterior, even on -- and on the interior as the field
18 sort of creates a platform on the site.

19 MR. MAY: Is that all panelized? I mean, are
20 we going to see vertical joints between them because
21 it's --

22 MR. SPANGLER: Yeah, they will be panelized.
23 The former has a certain size limit and we'll sort of
24 work with the grid, the geometry to sort of orient
25 and orchestrate the sort of patterning of that panel.

1 MR. MAY: Okay. I'll want to know more about
2 that, but go ahead.

3 MR. SPANGLER: Okay. Tonight, you'll see as
4 we walk around later tonight, a lot of what is the
5 perimeter fence, or what we call sort of an
6 architectural mural fence, this is a stadium. It's
7 about getting patrons in and sort of creating that
8 line. So, we put a lot of attention to what this
9 sort of perimeter fence is. Here, we're showing sort
10 of a full scale mock up. You can sort of see the
11 scale that we're looking at against sort of an
12 average sized person. And tonight, we actually
13 brought a sort of a partial sample of a full-scale
14 mock up, anodized aluminum panels, 316 thick, folded.
15 And when you get into the details the return on this
16 edge sort of creates a reveal and the pattern of the
17 panels.

18 MR. FEOLA: I would point out that the
19 diameter of the holes is actually going to be a half
20 inch diameter. So, this is an early sample. We
21 weren't able to get a new sample in time for the
22 hearing, but the small scale mock ups are two scale.

23 MR. SPANGLER: Another element that we'll be
24 using as we look around the stadium is sort of a
25 standard one-inch perf pattern. You'll see that

1 screen wall is to hide mechanical, and then at the
2 entry tower, sort of main element.

3 And some of the last materials that we
4 actually used on the exterior are some sort of glossy
5 white and black porcelain tile, and we're looking at
6 these primary, at sort of D.C. United Stadium
7 functions where we can start off setting it off with
8 some branding and graphics and work with their color.
9 But it's sort of a way to sort of separate the sort
10 of stadium functions with what is all the retail, and
11 some sort of the edges that we're trying to create
12 that are more street oriented, more retail base, and
13 versus sort of your typical sort of stadium.

14 I think we were very aware of when we were
15 trying to use a lot of our materials. I think these
16 two panels make up the majority of the field. We use
17 the darker panel to sort of highlight important
18 element. The tower, the entry gate, or sort of the
19 mass above the entry gate, the team's door, and part
20 of the entry at the south building. We use the
21 darkest, or the sort of darkest of these three tones
22 as ways to create more shadow and depth at the
23 recesses or where we need to have larger fields that
24 sort of separate some of our boxes that we've
25 created.

1 And then very intentional about the use of
2 the engineered wood. A lot of entries, a lot of
3 soffits, and sort of vertical planes that create
4 these accented elements that sort of offset from sort
5 of the palette that we've created.

6 I think that's enough about materials.

7 MR. FEOLA: Okay. Now, we need to turn the
8 lights back down.

9 So, we just wanted to take you quickly inside
10 the seating bowl. Commissioner May, you will
11 definitely have the better seat in the new soccer
12 stadium than you do at RFK. Partly because of the
13 size of the site is really compact. The pitch is --
14 the seating is just on top of the pitch, so it's
15 going to be a dynamic place to watch a soccer game.
16 This is a view looking south. That was a view
17 looking north. This is the east grandstand, and this
18 is the west grandstand.

19 MR. SPANGLER: So, we've been talking about
20 the stadium for the last 15 months, and I think one
21 of the important things that we think about as we
22 create this place is that it's truly a community
23 asset. So, we really think a lot about that idea.
24 And it sort of began with the realignment of 1st
25 Street, maintaining that connection, north/south,

1 both pedestrian and for vehicles. We think about the
2 northeast public park, a true asset to give back to
3 the community, a space that's sort of designated for
4 public gathering.

5 And then in addition to park space we think
6 about open spaces a lot. You know, how do we bring
7 people into the stadium? How do we also give back
8 open space so that they can be used for both stadium
9 functions and non-gameday sort of essential community
10 gathering spaces.

11 In addition to the northeast one, we really
12 studied the northwest public open space as part of
13 the northwest entry gate, sort of pushing the façade
14 back to give back essential space to the public. We
15 also included pocket parks. That's sort of what
16 we've sort of deemed them, sort of activation nodes.
17 Two on 2nd Street, they both sort of anchor each end
18 of the stadium and then one at the south.

19 And another asset is we've been working
20 diligently with all of our consultants and DDOT and
21 DOEE to include the upgraded streets and public realm
22 as part of the design and the experience, using the
23 shared space to sort of enhance the fan experience
24 all around the stadium. And of course we think the
25 stadium is an asset itself. This place will unit

1 thousands to watch the beautiful game and bring the
2 community together.

3 When we set out to design 1st Street, we set
4 up a series of goals integrated into the Buzzard
5 Point Vision Framework plan. It was really important
6 to connect all the adjacent property back to the
7 grid, so they maintain connection that once was.
8 Reconnect S Street to the grid. The stadium sort of
9 cut S Street off to the west, but we wanted to
10 maintain it into the stadium and sort of it connects
11 to the river, and establish stadium entry gates at S
12 Street, which is part of that S Street connection
13 back to the grid, and really fit into the Buzzard
14 Point Vision framework.

15 So, some of the street details that go
16 through, we had a lot of back and forth conversations
17 about the width and the length, and the speed of
18 traffic. So, we designed two 10-foot drive lanes,
19 two-way traffic, parallel parking north of S Street
20 up to the S Street plaza. We wanted to introduce
21 speed tables as ways to control traffic. And it was
22 really important to think about the access of 1st
23 Street at Potomac, how those intersections meet.

24 So I think it's really important to state
25 that it's right in and right out only, and left in.

1 Emphasis on right out. We really want to make sure
2 that we're not connecting and adding traffic north of
3 the site on 1st Street.

4 A bit about the pedestrian details. We have
5 pedestrian sidewalks on both side of 1st Street, a
6 minimum 10-foot sidewalks. That includes the four-
7 foot-wide tree pits.

8 There's a number of paths in route through
9 the site along east -- along 1st Street. A number of
10 safe cross-walk locations to sort of connect both
11 sides as each side of 1st Street becomes vibrant
12 active edges.

13 On match day we do intend that 1st Street is
14 closed, along with S Street because of the
15 introduction of the S Street gate. We think this
16 becomes a very active corridor for pregame
17 activities. And as essential to access to the
18 stadium and creating that fan experience environment
19 that --

20 MR. FEOLA: Mr. Chair, question?

21 MR. SHAPIRO: Is it closed to bikes as well?
22 Just closed to automobiles?

23 MR. SPANGLER: Closed to automobiles.

24 The speed tables that we introduce as traffic
25 control measures are sort of flush extensions of the

1 plaza to create safe cross-walks for the plazas. And
2 here's sort of an image introducing some activation
3 concepts on game day. Beginning to get into some of
4 the park and plaza design details and goals. Again,
5 integrated to the Buzzard Point Vision framework, a
6 true public amenity, a variety of seating and
7 gathering locations to get the community to come and
8 use this space. A flexible space to host community
9 functions.

10 And it was important to create a clear
11 separation of stadium function and park space so that
12 the park is a lasting element within this plaza
13 space.

14 Again, some ideas for activating the plaza
15 and the park. You know, ideas of movie night or food
16 trucks. To support that, a stage that could host
17 bands, small bands or sort of dancing events, or sort
18 of these very active elements that sort of could
19 bring the community to the space and get them
20 involved in using the park.

21 I want to take you through a series of images
22 through the park. We're standing at Potomac and Half
23 Street, about to enter into sort of the funnel of the
24 open space that leads you to the stadium entry. A
25 view in the park. You can sort of start to see how

1 these green panels create a terrace or a, sort of an
2 amphitheater like space.

3 This is a section. Those sort of terraced
4 elements become seat walls so there's a part of that
5 active seating elements to create gathering.

6 And here is down in the end of the terrace
7 park, looking towards the stadium tower entry and the
8 synergy that these two spaces sort of start to
9 create. Here's looking through 1st Street, and the
10 lower park benches. We went with a milled granite
11 block to separate 1st Street traffic and the plaza
12 space because that space is flush with the plaza.

13 I'm going to start taking a series of images
14 around the stadium. Here's looking 1st Street at the
15 entry gate and a circulation tower. Here is outside
16 ticketing and sort of the D.C. United Signage
17 element. We see this as that photo-op opportunity,
18 or meet me at the D.C. United letters. That exciting
19 element that, you know, is iconic and sort of the
20 element that you can identify.

21 When we started looking at retail it was
22 really important to not only look at the architecture
23 of the retail and the materials of it, but like the
24 space outside of it, you know, is it more than just
25 commercial retail? Is it -- can it be restaurants,

1 bars, things that activate not only the inside space,
2 but the outside space. So, as we designed this part
3 of the façade we made space outside so that could
4 potentially happen.

5 We want to introduce you to some of the
6 sections to understand the connection of the stadium
7 width, 1st Street and the retail. That is the retail
8 space and the connection to the exterior sidewalk and
9 1st Street. Behind the retail space is operations
10 and connection to the easement inside the stadium.

11 Above the retail space and the operations is
12 actually the main club space, and outside is a
13 balcony space for the club patron to connect with 1st
14 Street.

15 There's also -- we also introduced the green
16 roof above the retail space.

17 We are looking south on 1st Street. Here is
18 another view of the S Street gate, on access with S
19 Street, essentially. You can see the public space
20 we've created underneath the lounge space above, the
21 connection of the façade, of the retail on the north
22 side to the south side.

23 Again, a section through this space. The
24 club space hovering over the S Street gate, and the
25 connection to the seating bowl that crosses the

1 easement.

2 A cut plan to sort of reorient you. We're
3 going to -- next view we're going to be looking north
4 on 1st Street. We can see the adjacency and the
5 relationship that we have to PEPCO along this street
6 edge, with the stadium in the background and what is
7 essentially on access with the easement, which is the
8 space in between the south building on the left in
9 the background, and the PEPCO easement on the right.

10 The image, looking up 1st Street, closer to
11 the stadium. Now we're looking west on T Street.
12 The retail entry and façade treatment wraps the
13 corner on T Street to connect and activate T Street.

14 A section to show the relationship of the
15 stadium to the south building. The stadium hovering
16 above the south building. A unique feature of this
17 is the below-grade team facility, so they have to
18 actually elevate up to pitch level.

19 Here we're looking at the south street -- or
20 at, sorry, T Street pocket park.

21 The element in the background, we're really
22 trying to make sort of an architectural art piece.
23 We took an idea of an element that is predominant in
24 soccer, which is the scarf, and the architectural
25 mural is aluminum fins, and they're painted, of

1 finished with every color of the MLS league.

2 Here we are looking at the bike valet and the
3 D.C. United team office entry. Another plan to
4 orient you again. We're going to start moving up 2nd
5 Street. Here's the corner where the bike valet is
6 and it transitions into 2nd Street.

7 One of the two pocket parks on 2nd Street,
8 this one anchors the south end and the bike valet.
9 See a number of seating elements, bike parking,
10 things that support the 2nd Street bike lanes and
11 create community assets and connections to 2nd
12 Street.

13 Here is the west sideline section. See the
14 relationship of the public realm to the concourse
15 that runs the length of 2nd Street.

16 Here's the pocket park at the north end of
17 2nd Street. You can start to see, in addition to the
18 pocket park, the fence panel that runs the length of
19 2nd Street, and how sort of an active element that
20 could be.

21 Orienting you as we go east on R Street. A
22 ground level view of the open space and the northwest
23 entry gate.

24 So, an aerial view to get scale of the open
25 space and start to sort of see what's on the other

1 side of the perimeter fence. Start to see the edge
2 of the team's door looking west on R Street, and see
3 the open space and the perimeter pushed in to getting
4 back that space for the public.

5 Here's a section of that space to give you
6 relationship of the open space to the size of the
7 public realm. An aerial view looking south to
8 highlight the light towers on each side and the back
9 of the LED video board.

10 A section through the team store. Again,
11 we're introducing the green roof and we've included
12 the screen walls to hide all mechanical, as this is a
13 lower level -- sort of lower scale building and a bit
14 more visible.

15 A view of the corner of the team store as R
16 and Potomac merge.

17 Aerial view of the northeast entry gate.

18 And back to where we started at the lower
19 view of the northeast gate, and finishing with an
20 aerial of the park, the stadium, and the potential it
21 holds.

22 MR. FEOLA: Thank you, Mr. Chairman. Our
23 next witness is Rob Schiesel to talk about the
24 transportation issues.

25 MR. SCHIESEL: Good evening, Commissioners.

1 My name is Robert Schiesel with Gorove Slade
2 Associates. I'm happy to be here tonight to discuss
3 the transportation aspects of the stadium.

4 For years there's been a concept at the
5 stadium site. And over that time it's been studied
6 several times, including short and long-term planning
7 studies, specific reviews of stadium patron travel
8 behavior and demand. I'm not going to recap all of
9 that tonight. I'm going to provide a quick summary.
10 Everything else is on the record.

11 But I also want to note that planning doesn't
12 end here. As the stadium would move forward to
13 opening we would transform into the operation side of
14 planning, and we plan, as a lot of other stadiums do,
15 to have an operation plan going forward as the
16 stadium opens and into the future after it opens.

17 So, I'm just going to start with parking.
18 Our studies revealed that the expected demand
19 combined between employees, media, team, parking
20 would be around three to 4,000 spaces depending on
21 day of the week, attendance of the game.

22 We then looked at potential supply. We noted
23 in over 1,000 off-street spaces. So, it was our
24 conclusion that the supply will be met, easily exceed
25 the demand. The exact locations of spaces of team

1 and other things to park will be part of the
2 operations planning as the stadium goes open.

3 But two things I would note about the parking
4 spot we've identified. One, it's pretty well
5 disbursed and spread out, which is a good aspect of a
6 parking supply for a stadium because it helps
7 disburse traffic. And two, it overlaps a lot with
8 the supply that's currently used for the Nationals.
9 And a point I want to make is that as we were looking
10 over each of the modes here, notably parking, we
11 quickly came to the conclusion that a simultaneous
12 event with National's Park, you know, for example,
13 D.C. United home game and a National's home game,
14 would be a detriment to the transportation system.
15 It would put a strain on the capacity. And not just
16 the parking, but also transit.

17 So, because a lot of these reasons there will
18 not be simultaneous events at the stadium. Vehicular
19 routing. The main vehicular analysis of the stadium
20 was in the environment mitigation study that was
21 performed. Its main conclusion was the best
22 mitigation measure for traffic was getting specific
23 routes. Having vehicles take preferred routes to
24 preferred parking lots.

25 And if you could get, you know, people coming

1 to and from the west to park on the west side, and
2 then so forth, and line up, and not circulate around
3 looking for spaces, that is by far the best
4 mitigation measure we could use. We developed a
5 couple plans that are summarized in that study,
6 including things like prepaying for parking so you're
7 not circulating.

8 MR. SHAPIRO: Question. Thank you. You said
9 there will not be simultaneous events?

10 MR. SCHIESEL: Yeah, there won't be Nationals
11 and --

12 MR. FEOLA: That is correct.

13 MR. SCHIESEL: -- United home games at the
14 same time.

15 MR. FEOLA: That is a commitment D.C. United
16 has made.

17 MR. SCHIESEL: But I imagine there will be
18 simultaneous events, just not simultaneous games?

19 MR. FEOLA: No, there will be no simultaneous
20 events.

21 MR. SCHIESEL: Okay. Thank you.

22 MR. FEOLA: And we're willing to make --
23 excuse me, a condition of approval if this is --

24 CHAIRMAN HOOD: Actually, I want to peruse
25 that a little bit. But I want you to finish your

1 presentation first. But I want to peruse that same
2 question, that line of questioning, so, at a later
3 time. So.

4 MR. SCHIESEL: Okay. So, as I said, there's
5 a few recommendations on how to get people to get to
6 their preferred route, including social media,
7 routing, signing, enforcement.

8 Moving on to transit, we set a high transit
9 goal for the stadium and we'd really like a lot of
10 people to use transit. Because of that the main
11 recommendation is to focus on Metro rail and
12 particularly the Navy Yard Station.

13 The Navy Yard station and Metro Rail both
14 have the capacity, whether it's on the line itself,
15 or the fair gates in vertical transportation into the
16 station to handle the type of crowds we need.
17 Especially in light of how the capacity of the Navy
18 Yard was increased prior to National's Park.

19 There's also a synergy, which I'll talk about
20 a little bit more with how there's wide sidewalks and
21 retail along National's Park and some of the areas,
22 because we soon noticed that after we looked at
23 things like our parking and transit recommendations,
24 we were starting to develop what would look to be
25 kind of a stadium district.

1 There's an opportunity to have an overlapping
2 synergy between where the people were parking, where
3 the Navy Yard Metro is, and the walk that would take
4 to the northwest corner of the stadium site. You
5 just heard a lot of discussion about how the public
6 plaza, some of the open spaces are aligned with where
7 all these people are expected to be coming from.

8 Our thought was that you have lots of retail
9 spaces along 1st Street, the yards parcels, the
10 former Floridar (phonetic) properties at Riverfront
11 and Anacostia. A lot of opportunities to provide
12 synergy with adding more event times, more crowds to
13 help vitalize that area of the District.

14 In addition there's just wide sidewalks
15 there, as National's Park was planned. It allows you
16 to take advantage and be efficient with how you're
17 routing people. Create a sense of place. You feel
18 like you've arrived if you've arrived in a stadium
19 district. It also emphasizes some of the things that
20 we're trying to get patrons to do, which is to use
21 the capacity where it is. Also, not walking through
22 some of the residential neighborhoods, and trying to
23 get people naturally and intuitively where you want
24 them to go, designing all the way from the parking
25 location, the transit stations. We want people to

1 use all the way down the sidewalks and all the way to
2 the gate, which was designed through, see the crowds,
3 where you want them to direct.

4 Moving in a little bit closer, we also
5 realized during the transportation planning process
6 for the stadium that this is the -- this stadium has
7 the opportunity to be very bicycle friendly and one
8 of the most highly utilized stadiums for a cyclist in
9 the country. And it's not just because -- it's just
10 -- it's bicycling distance away from so many
11 residential neighborhoods, employment centers for
12 weeknight games. It also is near the Anacostia
13 Riverwalk Trail, future cycle tracks along Potomac,
14 2nd, other lanes, and other access points.

15 And the stadium itself was designed to
16 accommodate this. You already heard about the bike
17 valet, the parks with extra cycling spaces, the
18 public realm is designed to have cycling spaces, even
19 1st Street has multiple racks.

20 We've already -- talking about how we could
21 have a plan to have temporary racks on game day to
22 help supplement the supply, where we see a lot of
23 bikes getting parked, you know, that first season, to
24 make sure that we have the ability to increase and
25 accommodate that demand as we need to.

1 As we move into how the stadium is actually
2 going to operate from a transportations perspective,
3 the one thing I would point out, although the
4 easement does provide a few challenges from an
5 architecture standpoint, it's going to create one of
6 the nicer loading docks of any stadium around.

7 The area here, where the easement is, these
8 large trucks, trash trucks, concert trucks, and
9 everything making deliveries can easily access via
10 the easement, to where they need to go in the stadium
11 and give deliveries. Especially the big, large
12 deliveries that are needed on non-game day to support
13 food operations and concerts, and other things.

14 No, back-in maneuvers are needed over public
15 space. That is a DDOT standard. And even with the
16 large vehicles we're planning to see at the stadium,
17 we're going to be able to meet that standard.

18 On game days itself there's going to be a lot
19 of activity that happens on the periphery, including
20 curb-side drop-off, special vehicle parking. So, we
21 worked with the team on doing the public realm,
22 looking at the Buzzard Framework plan, the traffic
23 needs of the area, just saw where there was going to
24 be on street parking, where there was going to be
25 available areas to designate for things like hard

1 vehicles, your taxis, your Ubers, your Lifts.

2 We worked with the stadium architects to
3 figure out, where is the best spot for a disabled
4 drop-off. Where is going to be their best access?
5 That's been identified over here. The south building
6 is where you're going to have media, officials, the
7 visiting team buses be able to drop off.

8 We've also looked for places where you're
9 going to be looking for MPD vehicles to park on game
10 day when they come to provide support.

11 So, that's the end of my quick summary. One
12 thing I really want to point out is that we've been
13 coordinating with DDOT the whole time and looking
14 over their staff report. The applicant is in
15 agreement with the commitments listed in the staff
16 report.

17 More specifics on the traffic operations and
18 parking plans, the memorandum of agreement on what
19 goes in to that, and the enhancements of the TDM
20 programs that DDOT listed in their report. And we
21 look forward to working with them to really nail down
22 all those specifics and get a successful
23 transportation plan for the stadium.

24 So, that's the end of my summary. I look
25 forward to the questions that you had when we're done

1 with the end of our presentation.

2 MR. FEOLA: Thank you, Mr. Chairman. We have
3 one final witness, Thomas Hunt, who is president of
4 business operations for D.C. United.

5 MR. HUNT: Yes. Thank you, Phil, and thank
6 you for the opportunity to present out plans for the
7 new D.C. United Stadium here this evening.

8 It's really an exciting time to be a part of
9 not only the national soccer movement in this
10 country, this sport is just exploding, but it's an
11 especially exciting time to be a part of our D.C.
12 United community. Thus, we're all looking very much
13 forward to having an intimate and intimidating place
14 to watch the beautiful game.

15 Our momentum has been building for quite some
16 time now, and it's been propelling our club and our
17 brand through a transformation. That transformation
18 really began in the middle of 2012 when Jason and the
19 Ownership group took over the team, and it picked up
20 a ton of steam in December of 2014, when the city
21 council unanimously passed the Soccer Stadium
22 Development Act.

23 And to continue that transformation, at the
24 beginning of this year we wanted to evolve our logo
25 for the first time in more than -- or almost 20

1 years. And one of our primary objectives for that
2 was to really reinforce our sense of place and our
3 sense of pride right here in the District. And so we
4 turn to George Washington for inspiration for that.
5 George Washington and his family crest ultimately
6 became the inspiration for the Washington, D.C. flag.
7 We thought that it would be very cool and unique to
8 have our new shield shape be inspired by the
9 Washington family crest and to have the stars and the
10 bars of the District flag now firmly embedded in our
11 hearts.

12 We do believe that there is connectivity
13 tissue that binds what takes place on the pitch with
14 all of the diverse and special communities that
15 surround it. We've been able to weave and connect
16 these communities, literally into the very fabric of
17 our team. It's what we love so much about our name.
18 Now, we're biased of course. We think it's perfect.
19 We are D.C., and we are united.

20 We do believe as well that if you pick up a
21 newspaper today or if you listen to a news cast, it's
22 very evident that fragmentation and division are rife
23 within our society. For more than 20 years now we've
24 been a unifier in our communities. In fact, since
25 our birth in 1996, we have been steadfastly committed

1 to the community and giving back. We've done so in
2 every ward. We've done so across our entire
3 footprints, and the entire region.

4 And one of our best examples that we have is
5 our very special relationship that we have with D.C.
6 Scores. D.C. Scores is a nonprofit. They've also
7 been in the District since 1996. Together, we are
8 changing the game for kids who are living in poverty
9 inside the District. We have a free after-school
10 program that engages more than 2,000 District
11 disadvantaged District kids. This program enriches
12 the body, the mind, and the soul with soccer, through
13 poetry, and through service learning.

14 And we're seeing really incredible results
15 with this program. We're seeing kids with
16 dramatically improved self-esteem, self-worth. We're
17 seeing kids with much better body mass indexes. We
18 are evangelists for getting off the couch, away from
19 the TV. In this case, if they even have one. We
20 believe there's no better way than getting active and
21 getting moving, than getting out and kicking a soccer
22 ball.

23 And the other valuable piece of this program
24 is the valuable school engagement that we're seeing
25 with these kids. A hundred percent of them believe

1 that they're going to graduate from high school, and
2 further, many will go on to participate in college
3 for the first time in their families.

4 This is just one example. As I said, we've
5 been inside every single ward, across our entire
6 footprint. We have created programs that have
7 involved providing tickets, provided scholarships for
8 camps for clinics, healthy eating workshops, job
9 fairs. We've beautified the Southwest Community
10 Gardens. We've adopted schools to help prepare them
11 for the school year, getting donations for equipment
12 and supplies.

13 The list goes on and on. We have been
14 committed to giving back to the community for 20
15 years. We look forward to an additional 30 plus
16 years. We did, as part of our agreement with the
17 District, enter into a community benefits agreement
18 with the community benefits coordinating counsel for
19 a laundry list of amenities. But perhaps the cherry
20 on top of the sundae, when we entered into the
21 agreement community park was not a part of that
22 agreement and we were happy to be able to talk about
23 that today, a lasting gift to the community that we
24 will -- that we believe will be an amazing communal
25 gathering spot, not only on event day, as a

1 compliment to the events that are taking place at the
2 stadium. But we think it will be an amazing place
3 for not only Buzzard Point, but the entire region to
4 spend some time.

5 We also entered into an agreement with the
6 District on a CB agreement, a First Source agreement
7 to provide District jobs. It's already been
8 mentioned here tonight. And we also look forward to
9 working with small businesses on business building
10 opportunities in and around the stadium as well.

11 So, again, we thank you for your guidance and
12 your support this evening. We are very much looking
13 forward to continuing the transformation of not only
14 our club, our brand, but certainly the transformation
15 of Buzzard Point as well.

16 And with your support we're looking forward
17 to a very special groundbreaking ceremony next
18 quarter, and an even more extraordinary ribbon
19 cutting ceremony in 2018. So, thank you.

20 MR. FEOLA: Thank you, Mr. Chairman. And
21 that concludes our direct presentation. As you
22 heard, Mr. Levien said, this building has been in
23 process for almost 10 years and we hope we're sort of
24 on the last leg here, and we look forward to some
25 direction we can get from the Zoning Commission of

1 how to move this project forward as expeditiously as
2 possible. Thank you.

3 Oh, excuse me. If I might, I'd like to enter
4 into the record the three agreements that Mr. Hunt
5 mentioned, the CB -- the community benefits
6 agreement, the certified business agreement and the
7 first source agreement. May I?

8 CHAIRMAN HOOD: Okay. Thank you all for your
9 presentation. We really appreciate it. We may have
10 some questions and comments from up here. I think in
11 order for us to kind of move forward, what I'd like
12 to do is for us to go on maybe 12 minute rounds, and
13 we might have to take one or two, that way one
14 commission doesn't monopolize the whole time and ask
15 all the questions for an hour and then we -- you
16 know.

17 So, let's do 12 minute rounds and in about an
18 hour I'm going to do an assessment, and that
19 assessment is to see if we have to have another
20 hearing. And I would like to do that and I'm going
21 to let Ms. Schellin know in advance, I would like to
22 do that sooner than later. Today is -- what's
23 today's date? Today is Monday. I don't know how we
24 look the rest of this week or next week, but either
25 this week or next week I would like to have the

1 second hearing, so if you can come up with the date.

2 So, in that fashion, either this week or next
3 week because I don't want to take this over the next
4 year in February and March. I want to go ahead and
5 deal with this.

6 Okay. Let me open it up. Commissioner May.
7 Twelve minute rounds, please.

8 MR. MAY: How many do I get? All right.
9 I'll go fast.

10 CHAIRMAN HOOD: You're losing a minute
11 already.

12 MR. MAY: I know. Okay. So, I'll start with
13 transportation comments. The disbursed parking is
14 good but it seems rather distant. So, I'm wondering,
15 is there a precedent for this for other facilities
16 like this? I mean, are people really going to walk
17 10, 15 minutes from where they parked their car?

18 MR. SCHIESEL: For stadium events, special
19 events like this, it's commonplace to walk that far
20 from parking. The outer edges of the lots currently
21 at RFK are around that far.

22 MR. MAY: Yeah, but there's a lot of parking
23 between the outer edges and the inner edges.

24 MR. SCHIESEL: This is true.

25 MR. MAY: So, I mean, if you can give us some

1 examples of where this is done before so we have some
2 confidence that people are actually going to park
3 that way?

4 MR. SCHIESEL: Okay. In order to be correct
5 I'd like to go back and --

6 MR. MAY: That's fine. I'm not asking for it
7 this second.

8 MR. SCHIESEL: Yeah. Okay.

9 MR. MAY: Okay. So, along the same lines,
10 how are you going to -- I mean, what's going to
11 happen with the parts of the neighborhood that are
12 controlled by RPP because that's still all Zone 6
13 RPP, right? That means that anybody lives in Zone 6
14 can drive and park in the neighborhood, right?

15 MR. SCHIESEL: With the current policies,
16 yes. Our plan, it's somewhat outlined in the CTR and
17 some of the other documents, is to work with DDOT as
18 we get over to see what tools we have. Part of it is
19 reviewing things that have been tried before, like
20 enhanced RPP, seeing their effectiveness. Things
21 that -- lessons learned from National's Park.

22 MR. MAY: Well an enhanced RPP is just one
23 side of the street, not limited to two hours, and
24 it's still --

25 MR. SCHIESEL: But, yes --

1 MR. MAY: -- if you're in the zone, you're
2 good.

3 MR. SCHIESEL: Uh-huh. Like everything else
4 in the District that attracts parkers, this will
5 also, under the current plans also have -- intrawork
6 parking would be possible. Yes.

7 MR. MAY: Yeah. So, I mean, I think we'll
8 talk to DDOT about that too, but I think that that's
9 actually got to be an important component of this
10 because otherwise I mean, you know, I looked at where
11 your ticket holders are. And, you know, the highest
12 -- one of the highest concentrations is actually in
13 my neighborhood, which is in Ward 6. So, you know,
14 there are going to be a lot of folks who would drive
15 and park in the neighborhood.

16 So, what about staff parking? Like daytime
17 and even game day. Where are they going to park?
18 Are they all going to park 15 minutes away and walk?

19 MR. SCHIESEL: On events, yeah, it's planned
20 that one of the parking lots that is included in the
21 parking inventory would be assigned for staff
22 parking. For --

23 MR. MAY: So, are you going to like make a
24 deal with them and get a lease for multiple spaces
25 for staff or something?

1 MR. FEOLA: Well, we're going to make a deal
2 for the parking lots, period, and then we can set
3 aside the -- D.C. United could set aside --

4 MR. MAY: So, I think you need to give some
5 thought to where staff is going to park and let us
6 know what your plans are specifically with regard to
7 staff.

8 What about player parking? Are players going
9 to park 15 minutes away and walk? I'm sure they
10 don't now. Does anybody have an answer?

11 MR. SCHIESEL: The parking inventory that we
12 identified has lots that are closer within and lots
13 that are further away. Yes, some -- a lot of the
14 ones near the National's Stadium are a 10-minute walk
15 away. But we were -- the plan is to take, so when
16 there are several thousand spots that are secured and
17 assign them to the team and to the media and to the
18 staff.

19 MR. MAY: So, if I get there early enough
20 I'll be able to see the players walking down the
21 street?

22 MR. SCHIESEL: No, like most stadiums --
23 yeah. Well, no. There will be ways --

24 MR. MAY: Tell me how the players are going
25 to get to the games. That's all I want to know.

1 Somebody tell me.

2 MR. SCOTT: I'm sorry. This is Troy Scott.
3 I'm the Vice President for development and
4 operations.

5 Right now, our current plan is that we'll use
6 a valet parking system for our players. We've
7 also --

8 MR. MAY: Is that with a shuttle or they're
9 going to pull up and then somebody would go park
10 their car and then come back?

11 MR. SCOTT: Correct. And they would go to a
12 designated lot.

13 MR. MAY: Okay. That was the easy answer.

14 So, I'm concerned that if you're talking
15 about making this like the emblem for bike
16 transportation at games, that you're not including
17 enough bike capacity. And I mean, is the valet
18 itself expandable?

19 MR. SCHIESEL: Yes. I mean, it's also --

20 MR. MAY: So, how big could it get?

21 MR. SCOTT: The valet area itself is an
22 enclosed space.

23 MR. MAY: Right.

24 MR. SCOTT: It can spill out onto the
25 sidewalk as long as it doesn't encroach, you know,

1 kind of public area. Part of the plan will be able
2 to extend corrals, either along the new realigned 1st
3 Street on the east side of the stadium.

4 MR. MAY: Okay.

5 MR. SCOTT: Depending if the capacity is
6 needed.

7 MR. MAY: So that sort of addresses my second
8 question, which is that the location of the bike
9 valet is terrible. And even your report calls that
10 out. I mean, one of your earlier reports says that
11 the bike valet should be located on the north, or
12 preferably the northeast side of the stadium.

13 And, you know, I ride regularly, my bicycle,
14 many, many places. Many of you already know that.
15 And I ride to -- I ride to games. And it's counter-
16 intuitive to expect people to go all the way to the
17 opposite side of the building. They're just going to
18 find the closest place to where, you know, where they
19 approach from, and lock up to something. So, you're
20 going to have bikes locked to, you know, every non-
21 movable object out there that you can wrap a bike
22 around or a cable around. And so, you don't really
23 want that any more than you -- you know, it's not
24 very attractive right now with -- when you have a lot
25 of cyclists chaining up to the fence at RFK, because

1 they're approaching along East Capital and they, you
2 know, don't want to go down the hill and around the
3 corner and all that sort of stuff to get to the few
4 bike racks that are actually there.

5 So, I mean, I think you need to give serious
6 consideration to where that is located and make sure
7 there is adequate parking on the north side. And if
8 the bike valet space itself could be relocated so
9 that it's closer to the north where people are going
10 to be coming from, I think that would be a huge,
11 huge, improvement.

12 Now, I mean, otherwise you're going to wind
13 up with people parking all over the place and you
14 know, they'll park at meters, they'll park at signs,
15 whatever they can lock up to. They'll park up to
16 trees when they're small enough.

17 So, several places I saw reference to
18 consultation with WABA. Has that actually occurred
19 yet, Washington Area Bicyclist's Association?

20 MR. SCOTT: We've had preliminary meetings
21 with them. It's an ongoing conversation with our
22 community affairs people.

23 MR. MAY: But not with your design team or
24 with -- I mean --

25 MR. SCOTT: Not with our design team, no.

1 MR. MAY: Okay. So, I mean, I would suggest
2 that you know, some of the advice that I'm giving you
3 about how to handle bicycles might have come from
4 them, might have come sooner if you talked to them
5 sooner, so I would talk to them as soon as you can.

6 And if you do happen to talk to them between
7 now and when we have any decision making on this, I
8 would appreciate hearing what they have to say.

9 So, is there -- there's a commitment to do a
10 bike share station. Is that correct?

11 MR. FEOLA: Yes.

12 MR. MAY: And is that -- I didn't see where
13 it was located in the site. Has that been
14 established?

15 MR. FEOLA: It has not.

16 MR. MAY: Okay.

17 MR. FEOLA: It has to be worked out with
18 DDOT.

19 MR. MAY: Okay. So, hopefully we can figure
20 that out before we make decisions about it. How
21 large is that station going to be?

22 MR. SCHIESEL: The size of the station hadn't
23 been determined. The current plan is to supplement
24 it with corrals on high game days because none of the
25 current station --

1 MR. MAY: Bike share corrals?

2 MR. SCHIESEL: Yes.

3 MR. MAY: Bike share corrals. So, they'll
4 operate it that way.

5 MR. SCHIESEL: Bottomless corrals.

6 MR. MAY: Okay. So, I mean, having more
7 detail on that I think will also be helpful. I mean,
8 I know right now you get heavy bike share use and the
9 bikeshare station at the Metro stop at Stadium Armory
10 fills up pretty quickly. And then it empties pretty
11 quickly after the game. So, can you clarify for me
12 what the future of the street car is? I know that
13 there are references to it being in the long-term
14 plan and then there are references to the fact that
15 it was killed. But I don't remember.

16 MR. SCHIESEL: I cannot.

17 MR. MAY: You cannot?

18 MR. SCHIESEL: I cannot comment on that.

19 MR. MAY: All right. So, we'll hold that for
20 DDOT.

21 All right. So, I'm going to keep rolling,
22 more on to some operational things.

23 The coordination with the Nationals and their
24 schedule, so you're going to absolutely guarantee
25 that there's never going to be a circumstance where

1 there are going to be games at both stadiums at the
2 same time.

3 MR. FEOLA: We are committed to proposing to
4 the Commission if the Commission is inclined to prove
5 the project to create a condition of the order, of
6 the zoning order, that prohibits that. Yes.

7 MR. MAY: Okay. So, what happens when you
8 have a game scheduled and the Nationals make the
9 playoffs, and they have to schedule additional games?
10 Are they going to work around your schedule? Have
11 they agreed to that?

12 MR. FEOLA: No, that hasn't been worked out.

13 MR. MAY: So, then it is possible that there
14 could be games on the same day. Or are you going to
15 move your game if they get scheduled with a playoff?
16 You don't have to be -- specify.

17 MR. HUNT: We could potentially move our
18 game.

19 MR. MAY: Potentially move your game. Okay.
20 So, I think we need clarity on exactly what you're --
21 how you're going to handle that circumstance.
22 Hopefully it's not an unlikely circumstance and the
23 Nationals make the playoffs again and --

24 CHAIRMAN HOOD: I'll tell you this, on that
25 note, I have some reservations about you making that

1 proffer to us because if you make the playoffs, you
2 make the playoffs, you just make the playoffs. If
3 both make the playoffs, they just both make the
4 playoffs.

5 But either way, I want you to think about
6 that before just, you know, telling us that because I
7 know circumstances do change and I want to piggy-back
8 on that because I want to know, what do other city's
9 do when that happens? You know, do they cancel the
10 game because the other person is having a game who is
11 around the corner? No. So, let's not do that here.
12 Let's think about that first. From my standpoint,
13 this commissioner's standpoint, don't just come down
14 here and say, well, if they have a game we're not
15 going to do it. No, let's not do it. Let's think
16 about that. Okay?

17 MR. MAY: Can I get an extra 30 seconds since
18 you just took some of my time?

19 CHAIRMAN HOOD: Did I take some of your --
20 oh, that's right. I forgot. I believe it's your
21 clock. You can actually have another minute.

22 MR. MAY: That's okay. So, what about
23 scheduling of other events, concerts, things like
24 that. I mean, it's you know, I know that sport
25 schedules are determined fairly well in advance, but

1 concerts may not be. So, how are you going to -- I
2 mean, it's easy enough for you to avoid them at your
3 venue, but what about, you know, you have your
4 schedule set, running across the entire summer, and
5 you know, the Nationals decide to schedule a concert
6 someday.

7 MR. SCOTT: I think it's going to take a lot
8 of coordination between both venues and both
9 organizations. I mean, if you look at Baltimore at
10 the Oriels and the Ravens, they can't host events on
11 the same day because they share parking. They
12 actually share certain utilities as well. So, I
13 think it's going to be important that we create an
14 agreement with the Nationals to be able to work
15 through some of these conflicts. I mean, we were at
16 RFK together for three years. Granted, that was a
17 different instance, but they can work together.

18 MR. MAY: Yeah, well, it's different when
19 you're sharing the same field.

20 MR. SCOTT: No, understood.

21 MR. MAY: And, you know, I guess part of this
22 may be a question for the District, because the
23 District has a common interest in both stadiums, and
24 I don't know what authority the District has to sort
25 of force everyone to the table to make these

1 agreements. But, I think we need to know that a
2 little bit better. Particularly if you're going to
3 proffer that there's never going to be an event in
4 both locations on the same day.

5 MR. MAY: All right. So, on to another topic
6 area.

7 So, overall, I think the design, the site
8 plan got better. I think there's still some work
9 that needs to be done. Who is the landscape
10 architect for this project?

11 MR. KNIGHT: Populous.

12 MR. MAY: I didn't know you did landscape.
13 So, tell me, I'm looking at the parking -- the pocket
14 parks. I wonder, I mean, they look like they could
15 become an attractive nuisance, right? They could be
16 places where people wouldn't want to sleep or places
17 -- I mean, it kind of looks like a skate park,
18 actually. So, I mean, is that really your intention
19 in terms of the design or are you going to design it
20 so that it's actually skate proof? Or do you want to
21 have a skate park? I mean, maybe that would be a
22 great thing. I don't know.

23 MR. KNIGHT: It could be. I don't think it
24 would be, though. No.

25 MR. MAY: Not if you're proffering it to the

1 community as a benefit. I mean, it's got to be what
2 it is, right?

3 MR. KNIGHT: So, we've located the three
4 pocket parks --

5 MR. MAY: Yeah.

6 MR. KNIGHT: -- in concept. They are in the
7 public realm.

8 MR. MAY: Uh-huh.

9 MR. KNIGHT: So, we'll have to go through
10 another process before those are actually approved.
11 But in concept --

12 MR. MAY: We won't be seeing a final design
13 of those. Or the final concept design of those.

14 MR. FEOLA: If you want to see a final
15 concept, we can provide that. But it is subject to
16 the D.C. Public Space Committees, ultimate --

17 MR. MAY: All right. So, I think we want to
18 see it a little bit more thoroughly than we've seen
19 it and so we understand that it's not just going to
20 become an attractive nuisance.

21 MR. KNIGHT: Right. We haven't actually gone
22 through a full design process.

23 MR. MAY: Right. Well, I think that's
24 apparent.

25 So, 1st Street, the way you've redesigned it

1 is not entirely within the PUD. Is that just -- I
2 mean, what's the deal there? That just has to do
3 with the way the lots are subdivided?

4 MR. FEOLA: Yes.

5 MR. MAY: Certain lots are in, certain lots
6 are out?

7 MR. FEOLA: Yes.

8 MR. MAY: Okay. And you're going to be able
9 to -- I don't recall in other circumstances where
10 we've had such a substantial portion of what's --
11 part of this being outside the boundaries of this
12 site. I mean, maybe with -- because it's just
13 considered a roadway improvement? I don't know, it's
14 a little bit different.

15 MR. FEOLA: And it is a little bit different,
16 and it's only the roadway that encroaches outside of
17 the boundary. We can adjust the boundary if that's
18 the Commission's preference.

19 MR. MAY: You can do that without subdividing
20 the site?

21 MR. FEOLA: The site is not subdivided, no.

22 MR. MAY: Oh, okay. Yeah. All right. I
23 think that would probably make sense.

24 CHAIRMAN HOOD: Okay, Commissioner May, I
25 actually added your extra minute, so you've had that.

1 So, let's go to Commissioner Turnbull and we'll come
2 back to you. Commissioner Turnbull.

3 MR. TURNBULL: Are you taking away time from
4 me, then or what?

5 CHAIRMAN HOOD: No, I gave him an extra
6 minute.

7 MR. TURNBULL: Oh, okay.

8 CHAIRMAN HOOD: That I took from him, even
9 though it was only 30 seconds.

10 MR. MAY: He's going to only take 11 minutes.

11 MR. TURNBULL: Thank you, Mr. chair.

12 Thank you for your presentation. There's
13 been a dramatic improvement, obviously, since set
14 down. So, we appreciate the efforts that have gone
15 into the redesign of a lot of -- there's still some
16 elements that are -- let me get back into what
17 Commissioner May was talking about, some of this
18 traffic issue.

19 The parking, the parking supply issue, and
20 the parking lots 10 minutes away, and you're in the
21 works of arranging this. But you do not have letters
22 of intent or anything right now with any of the
23 parking lots.

24 MR. SCOTT: We do for some, but not for all.
25 We're still in the planning stages of negotiating

1 with some of the lots.

2 MR. TURNBULL: Okay. When you do, can you
3 submit those for the record that you've actually
4 agreed to the lots and the terms that -- for which
5 you're going to be handling as far as number of cars
6 and how you're going to work with that?

7 MR. SCOTT: Yes.

8 MR. TURNBULL: Okay. You talked about the
9 valet parking for players. And we still have about a
10 15-minute walk from the Navy Yard, I think. We said
11 walking. Was that correct? Ten to 15 minutes?

12 MR. SCHIESEL: Depends on the route.
13 Probably the quickest is 10 to 11 minutes, or 12 if
14 you're -- depends on your walking speed. If you want
15 to swing by more restaurants and retail, it might be
16 a longer walk.

17 MR. TURNBULL: Are you -- is it your option
18 to at least provide maybe some valet for people that
19 may find it -- elderly, to get there? Are you
20 planning any kind of a supplemental transportation
21 system for people? Or are you depending them slowly
22 to take either buses or hoof it, or take a cab or
23 Uber or what?

24 MR. SCHIESEL: It's commonplace for events
25 that have, you know, a 10-minute walk to

1 transportation, or supply something for disabled
2 patrons. The exact solution we haven't determined
3 yet, but it's something we're expected to do.

4 MR. TURNBULL: Could you think about that,
5 then, and give us some ideas on how you plan to
6 handle that? Especially elderly or handicapped.
7 Anybody who might have trouble trying to make it to a
8 game?

9 The bike share, when you talk about the bike
10 share, and I assume one of the Department of
11 Transportation's request was that you fully fund the
12 bike share in their agreement. Are you willing to do
13 that for what was it, a year, I think, or so?

14 MR. FEOLA: Yes, sir.

15 MR. TURNBULL: Okay. You also mentioned
16 about a corral or that you would provide additional
17 bike places you would set up if -- depending upon how
18 many bikes are going to be showing up. Is it your
19 intent, then, to study this during this first year of
20 operation? And if so, propose changes to what you're
21 going to do for bike sharing, for the bike capacity?

22 MR. SCHIESEL: Yes. The concept is to
23 analyze every aspect of the operations plan during
24 the year, but especially bike parking.

25 MR. TURNBULL: And so then you would then

1 provide more site parking for bikes?

2 MR. SCHIESEL: Yeah, either whether it's
3 permanent racks or looking at temporary racks,
4 something that could be -- depending whether it's
5 needed on event days or not event days, or where it's
6 located.

7 MR. TURNBULL: And where would you put those,
8 do you think?

9 MR. SCHIESEL: Well, temporary racks could
10 even take anywhere from areas along the private parts
11 of 1st Street, or areas where there's room near the
12 plaza, or even spaces where you close on-street
13 parking during games. And instead of on-street
14 metered parking, you'd have temporary bike racks to
15 support bike parking for the games.

16 MR. TURNBULL: Okay. And I'm assuming that
17 since you've got so many bikes or we're looking at
18 seeing a lot of bikes, the on-site security is going
19 to be patrolling this area and, I mean, is there
20 going to be any kind of patrolling of bikes in that
21 area, or is that just part of the normal --

22 MR. SCOTT: It's part of the normal game day
23 staffing, just to you know, a perimeter security, you
24 know, staff that you have.

25 MR. TURNBULL: Okay. You talked about the

1 paths that people would take and recommended paths
2 either from the Navy Yard from the shuttle, from
3 getting off of Metro, or from garages. Are you going
4 to be working to add additional signage with
5 Department of Transportation to talk this? I mean,
6 is this part of what you're proffering, additional
7 signage? Or how do you intend to handle this?

8 MR. SCHIESEL: We'll be coordinating with
9 DDOT on signage. The team will definitely be taking
10 the lead on all types of social media website
11 information, working with walking routes. And we'll
12 coordinate with the District on signage and other
13 aspects of the plan to make sure this will also be
14 something that would be studied and updated each
15 year, to make sure that people --

16 MR. TURNBULL: Okay. But I mean if there are
17 people driving in or walking and they're not
18 necessarily always going to be on social media, not
19 everybody can get on Facebook or do something and
20 look at stuff. So, I mean, I think a lot of this
21 stuff is going to be just on the street directions
22 for people to be able to see and know how to get to.
23 Is it your intent to be able to work to proffer, to
24 be able to add additional signage? Or are you
25 depending upon the city to provide that signage?

1 MR. SCOTT: It's a combination of both. The
2 District is responsible for a certain amount of signs
3 within the site, and certain roadways in it within
4 our development agreement. And if there's additional
5 signage needed we'll take a look at that and work
6 with DDOT and others to make sure it's coordinated
7 properly.

8 MR. TURNBULL: But now, right now, you're not
9 proffering to be able to pay for any additional
10 signage.

11 MR. SCOTT: Not additional, no. Not unless
12 it's needed.

13 MR. TURNBULL: Could you think about that a
14 little bit more?

15 MR. SCOTT: Sure.

16 MR. TURNBULL: And get back to us? I guess
17 one of the -- I mean, the ANC is very concerned about
18 people coming in to the neighborhood. 4th Street
19 coming in, coming down. Do you -- I mean, other than
20 you simply said, we're going to try to mitigate this
21 but, do you have any real plans on how you're going
22 to try to avoid this? I mean, it's a big issue. I
23 mean, trying to not -- trying to keep people away
24 from neighborhoods.

25 MR. SCOTT: I mean, there will always be

1 people who will try to, you know, force their way
2 somewhere to get somewhere. The idea is to let
3 people know where they're going before they leave.
4 Where they're parking, how they should be routed, how
5 you know, part of -- how to be a good neighbor as
6 part of where the stadium is in a new neighborhood.
7 There's definitely not -- it's certainly not
8 beneficial for a patron to try to go through the
9 residential neighborhoods north of the stadium. It
10 will be a slow route, there's not -- there's no
11 parking lots there. It's not the most efficient way
12 to get there. And part of it is the messaging from
13 the team to do that, is to make sure that their
14 patrons know where they need to go and how to get
15 there, not circulating around looking for lots that
16 don't exist. But going straight to the lots that
17 they know they do exist, and where they will park,
18 and then walking to the stadium.

19 MR. TURNBULL: Okay. Thank you.

20 Getting back to -- I mean, getting back to
21 the Nationals and United, so it's your intent to at
22 least develop a letter of intent to provide to the
23 Zoning Commission that it is to the best of your
24 knowledge that you're going to try to not plan things
25 on the same day. You will provide something to us.

1 We've already talked about, there may be something
2 that comes up, but there would be a letter of intent
3 between the two bodies.

4 MR. FEOLA: Well, I can't -- excuse me, I
5 can't speak for the Nationals. All we can speak for
6 is what we are willing to commit to as part of this
7 PUD. If we can get the Nationals to buy into it,
8 we'll be happy to try.

9 MR. TURNBULL: Okay. Okay. Well, getting
10 back, carrying on with what Commissioner May had
11 talked about on the parks, I think a couple of the
12 parks look like they have got a lot of potential. I
13 think that they're interesting aspects to it. The
14 one that looks kind of flat, I think, is the one
15 where you have the fins. It just looks like you've
16 got some two-foot wide, or three-foot platforms sat
17 along the sidewalk, and it just, it doesn't look like
18 it's the kind of space that people want to sit and
19 relax or enjoy and it looks like you might find
20 people sleeping out there. It just, I mean, it --
21 some of the other ones have ins and outs and it looks
22 like you can gather, you can mix, you can mingle, you
23 can sit and enjoy and talk about the game or
24 whatever.

25 But the one on 2nd Street toward the end, by

1 the fins looks fairly flat. I mean, it just looks
2 like it's -- you've got some wild grass or something
3 growing in between these benches, but they look -- to
4 me it just looks like you've placed something there
5 and it just, there's real -- I mean, unless I'm
6 misreading it, and whatever your idea is, it just
7 seems like it's not quite the place that you'd want
8 to -- people would want to gather and sit and talk
9 about the game or whatever.

10 And just, one thought might be to revisit
11 that and take another look at how that might really
12 look down there.

13 MR. TURNBULL: One of the big things, I mean,
14 I've seen -- now the ANC is not in support right now.
15 You've had meetings with the ANC, and you've talked
16 about some of the issues. What is your -- I mean,
17 they have a lot of issues about parking and access
18 through the site. But are these the main stumbling
19 points that you faced?

20 MR. FEOLA: It seems like transportation is
21 the biggest ANC issue. And it seems to be more
22 directed at a -- I'm going to let the ANC speak for
23 itself -- be directed at a bigger picture of what is
24 proposed to happen in Buzzard Point beyond the
25 stadium, comprehensive traffic study that is more

1 inclusive than what Gorove Slade has done for the
2 stadium, or what DDOT has done in the past.

3 I don't think D.C. United can control that
4 bigger picture. And I don't think we disagree with
5 the ANC that maybe that's needed.

6 MR. TURNBULL: Right.

7 MR. FEOLA: But it's not -- you know, we just
8 have a building in a place that's going to have 3,000
9 or 4,000 people living here in addition to this
10 stadium.

11 MR. TURNBULL: Right.

12 MR. FEOLA: So, we're just a piece of that.

13 MR. TURNBULL: Yeah, and I think one of the
14 biggest -- I think my interpretation of what they're
15 saying is that yes, there is the bigger picture that
16 they're looking at. But I think they'd like to see
17 better control on your piece of the picture as to how
18 it impacts the rest of the neighborhood.

19 So, I think a lot of the issues which I had
20 mentioned might -- I think there needs to be better
21 defined as far as the planning as to whether it's
22 loading trucks, traffic coming in, and I think they
23 had a big thing about letters and have you really
24 finalized? Have you really made a committed plan to
25 controlling some of these issues? And I think that's

1 what they're really looking to see, not just some
2 words in a paragraph on a, you know, document. But
3 actually proof of the pudding that you've actually
4 gone out and done your homework on this to show that
5 you do have a solution for this, so. Mr. Chair,
6 I'll --

7 CHAIRMAN HOOD: Okay. Thank you. Ms.
8 Schellin, typically what I normally do when I see
9 young people come down, because I know tomorrow is a
10 school day, I would like for you to go out in the
11 hallway and find out whoever the adults are that are
12 with him, whether or not they came to testify and
13 what they need to testify, where they are in our
14 normal scheme of things, because I too went to school
15 at one time and I know how hard it is to get up in
16 the morning and go to school. So, we want to make
17 sure their minds are ready. So, I've always done
18 that with young people.

19 So, just bear with me. And let's go find out
20 where they are because what we may have to do is stop
21 at a point and start at our next hearing and bring
22 them back down because we don't want to keep them out
23 too late. Okay? If you can do that for me.

24 Okay. Vice Chair.

25 MR. MILLER: Thank you, Mr. Chairman. And

1 thank you all for your comprehensive presentation and
2 for all the work that you have done to improve the
3 project since we saw it, I think last March, I think
4 when we scheduled it for a public hearing. And so, I
5 think there have been a lot of improvements. And
6 thank you, D.C. United, for all that you've brought
7 to the city all these years.

8 And as I said at set down, this project has
9 been a long time in the making and it's still in the
10 making, but hopefully we're getting toward the finish
11 line.

12 So, there have been a lot of improvements
13 that I think -- the more recent improvements of the
14 1st Street realignment and the retail, the additional
15 retail, and the improvements to the plaza and the
16 park, and just the overall design is very
17 encouraging. This truly will be a transformational
18 project for the city, obviously for Buzzards Point
19 neighborhood, and for southwest. And it does have
20 the potential to have so much positive impact, and I
21 think it will.

22 But obviously, there are many questions that
23 still are there, and I agree with all of -- I mean, I
24 share the concerns behind all the questions that were
25 asked by my previous two colleagues, mostly centering

1 on transportation. And a lot of what's in the DDOT
2 report and in your own submission, it says this is
3 all going to be worked out in the transportation
4 operations and parking plan that has to be produced
5 before the stadium can open. I think DDOT has a
6 required timeline of six to 12 months.

7 What is your timeline on producing -- I mean,
8 ideally we would have that plan today. But, what is
9 your timeline on producing this transportation and
10 operations parking plan, and how does that compare
11 with when the Nationals stadium, TOPP, Transportation
12 Operations Parking Plan was produced, vis-à-vis,
13 where we are right now in terms of a zoning hearing,
14 leading up to deliberations.

15 MR. SCHIESEL: I worked on Nationals Park. I
16 would say at --

17 MR. TURNBULL: I know you did, that's why I
18 asked.

19 MR. SCHIESEL: At this time, out from first
20 game, we are well ahead of Nationals Park. They had
21 done what, I mean, what we have done. We've analyzed
22 existing patterns at games. We've analyzed existing
23 season ticket holders. We've done models of traffic
24 at how people get to and from parking, and looked at
25 preferred routing and developing some of those high-

1 level mitigation ideas. We've looked at comparable
2 MLS Stadium, what they do. We've looked at
3 pedestrian routing, including doing analysis of all
4 the sidewalk widths.

5 So, all the science that went into the six or
6 seven-minute snippet of what I said is kind of what
7 we've done. At this -- that was what Nationals Park
8 had done at around this time.

9 The operations plan is kind of taking the
10 science, taking the analysis, because kind of where
11 we are now is we have the strategies, and we have an
12 envelope. We know we've got maybe that publicly
13 accessible parking is around double our projected
14 demand. Do we know exactly which spots? Not now.
15 But do we feel comfortable that there's going -- that
16 there's enough? Yes.

17 The walking routes. Do we know exactly where
18 everybody is coming from? No. But our analysis, you
19 know, it was very conservative. So, we know that
20 there will be sufficient sidewalks there.

21 Do we know exactly where signs are going to
22 go? Not yet.

23 We've identified curb space for taxis and
24 other things. Do we know what the signs will look
25 like to identify it? No.

1 So, those are the things that the operations
2 plan is there. And the operations plan takes all the
3 strategies and the envelope what we have, and carves
4 it down to really a handbook that says, on game day
5 if your event is X size and it's a Saturday, here's
6 where the traffic control officers go. Here is where
7 the cones go. Here is where the signs go. These are
8 all the plans. Those things get assembled and I
9 would say Nats Park, we were working on it all the
10 way up to the day before, but the meat of it was done
11 three months to six months before.

12 Because what you need to do to really
13 assemble that handbook, you need to get MPD SOD, you
14 need to get WMATA, you need to get other operations
15 people on board, in the room. We met every week for
16 several months, just honing aspects of the plan,
17 thinking about what's going to happen on certain
18 days. And just there's certain details like what
19 type of parking regulations are going to exist in two
20 years. You know? What type of tools are in the
21 toolbox signage wise? What technology do we have to
22 really plan it out? Is there going to be a traffic
23 control plan at -- we're fronting on Anacostia for
24 their next phase. You know, that's going to affect
25 where you place signs.

1 So, yeah, we know we can generally put people
2 in that route, but exactly where we're going to put
3 signs, what they're going to say, is something that
4 we develop at those time in conjunction with that
5 group of people.

6 MR. FEOLA: And I think, Commissioner Miller,
7 that D.C. United is willing to commit to is having
8 that in place subject to DDOT's approval with the
9 input from the ANC, prior to receiving a certificate
10 of occupancy. So, the burden will be on us to make
11 sure it gets done, so we can open the stadium. We
12 just don't have that kind of detail. We can't even
13 get Metropolitan Police Department to meet with us to
14 talk about, you know, how their officers are going to
15 -- because they're just not there yet for them. Not
16 for their operations people.

17 You know, they're looking at this. Two years
18 they don't know what their manpower levels will be.

19 MR. MILLER: So, we need to see at least, at
20 a minimum, the written memorialization of the type of
21 condition that you're talking about --

22 MR. FEOLA: Yes, and then we'll -- MR.

23 MILLER: -- that would be a part of our zoning order
24 that --

25 MR. FEOLA: Absolutely.

1 MR. MILLER: -- 12 months or whatever months
2 before, before a C of O was issued, there will be a
3 transportation operation parking plan that has been
4 approved by DDOT and in consultation with the ANC.
5 We need to see that kind of memorialization of that
6 condition, in addition to the condition that you're
7 talking about, or the commitment you're talking about
8 with the -- to not have simultaneous events with any
9 events that are at National Stadium. Which as you
10 said, is going to be the burden -- unless you reach
11 an agreement, which again would be the ideal
12 situation, which should be worked on and the city
13 should help facilitate that.

14 But we need to see at least the written
15 memorialization of your commitment to reschedule
16 events if there's an event at National Stadium,
17 because the simultaneous game day -- simultaneous
18 events just doesn't work with our current -- with our
19 transportation system.

20 And as my other colleagues have said, to the
21 extent we can as many of the letters of intent that
22 you, or the commitments you have with parking lot
23 operators.

24 But of course, Nationals Park, which seemed
25 like a big challenge at the time, now seems easy

1 compared to what you're trying to do because these
2 Metro stations are located -- I mean, that
3 transportation is a block from Nationals Park.
4 You're talking about 10 to 11-minute walk. I think
5 it's more like a 15 to 20, but I haven't walked it
6 recently, but I know how long it takes to just cross
7 South Capitol Street, or to walk from one part of,
8 you know, the north part of Nats park to the south
9 park. I don't think it's a 10, 11-minute walk from -
10 - but if you timed it and you can reassure me that it
11 really is, I really think it's more like 15 to 20.

12 So, that's what gets me to the -- I really
13 think we need an answer from somebody, DDOT or the
14 applicant, to the top of page 26 of the DDOT report
15 saying that the transportation operation parking plan
16 must address the current lack of direct transit
17 connection between -- they're saying nearby metro
18 stations to the stadium site. I would say at least
19 from the Navy Yard Metro station, because that's
20 where you're saying is -- that's where most of the
21 parking lots are, are clustered in that area. And
22 that's where most people -- if you try to direct with
23 the pedestrian path that you created. But, I don't
24 see how this really is going to work for anyone
25 without having transit service or a shuttle from that

1 Metro station to the soccer stadium.

2 So, I'd like some reassurance on that, or
3 some commitment on that from somebody, because I want
4 this to work. I want this to be successful. And I
5 know you do. When I was at the Kennedy Center
6 recently they have -- I think that is a 10-minute
7 walk from the Foggy Bottom Metro station to the
8 Kennedy Center. They've got those red Kennedy Center
9 buses waiting to take people to the Kennedy Center,
10 just lined up waiting there. We didn't take it but,
11 it was a nice night and we had the time.

12 But, if you -- so, I just need, I need more
13 information on that from somebody as to how this is
14 going to work. Or if you -- to have some thoughts on
15 how to -- I'm sure you've had discussions about this.
16 You have any comment?

17 MR. SCHIESEL: I'll talk a little bit about
18 why our main recommendation is walking from transit -
19 - walking from Metro rail instead of some of the
20 other things you just mentioned. It comes down to a
21 numbers game. We want a high transit use stadium.

22 On a sellout, that's on order of around
23 10,000 people. That can be accommodated on trains.
24 But it is -- it cannot be accommodated on shuttles.
25 It's too many people if you want to try to shuttle

1 them all. So, I do think that, in the end some sort
2 of disabled shuttle or other buses will be provided
3 just -- there will be extra transit options as the
4 whole neighborhood developed.

5 But the stadium needs to rely on walking
6 transit -- transit riders walking from Metro rail
7 just because of the target we're aiming for. If we
8 were going for a lower transit use stadium and higher
9 driving, shuttles and other things could be
10 appropriate. But we don't feel like that's
11 appropriate for this urban area in the District to --
12 we were trying to aim high. And aim high means, we
13 need big vehicles with lots of seats and walking.
14 Relying on shuttles would just, it would I mean, just
15 taking 50 people, 40 to 50 people on a shuttle,
16 seeing how many trips you would need within an hour,
17 it becomes something that's just untenable to try to
18 shuttle everybody.

19 So, that's why we have developed a plan as we
20 did.

21 MR. MILLER: Okay. Well, I'll get into more
22 dialog with DDOT about that as well. It's their
23 comment that says there needs to be a direct transit
24 connection between there; between the Metro station
25 and the stadium.

1 So, let me ask you about the park, which is a
2 great amenity and public benefit. Is it just going
3 to be -- but I know you're going to have programming
4 some -- there's a reference to programming sometimes.
5 Is it big enough for a youth soccer game to be played
6 there? There's a shortage of soccer fields as you
7 know, in the --

8 MR. KNIGHT: In the current format it's not
9 big enough for youth soccer. Some kids could kick a
10 ball around in it, but you couldn't line a field out.

11 MR. MILLER: Okay. Well, I appreciate all
12 that the team does with D.C. Scores. That's an
13 incredible community benefit and I'll review the
14 community benefits agreement that you've put into the
15 record because I hadn't looked at that recently and
16 don't remember everything that's in it. But that
17 would have been another great amenity if you could
18 have added it to this, because since there is a
19 shortage of -- a great demand for youth soccer fields
20 in the city, as you know. Thank you, Chairman.

21 CHAIRMAN HOOD: What I'm going to do, I'm
22 going to deviate from the agenda, Mr. Feola, if
23 that's okay with you. I understand we have three
24 adults who have young people here and I'd like to get
25 them and hear from -- so, we're going out of order.

1 Commissioner Shapiro and myself will ask our
2 questions after these adults with the young people
3 can testify.

4 So, I'm going to call these three names.
5 Don't go too far. Maybe we just need three seats so
6 the young people come up too with their parents.

7 Kari Fulton, Wantu Wise, and Michael Johnson.
8 If you all can expeditiously come forward so you can
9 take those young folks home, they can get a good
10 night rest, and they can do well in school tomorrow.

11 Again, Kari Fulton, Wantu Wise, and Michael
12 Johnson.

13 Ms. Schellin, are they in here? Ms. Fulton,
14 if you all can come forward. Okay. So, we're doing
15 this so you can take those young folks home, get them
16 ready for school tomorrow. Okay? This is not our
17 first time doing it. We do this all the time down
18 here. Okay? All right.

19 Let's start off with Ms. Kari Fulton. You
20 have five minutes. Once you get ready you may begin.

21 You have -- I'm sorry. If you can give them
22 to Ms. Schellin. Well, in that case, why don't we go
23 with Wantu? Is Wantu? You want to go first? Okay.
24 Well, we'll wait on you. Take your time.

25 [Pause.]

1 CHAIRMAN HOOD: And then, Mr. Feola, you all
2 will come back up and then Commissioner Shapiro and
3 myself will ask our questions and we'll do
4 evaluation, see how we're looking, because I know my
5 colleagues have some additional questions. So, we
6 have to do another round for sure.

7 Okay, Ms. Fulton, you may begin. Turn your
8 mic on, identify yourself, you may begin.

9 MS. FULTON: Awesome. Thank you so much. My
10 name is Kari Fulton. I'm the environment justice
11 organizer with Empower D.C. Thank you for taking
12 this time and also for allowing us to testify
13 earlier.

14 We did bring a bus full of residents from the
15 near Buzzard Point community who are directly
16 impacted by the planned unit development for the
17 soccer stadium site. They live fence line to where
18 that development is. They are the closest
19 residential area to where the planned site is.

20 First and foremost, I'm presenting for
21 Empower D.C. Empower D.C. is a city-wide multi-issue
22 membership based community organizing project.
23 Empower D.C. builds campaigns to address key issues
24 that directly impact our membership. The
25 organization is led by its membership, board of

1 directors, and staff.

2 In 2015, members of Empower D.C. who reside
3 in the near Buzzard Point community reached out for
4 advocacy support in regards to the planned
5 development in Buzzard Point, including the
6 remediation of several brown field sites, for the
7 construction of the new D.C. United soccer stadium.

8 Plans for the remediation, construction, and
9 traffic flow for the stadium raise many concerns and
10 issues for our members. Empower D.C. is requesting
11 that approval of the D.C. United planned unit
12 development be denied until the concerns of the
13 community have been adequately addressed.

14 Furthermore, we have not seen the human
15 health risk assessment that was supposed to be
16 developed by Haley and Aldrick (phonetic) the
17 environment engineers for the project. It has not
18 been released to the public or added to the exhibits
19 for the case, 16-02.

20 It was, however, a PowerPoint of that
21 assessment, was addressed at a community stakeholder
22 briefing, and it was supposed to be released in
23 September. It was given to DOEE and it has not been
24 released to the public. And that would lay out the
25 basic plans for how they were going to deal with

1 health risk, human health risk for the workforce on
2 the construction site.

3 Now, if we don't have that then it's very
4 difficult for us to know how the fence line community
5 will also be impacted and also how the community
6 residents who may also end up getting jobs on this
7 site will be impacted.

8 So, we also say the New Jersey Institute of
9 Technology offered a review of the voluntary clean-up
10 action plan submitted by Haley and Aldrick, and the
11 review provides a set of recommendations to protect
12 community health during the remediation process.
13 Some of those safeguards include developing an air
14 monitoring and dust control plan. Empower D.C.
15 community members have requested that residents in
16 the community closest to the construction site
17 receive high efficiency particular air purifiers,
18 HEPA air purifiers, HEPA vacuums, and dust mats to
19 reduce exposure to toxins from potential exposure to
20 contaminated fugitive dust from the site.

21 We are also asking for air monitors to be
22 placed in the adjacent neighborhood. Not just on the
23 site of the construction.

24 We are requesting that community safeguards
25 be put in place prior to remediation of the site, not

1 after, not during, but beforehand.

2 The D.C. United Stadium plan in conjunction
3 with the Buzzard Point framework and implementation
4 plan offer real threat of displacement for the local
5 community, results from the community health and
6 safety study showcase that in the census track 0064,
7 that is closest to the planned unit development,
8 there is a significant economic gap between the
9 residents of census track 64 and the surrounding
10 community.

11 The soccer stadium will more than likely lead
12 to an increase in rental costs and property taxes
13 that may lead to displacement of some current
14 residents of the area. This shift in demographic
15 will make it difficult to monitor potential long-term
16 adversary health impacts of the remediation on the
17 community.

18 We are requesting that all necessary health
19 safeguards be put in place before remediation,
20 including a strategy for short and long-term
21 monitoring of health concerns for the community.

22 Empower D.C. stands in solidarity with ANC 6D
23 resolution in opposition of the D.C. United Stadium
24 planned unit development. This document has already
25 been placed as Exhibit 92 and case 1602.

1 We have also included the New Jersey
2 Institute of Technology review of the voluntary
3 clean-up action plan as a supplement to this
4 testimony.

5 We also, as I mentioned before, are thankful
6 that you allowed us this opportunity to present our
7 testimony and hope that you take into consideration
8 the children that you heard in the back who live in
9 the community. Thank you.

10 CHAIRMAN HOOD: Okay. Thank you. Wantu
11 Wise. Turn your mic, just -- and when it lights up,
12 it's on.

13 MS. WISE: Okay.

14 CHAIRMAN HOOD: There you go.

15 MS. WISE: Yes, good afternoon. Thanks for
16 having us again. I'm Wantu Wise.

17 The reason why I'm here is because I have a
18 big concern about the community as well. I've been
19 living in that community for 19 year -- it's almost
20 19 years, and we never had a problem with dust and
21 all of that that's going on.

22 Since you all is building all these holes and
23 everything, we getting a lot of rodents in the
24 neighborhood. And that right there is one of the
25 causes of asthma. And my son that's now three years

1 old, he has that. And he has to be on the pump twice
2 a day, once at night, once in the morning, so he can
3 get out and enjoy life. Without that he would be
4 sitting in the hospital again and I don't want to see
5 that.

6 Now, far as the stadium, I don't have no
7 problem with soccer or none of that. But in that
8 particular community, you're taking a lot of homes
9 away from people, the commute, meaning the traffic
10 that's going in and out of there, I done seen several
11 kids get hit by cars because of the stadiums and the
12 construction building and all of that.

13 I just want you all to take in consideration
14 of the babies, because they are our future. And
15 without them it's getting totally messed up out here
16 because the adults only thinking about their self.

17 Now, only thing I can see about this stadium
18 is that it is going to bring in money. That's the
19 only thing I can see about why they so adamant about
20 building a stadium. We already have one, and that's
21 good. But another stadium? No. I'm against it,
22 because like I said, I think the only thing that's
23 going to do is bring in money for the city. Thank
24 you.

25 CHAIRMAN HOOD: Thank you. Michael Johnson.

1 MR. JOHNSON: Good evening, Chairman.

2 CHAIRMAN HOOD: Turn your mic on, make sure
3 it's -- lights up, you're good to go.

4 MR. JOHNSON: Is it on?

5 CHAIRMAN HOOD: There you go.

6 MR. JOHNSON: Okay. There we go. Good
7 evening, Mr. Chairman, Commissioners, guests, ANC
8 representative, resident council offices, and the
9 indigenous residents of the great Southwest
10 Washington, D. C.

11 My name is Michael K Johnson and I'm the CEO
12 and Executive Director of the Irons and Sevens Fire,
13 Incorporated, 501C3. I'm a native resident of the
14 District of Columbia, born at 707 Half Street
15 Southwest, and raised in Southwest D.C. throughout my
16 life.

17 I'm here today to testify on behalf of the
18 indigenous Southwest community residents concerning
19 the community engagement initiative of the D.C.
20 United Soccer stadium construction project.

21 We will discuss four long-time community
22 concerns prior, during, and after, to the planned
23 soccer stadium proposal, environmental, public
24 health, displacement of current residents, public
25 safety, and workforce development. Real true and

1 successful community assets, community engagement
2 initiatives, and development projects of this nature
3 involves the actual community residents in all
4 aspects of the project.

5 The indigenous community is involved in all
6 scheduled meetings, including engagement assessment,
7 planning design, decision making, implementation
8 management, and the evaluation of all, I repeat all,
9 phases and aspects of the development process from
10 the beginning to the end. We don't just hear about
11 decisions being made. We're involved in the
12 decision-making process.

13 We have the greatest and sincerest interest
14 and investment and need for the successful
15 development of the project because the project is
16 being created on our homelands, where we have lived
17 for years and/or for all our lives.

18 Environment public health. When we look at
19 the concerns about the soil and environmental
20 contaminates that are, can, or will be unearthed from
21 the construction of this project, these contaminates
22 affect our residents in many capacities. Including
23 the quality of the air which is breathed under normal
24 conditions. The water that is used on a normal -- on
25 a daily normal bathing for -- basis for bathing,

1 cooking, and just simple exposure or touch. These
2 are the conditions and circumstances that may have
3 affected some of the indigenous populations as a
4 result of the poor environment and public health
5 oversight regarding this development project.

6 We have two studies which resonate lack of
7 indigenous community engagement and public health
8 illegality of construction on the current
9 construction site. See the brown field stubble --
10 the brown field study, 1998. And the Army Corps of
11 Engineers environment study of 1947.

12 Displacement of current residents,
13 gentrification, the lack of personal and social
14 resources that have been denied the residents of low-
15 income and public housing property residents for
16 almost a century in this community. Residents of
17 Southwest have been under-resourced and deprived
18 public housing and deprived public housing properties
19 and other residents have been transferred from other
20 housing properties.

21 We deserve every opportunity to receive the
22 benefits which this development brings to our
23 community. We have developed social support service
24 programs to identify or recommend residency placement
25 for these concerned residents to be able to live and

1 retain their family, culture, history, legacy, and
2 contributions for the remaining of their lives.

3 Public safety and mental health. There is a
4 public safety and mental health aspect associated
5 with social genetic conditions that have increased
6 the likelihood that an individual would be exposed to
7 the presence of the aforementioned contaminant
8 releases, exposures, and the abuse of illegal drugs
9 to the extent that substance abuse will escalate.
10 These risk factors include the availability of drugs,
11 poverty, educational levels, criminal involvement,
12 social changes, peer influences, other employment,
13 under employment, or unemployment, type of occupation
14 and cultural attitudes, individual risk -- individual
15 risk factors include being a victim of child abuse,
16 personality disorders, the extreme changes in family
17 situations, interfamily dependency, academic stress,
18 poor academic performance, social deprivation,
19 depression and suicidal behavior.

20 With gentrification individuals are separated
21 from family and friends, transferring from other
22 housing properties to accommodate public housing
23 reduction.

24 Workforce development. There are substantial
25 opportunities that need and should be contributed to

1 the residents of this community. They are trained
2 certifications, they are training certifications, and
3 skilled developmental licenses that need to be made
4 available in the social fabric development of the
5 community. Too often we rebuild a physical and
6 structured development of community, and neglect a
7 social fabric development of the community.

8 The development of the indigenous population
9 of the community which already occupies --

10 CHAIRMAN HOOD: Mr. Johnson, Mr. Johnson, I'm
11 going to need your closing thought. We have your
12 testimony from --

13 MR. JOHNSON: I got one minute. I'll finish.

14 CHAIRMAN HOOD: I'm going to need your
15 closing thought.

16 MR. JOHNSON: Okay.

17 CHAIRMAN HOOD: I actually have it in front
18 of it if you're reading from here, but I'm going to
19 need your closing thought. Go ahead and give it to
20 us.

21 MR. JOHNSON: Okay. These are the mirage
22 contributions, opportunities, and outcomes of the
23 true residential involvement and implemented
24 community engagement initiative. We have developed a
25 social support service delivery program to identify,

1 recommend, address, and provide those needed services
2 to the indigenous population of ANC single-member
3 district, 6D.

4 We want collaborations in this project. We
5 support the issues presented by Empower D.C. thank
6 you for the opportunity to share my thoughts with
7 you. I remain at your disposal for further
8 discussion and would be happy to answer any questions
9 now or at a later time.

10 CHAIRMAN HOOD: Okay. Thank you.

11 MR. JOHNSON: This being submitted.

12 CHAIRMAN HOOD: Thank you very much, and we
13 do have your testimony and will continue to finish
14 for ourselves.

15 Let's see if there are any questions or
16 comments of this panel.

17 Okay. Does the applicant have any cross?

18 Does the ANC have any cross?

19 MR. LITSKY: Yes, I do.

20 CHAIRMAN HOOD: Of this panel? Come forward.

21 MR. LITSKY: Good evening, and I'm glad that
22 you came down to testify today. As a 40-year
23 resident of Southwest I really appreciate that you
24 guys came down.

25 I did have question of the lady from the

1 environment justice --

2 MS. FULTON: From Empower D.C.

3 MR. LITSKY: Empower D.C. You had mentioned
4 that there was a committee meeting in September where
5 promises had been made to provide X. What was that X
6 again? Could you clarify that?

7 MS. FULTON: So, at the community meeting on
8 September 8th, I believe, the community stakeholder
9 meeting, there was a presentation on the human health
10 risk assessment that was supposed to be provided for
11 the community in regards to the plans for the
12 construction, how they were going to handle health
13 concerns for those who are living -- who are working
14 on the site, as well as the fence line community.

15 That PowerPoint was presented, and in the
16 PowerPoint, it said that the plan was supposed to be
17 submitted to DOEE in September.

18 However, when I looked through the records,
19 when I looked through the exhibits, I still have not
20 seen the final document for that human health risk
21 assessment.

22 MR. LITSKY: Well, that was a concern that we
23 at the ANC had as well, and I had that and I've
24 expressed that in my testimony. My question is, did
25 you ever get a copy of the PowerPoint itself?

1 MS. FULTON: I did get a copy of the
2 PowerPoint. I requested it from Victor, who works
3 with D.C. United, and I believe Troy sent it over to
4 me, and that was maybe a couple weeks ago.

5 MR. LITSKY: Okay. But it was definitely
6 your understanding that we, we or the community, is
7 supposed to have a copy of what had been sent to DOEE
8 and that was promised to be provided?

9 MS. FULTON: Yes, that was promised to be
10 provided. There was also promise of having continued
11 monthly meetings that have not yet happened, so we're
12 still waiting on the confirm date for a potential
13 December meeting.

14 MR. LITSKY: Yeah, I understand that the last
15 two monthly meetings have been canceled. Isn't that
16 so?

17 MS. FULTON: Yes, that's, that's accurate.

18 MR. LITSKY: Okay. Thank you.

19 MS. FULTON: You're welcome.

20 CHAIRMAN HOOD: Okay. Thank you. I will ask
21 some follow up questions later on about some of the
22 material so we appreciate you all coming down and
23 taking the time to give us your presentation. Thank
24 you.

25 MS. FULTON: Thank you.

1 CHAIRMAN HOOD: Okay. I'm going to ask the
2 applicant -- any questions up here? Okay.

3 I'm going to ask the applicant if you can
4 come back. Thank everyone for indulging us.

5 MS. FULTON: Thank you. You all have a good
6 night.

7 CHAIRMAN HOOD: You do the same. Thank you.
8 Okay. Let's go to Commissioner Shapiro.

9 MR. SHAPIRO: Thank you, Mr. Chair. Most of
10 my questions are related -- actually, first let me
11 say that I did have the opportunity to watch the live
12 stream of the first hearing that was held last March,
13 and as many of my new colleagues, new to me, not new
14 to each other, have said, this is a pretty
15 substantial improvement over what I saw from last
16 March and I appreciate it. I appreciate the work
17 that went into that.

18 Before I go into my questions, which are
19 mostly related to transportation, I did want to
20 follow up on one of the things that we heard from the
21 folks in the community related to human health impact
22 from the process. And I'm actually not quite sure,
23 Mr. Chair, if that's a question that is addressed to
24 our legal counsel or district agency, or to the
25 applicants. I would look for a little direction on

1 that.

2 CHAIRMAN HOOD: Right now, Commissioner
3 Shapiro, let's just refer it to Mr. Feola, and we can
4 also get other advice from our counsel at a later
5 time. But we can always push that to Mr. Feola and
6 let him either ask -- answer it now or give us
7 something in writing on that issue. So.

8 MR. SHAPIRO: Thank you. And I think, you
9 know, there were lots of issues that were brought up
10 but the one that stood out the most for me is, is
11 there any objection? Is there something that I am
12 not mindful of, the idea of starting to assess any
13 potential health, negative health effects, starting
14 before the process begins as they are asking -- as
15 some members of the community are asking for, and
16 monitoring beyond the perimeter of the actual site.
17 So, to really get at this issue of what might
18 be the negative impact from the construction and the
19 fence line communities.

20 MR. FEOLA: I think where the -- what I heard
21 the community say, both here and in other meetings,
22 community meetings, it's a much bigger problem than
23 the D.C. United soccer stadium.

24 The young lady that was talking about her
25 child with asthma, very serious problem. We haven't

1 started construction. I mean, there is something
2 going on there that we don't -- we can't control.
3 It's not on our site. It's happening.

4 So, I think it is an undue burden to put on
5 an applicant for a building, notwithstanding it's a
6 big building, to take into account some other things
7 that have been happening on this part of the District
8 for years and years and years. And very unusual in
9 the context of a zoning form, quite frankly.

10 Can we do it? I guess we can control what we
11 can control. But we can't do anything with the
12 concrete plan. That's not our property. That's
13 what's causing the problem, we've heard it 10 times
14 at community meetings. There's dust in the air.

15 I mean, I think -- I have to look at my
16 friends that work for the District agencies that are
17 supposed to control that stuff. So, can we do an
18 assessment as to our site? Yes. I don't know how
19 much we can go past that.

20 MR. SHAPIRO: Was it your intention, is it
21 your plan to do an assessment on your site related to
22 the workers on the site? Is that something that is
23 built into the plan right now?

24 MR. FEOLA: Yes. Troy, you want to --

25 MR. SCOTT: Yes. I'm sorry. There's a human

1 health risk assessment that has been turned in to
2 DOEE. We're awaiting a second round of comments, but
3 yes, it is part of the process and part of the plan.

4 MR. SHAPIRO: Okay. So, it would make sense
5 to me for communities that are so proximate to
6 make -- the negative health benefits aren't going to
7 stop at your fence line. And I hear you loud and
8 clear that this is much more than just your
9 development, your project. But there's something in
10 between that -- and I'm not sure, Mr. Chair, I'll
11 leave it to you with follow up questions around this
12 too, but that did concern me that we might think that
13 that human health risk assessment would stop at the
14 fence line.

15 But let me go on to the questions that I had,
16 which were mostly related to transportation and
17 really it's joining with and amplifying a lot of the
18 comments from my colleagues, and especially related
19 to bike ped.

20 So, the big question that I had was, most of
21 your responses, and even when I looked in the detail
22 of the written record, I didn't get a sense that the
23 bike plan was completely flushed out. So, part of
24 that is I think that your idea that this might be
25 quite unique, that this facility might be uniquely

1 suited to bicycle transportation because of the
2 distance from the Metro stations, because of the, you
3 know, the bike friendly communities that are around
4 it, I think that's right. And from what I saw it
5 looks like you may be developing something that's
6 going to start out of the gate quite under capacity
7 for the demands.

8 And I'm wondering if you have a specific idea
9 of what you think the sort of mode splits are going
10 to be. I mean, are you projecting how many bike
11 rides?

12 MR. SCHIESEL: In short, yes. Because
13 there's been multiple studies, some of the pieces are
14 in different documents and you know, some of it's in
15 the heads of me and some of the other, you know,
16 people at DDOT that have been talking through. And
17 maybe it's as simple as we can follow up with
18 something that kind of coalesces all the bike
19 planning on to something short and sweet that takes
20 all the routing ideas, all the other ideas we had,
21 and put it together.

22 We would know -- I mean, other bike friendly
23 stadium, I'm forgetting the name of Portland's
24 facility. They have around 350 racks. You know,
25 combined we're committing to, at the start, a minimum

1 of 400. So, that puts us in the range of already
2 accommodating five percent, and we expect it could go
3 higher. And we've had the discussions. Maybe not
4 everything has made it into the reports on the
5 record, but if we need to we can put together a
6 little -- a summary of backing up what I said before.

7 MR. SHAPIRO: I appreciate that. And I think
8 there's two ways that I'm looking at this. One is
9 the bike racks for people who may live -- who live
10 close enough who are going to ride their bike there.
11 But I'm really thinking of Bikeshare and the capacity
12 at the Metro stations, and how quickly are those
13 going to go because partly this isn't just your
14 stadium. It's how people get to your stadium, where
15 they're coming from, and is there enough capacity
16 there.

17 So, what I'm most curious about is are you,
18 you know, is it clear to you, are you projecting how
19 many folks are going to take advantage of that
20 transportation mode? And is there enough capacity
21 out of the gate?

22 And I think partly, you won't know this,
23 you're going to drive people's transportation
24 behavior depending on how you design this. And it
25 seems to me if there ever was something to put excess

1 capacity into, it would be that, and that might be
2 quite transformative. And it would help solve some
3 of the vehicular transportation problems. And I
4 think it is a long walk. And because it's a long
5 walk, I imagine that if you had enough capacity that
6 you'd find a whole lot of people who are going to
7 step off the Metro, jump onto a bike, and be at the
8 stadium in five minutes. Or four minutes, rather
9 than 10 to 15 minutes.

10 But those are going to go quick. Now, some
11 of this is a question of what would be on your dime,
12 because that's building capacity 15 minutes away from
13 your facility. But it feels clear to me that it
14 really supports your facility if you're able to do
15 it.

16 So, the study that you're suggesting, that
17 feels very important to me, to find a way to flush
18 this out and to say, if you are imagining this many
19 bike rides, then are you really building the capacity
20 to handle that.

21 And the same thing with this, the bike valet.
22 I don't quite understand that, but it does feel like
23 as you're describing it, it's going to be -- it feels
24 like it's going to be overwhelmed on game one. And,
25 you know, all these issues around staffing that you

1 will all figure out that really is a little bit
2 outside of our purview. But a number of things that
3 my colleagues have talked about really resonated with
4 me. Commissioner May's -- the location of this --
5 now it may need to be there for lots of other
6 reasons, but from a bike transportation perspective
7 it's got to be in the worst possible location.

8 So, then for me what it flags is well, then,
9 how much of a priority is this? But when I hear your
10 words, you're pretty clear that you get that bike
11 transportation may end up being quite transformative
12 for this.

13 So, most of my questions are really around
14 that and a lot of it is building off some of what my
15 colleagues have said. And perhaps the answer to it
16 is what you said, which is some kind of more flushed
17 out bike transportation plan.

18 And the last thing I'd say is how I didn't
19 see it, but you may have put it in there and I missed
20 it, but where bicyclists and walkers clash. And with
21 this much capacity on bicycle, which I think is going
22 to happen, I think you're going to run into lots of
23 problems with bike ped conflict, and how well have
24 you thought that out.

25 So, I'll stop just asking questions and if

1 there's any responses to that.

2 MR. SCHIESEL: A lot of what you said has
3 been thought out. I'd say, as far as planning for
4 cyclists, we would love to have more cyclists show up
5 in those 400 racks on the first day. And it would
6 take no time to place orders for temporary racks and
7 figure out where they need to go, and to work with
8 Bikeshare --

9 MR. SHAPIRO: Let me interrupt you. You're
10 talking about people that are going to ride their own
11 bikes, though, right? When you say racks?

12 MR. SCHIESEL: Yes.

13 MR. SHAPIRO: All right.

14 MR. SCHIESEL: Well, it's a combination of --
15 we think of -- bicycle planning, you have to plan for
16 different types of cyclists. Whether they're
17 beginners or experts, as in what type of facility
18 they're comfortable cycling on. And the same kind of
19 goes to parking.

20 Some cyclists, if they have a really nice
21 bike, are going to only use the bike valet. Some, if
22 they're trying to get quick in and out, will go
23 straight to the gate where their ticket is and find
24 the closest rack or maybe a sign post. It's kind of
25 hard to control some of what -- some of the behavior

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1 there.

2 Others maybe if they didn't bike to work that
3 day for a weeknight game, will hop on a Bikeshare.

4 To know exactly how this -- what type of
5 cyclist is going to be, we're not sure.

6 MR. SHAPIRO: But how many people are you
7 projecting will walk to the stadium from a Metro
8 station?

9 MR. SCHIESEL: We have different projections
10 for different types of games, and sentences. It's a
11 high percentage when you count the transit -- all the
12 people at Metro rail and all the people walking in
13 from parking garages. It's a very high amount. We
14 expect the Metro can get close to 50 percent certain
15 times. You know, close to eight to 10,000 people.

16 MR. SHAPIRO: So, just to build on that, a
17 typical cabbie station, a big cabbie station in D.C.
18 is going to have, what, 25 bikes? Thirty bikes? A
19 big one.

20 MR. SCHIESEL: Yeah, Capital Bikeshare fills
21 a different role than other types of cycling and
22 other types of transit within the District. It's
23 generally not used for shuttling large numbers of
24 people. It's not a mode that you rely on for a
25 commute, you know, downtown. And it's a mode you

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1 rely on to fill in links, short gaps, and other
2 times. Maybe people who are looking for trying out
3 cycling a few times. But the majority of people we
4 expect to show up would be on personally owned, on
5 bicycles.

6 MR. SHAPIRO: And all I would say is I would
7 encourage you to rethink that. And I think that
8 given the distance from the stations you might find
9 there's a massive demand for decent bikeshare.

10 MR. SCHIESEL: Well, I would say --

11 MR. SHAPIRO: And even petty cabs, actually,
12 is another one that might just sort of start to fill
13 a niche.

14 MR. SCHIESEL: The plan for bottomless
15 corrals is the current standard of how do you expand
16 bikeshare for large events, and that is currently
17 what we're planning. We're not saying that we're
18 going to have one rack and that's it. If anybody who
19 brings a bikeshare here will not be blocked from
20 getting to the station, that's the point of the
21 bottomless corral.

22 But, there's a limit. You know, there's only
23 so many bikeshare stations biking distance away. You
24 know, it's not like you're going to get them -- to
25 get to the numbers we're thinking of, five percent,

1 on a weekday. On a weeknight, we've even said I
2 wouldn't be shocked if five, 10 years that the
3 stadium is open we're getting 1,000 on a weeknight.
4 Just because where the bike commute mode is going on
5 weeknights in the District, 90 percent of that,
6 probably higher, would be on personal owned bikes,
7 not bikeshare. Just the nature of how that mode
8 works versus the other modes, the types of cycling,
9 that's what I would predict.

10 MR. SHAPIRO: Okay. Thank you, Mr. Chair.

11 CHAIRMAN HOOD: I'm not going to ask a whole
12 lot of questions about bicycles because I'm trying to
13 figure out when I'm hearing this discussion, and
14 unfortunately I haven't been to a soccer game. But
15 I'm just trying to figure out, do people really ride
16 bicycles to -- I mean, I guess they do because
17 Commissioner May said they chain them up all along
18 the fence by RFK. But is that the main need of --
19 means of coming to a soccer game on a bicycle,
20 because that seems to be the big discussion up here.

21 Is that what goes on at soccer games? I
22 don't know. I can tell you this, when I'm in FedEx
23 Field, I don't see a whole lot of bicycles. Maybe
24 it's a different area. Or maybe it's a different
25 sport, it's different. I'm not that up on soccer.

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1 But I just, I'm just hearing a lot of concentration
2 on bicycles getting to the game.

3 And I'm not saying there's anything wrong
4 with it. I'm more concerned about the stadium, or
5 the stadium's design standing the test of time. Is
6 it going to be outdated like some of the other
7 stadiums have been for years? I'm more concerned
8 about that. Is there room to grow? Is there room to
9 make different changes?

10 And I know you have 19,000 seats now. How
11 many season tickets do you have? And I think I saw
12 some in that, but I mean, do you expect that to grow?
13 Is this a stadium where we can grow, or is it going
14 to be outdated two years after we build it? And I
15 know those are a whole lot of questions but if
16 somebody can help me with those, I greatly appreciate
17 it.

18 And I think somebody said, stand the test of
19 time. That's where I am. Does this stadium stand
20 the test of time?

21 MR. KNIGHT: I think in terms of the design
22 and the amenities, it will stand the test of time.
23 Whether we can add seats is questionable. The site
24 is, as I said in my opening remarks, the smallest
25 site we've ever placed a MLS stadium on. And at this

1 point I don't think that there is a way to add a lot
2 more seats.

3 CHAIRMAN HOOD: What is your attendance like
4 now?

5 MR. HUNT: We average about 16,000 to match
6 at RFK. We sell out more towards the end of the year
7 as the playoffs ramp up. But from a season ticket
8 membership perspective we expect we'll have about
9 13,500 season ticket members at the new building.
10 And so, we think the number 20,000 with standing
11 room, is the right number. We think that's the right
12 number for the next, you know, 30 plus years. So,
13 we're very excited about the design and think this is
14 going -- this will stand the test of time.

15 CHAIRMAN HOOD: Okay.

16 MR. HUNT: Yeah.

17 CHAIRMAN HOOD: So, you factored in that
18 growth with the stadium. So, we factored all that in
19 to you growing because you're going to have people
20 like me now who started watching the World Cup thanks
21 to Commissioner May, about two years ago. So, you
22 have people who have an interest now, who have taken
23 an interest in D.C. United and soccer in general.

24 MR. HUNT: Right.

25 CHAIRMAN HOOD: And so you factored in that

1 reasonable growth within what you presented to us
2 today.

3 MR. HUNT: That's correct.

4 CHAIRMAN HOOD: Okay. Let me ask, one of the
5 things we did -- well, presented to us when we did
6 National Stadium, was that they wanted to make sure
7 that it was vibrant, even during off-season. Is that
8 the goal here, to make sure that -- I'm sure that
9 Buzzard's Point is going to be vibrant once it's all
10 built out. But is that the goal to try to make sure
11 that we have people come down, even when D.C. Unite -
12 - when it's out of season, even when D.C. United is
13 not playing. Is that the goal to have people come
14 down, use some of the retail?

15 MR. SCOTT: No, absolutely, and you know, our
16 season, we roughly only have about, you know, three
17 months off in general in any case. We can go as late
18 as early December if we go into the championship.
19 And depending what tournaments we make, we could play
20 a match as early as mid-February. So, there's not a
21 ton of downtime, but I think that's when we
22 challenged Populous with a lot of design aspects it
23 was, you know, create us, you know, multipurpose
24 spaces. You know, we have a club space that we can
25 hold, you know, roughly six, seven, 800 people.

1 We have a few other areas like that as well.
2 Suites can be used on a daily basis by suite holders.
3 So, there's a lot of things that we are doing, and
4 then working with the stakeholders to create --
5 sorry, to add in the retail as well.

6 CHAIRMAN HOOD: Okay. One of the things that
7 concerned me earlier when I took up some of
8 Commissioner May's time, was about the coordination
9 between Nationals and D.C. United. You know, things
10 happen. You make the playoffs, you know, they make
11 the playoffs. I guess, Mr. Schiesel, if we were to
12 have simultaneous events, and I think -- I don't want
13 to put words in your mouth but I think I gathered
14 that the infrastructure would not hold. Is that
15 correct? The transportation infrastructure?

16 MR. SCHIESEL: Yeah, if you reach a total
17 combined attendance not that far past what Nats Park
18 has already on a sell out, you would strain the
19 system. I'd be most concerned about Metro rail and
20 the capacity at Navy Yard Station, even if you had
21 extra parking garages to park people. It would
22 create a problem for the goal of having a high
23 transit use stadiums.

24 CHAIRMAN HOOD: So, right now when we have
25 the Wizards, and I know they're in different areas so

1 that's probably the difference but let me just put it
2 out there anyways so I can understand. When we have
3 the Wizards, the Nationals and the Redskins playing -
4 - that's right, the Redskins don't usually make the
5 playoffs, but when you have them playing -- that was
6 low. I'm a Giant's fan. I shouldn't have said that.

7 But when you have that, I guess because of
8 the different areas, that wouldn't put so much of a
9 strain. So, this makes it different because it's
10 kind of in the same area with D.C. United and the
11 Nationals. Is that how you look at that?

12 MR. SCHIESEL: Proximity is probably the
13 major factor. Another factor is the Wizards, or you
14 know Verizon Center, has multiple Metro stations to
15 use, including more escalators, more stairs, more
16 vertical capacity and more line capacity because
17 there's more -- more lines go through there. That
18 really helps. The same way Todd is discussing
19 disbursing parking, happens there with transit. So,
20 the cumulative impact on the system with the Verizon,
21 at the Verizon Center is minimal because of -- it's
22 really a text book example of spreading out demand,
23 multiple modes and multiple locations.

24 CHAIRMAN HOOD: Okay.

25 MR. FEOLA: Mr. Chair, and we'll put together

1 a plan for the situation where there are overlapping
2 demands between the ball park and the soccer stadium.

3 But this is not that unusual. I think Troy
4 mentioned the --

5 CHAIRMAN HOOD: Baltimore. Yeah, I remember
6 that.

7 MR. FEOLA: -- Baltimore stadiums. Many
8 cities in the country have two stadiums. In
9 Philadelphia, for example. And what happens is the
10 team that makes the playoffs gets the home advantage
11 and D.C. United plays an away game. It's very
12 simple, actually, and that's what goes on all the
13 time.

14 But we will put it in writing, hopefully to
15 the Commission's satisfaction. So, it is just not
16 that unusual.

17 CHAIRMAN HOOD: I just didn't want to -- from
18 my perspective, I didn't want us to just put us on
19 promise land and that didn't happen. That's all
20 where I am. I wanted to leave options open because
21 it is a competitive sport, both of them, and I didn't
22 want to narrow it down. Not that I was trying to put
23 a strain on the community, but I don't want us to say
24 here tonight -- one thing I don't like to do is come
25 here tonight and say, this is what we're going to do,

1 and then 10 years from now it didn't happen.

2 So, instead of us doing that just leave the
3 option open, try to put something together, like you
4 said, Mr. Feola, and see what happens. I just didn't
5 want to constrain that to be a fact. It's got to be
6 this way or else. Because here's the thing, anything
7 can happen. I've been here long enough to see things
8 change, and anything can happen. That's just where I
9 am with that. But you know, I'm the only one voting
10 on that one.

11 So, let's talk about the First Source and the
12 CBE. Who's working on that and what are we doing?

13 MR. SCOTT: We're working with the District,
14 both District agencies, as well as DMPED. We just
15 had a meeting, actually last -- two weeks ago, with
16 Turner Construction, who is our construction manager
17 on the project, with the DSLBD Office.

18 CHAIRMAN HOOD: Okay. And my issue is, I
19 understand that's been -- and this has nothing to do
20 with this project, that that's been taken out of the
21 language. I'm in the process of trying to have a
22 meeting. So, I want to make sure that this kind of
23 stuff gets done. I know Luan Strickland (phonetic)
24 and others are going to -- we're going to be meeting
25 on this. So, I just want to know where we were going

1 with this, if the deputy mayor's office is involved,
2 we need to make sure this happens. Especially the
3 first source because the residents of this city
4 definitely can use the jobs.

5 And one of the things that my colleague,
6 Commissioner Shapiro talked about was the
7 environmental impacts that the lady, young lady and
8 the gentleman came down and spoke about, I'm actually
9 going to turn this over to our legal counsel because
10 I'm trying to figure some things out, still. After
11 all these years, still trying to figure some things
12 out because some things were not necessarily germane
13 to zoning. And then some things that happened, I
14 dealt with it in a different arena.

15 And one of the things that I know, she
16 mentioned, I think, Mr. Feola, you piggybacked on it
17 about her daughter or son, or someone having asthma.
18 And one of the things that I do know is that the
19 cement plant and others down there have some
20 emittance that's been going on for years. I know,
21 I'm a recipient of a cement plant in Ward 5. That's
22 how I ended up on the Zoning Commission. Trash
23 transfer station and cement plans.

24 So, I'm very well aware of that. I think,
25 though, in the long run, once we tweak and do

1 whatever we need to do with this case, I think in the
2 long run this will help jumpstart some of that in
3 that area to get rid of some of those industrial uses
4 that are posing problems to the community. You know,
5 might have to endure a little bit if it's approved,
6 endure a little bit for approval of design. But I
7 think in the long run the city will be better.

8 And I appreciate you saying that you want to
9 stay in the city. I forgot who said that earlier,
10 about staying here in the city, because that was key,
11 because I know that Virginia and I'm sure that
12 Maryland were all on you. But I think it's key for
13 some of our team to stay here at the District of
14 Columbia.

15 Okay. You're going to answer the question.
16 One of the notes I had down here was simultaneous
17 events, what do other cities do. And I think you
18 mentioned Baltimore so we're going to tighten that
19 up. First Source CB. I mentioned DOEE.

20 And you say, is it 20,000 seats or 19,000?

21 MR. KNIGHT: We're 19,000 with roughly --
22 it's 19,400 with roughly 600 standing room area.

23 CHAIRMAN HOOD: Is this stadium -- to my
24 architect, is this the best stadium that you
25 designed? If not, we need to refine it. Is this the

1 best stadium you design? We want the best.

2 MR. KNIGHT: It's the best.

3 CHAIRMAN HOOD: Okay. All right. All right.

4 Actually, I'm going to finish. I'm going to
5 yield my time to -- my two minutes to Commissioner
6 May because that's all I have for right now. I may
7 have some more later on. So, let's see. What time
8 is it? How late do we want to go? Let's take a five
9 minute. Five minutes. See how late do we want to go
10 tonight? Any suggestions, because you know I'll go
11 to 11:30.

12 What time does the Metro close? 12:00?
13 Safetrack? Because I don't know what they're doing.
14 So, why don't we cut it safe, what do we say about
15 10:00? 10:30? I'm asking.

16 [Discussion off the record.]

17 CHAIRMAN HOOD: Okay. So, how far do you
18 think we'll get? How many more questions do we have?
19 Okay so -- does everybody need another 10-minute
20 round?

21 Okay. Commissioner May needs another 10.
22 The rest of us get five? Okay. So, we'll do one 10-
23 minute round, the rest five minutes, if we have it.
24 If not, don't worry about it. We'll go to the Office
25 of Planning, DDOE, and DDOT, and we'll do cross on

1 that and we'll stop at that point and come back with
2 the ANC on December the 7th, 6:30. Is that okay?
3 Does that work?

4 I see some hands up here. Does December the
5 7th at 6:30 work for everybody? Especially the
6 applicant.

7 Could you see Ms. Schellin, please?

8 And I just want to bring to the attention of
9 my colleagues that we have two very rough cases that
10 week. Very rough cases. And we also, including this
11 one in there because if not it would be closer to the
12 Christmas --

13 [Discussion off the record.]

14 CHAIRMAN HOOD: All right. So, Mr. Feola,
15 does that work, December the 7th, 6:30? And we will
16 start --

17 MR. FEOLA: Yes, sir.

18 CHAIRMAN HOOD: Mr. Litsky, does that work?

19 MR. LITSKY: I'm wondering if [Speaking off
20 mic.].

21 CHAIRMAN HOOD: We have a hearing -- Monday
22 the 5th, I would rather do this Monday the 5th,
23 actually, than what we have. Trust me. Hopefully
24 they're not watching.

25 The 7th was a -- because I can tell, we're

1 going to have a rough week and I wanted to make sure
2 we get this -- try to get this moving along.

3 MS. SCHELLIN: We have no Mondays or
4 Thursdays available.

5 CHAIRMAN HOOD: We have a rough week that
6 week. Somebody wants to move it to Tuesday, the 6th.
7 I didn't say that. It was just mentioned to me, the
8 6th. I didn't say anything about the 6th.

9 Does the 7th work for everybody? Mr. Litsky?
10 Okay. Because we're not going to -- I can tell you,
11 what we're doing now, we're not going to finish
12 tonight. Yeah.

13 UNIDENTIFIED SPEAKER: [Speaking off mic.]

14 CHAIRMAN HOOD: Well, hopefully on the 7th
15 you can start off. Does that make it better? Was --
16 oh, you're out of town. Oh, you're out of town on
17 the 6th?

18 UNIDENTIFIED SPEAKER: [Speaking off mic.]

19 CHAIRMAN HOOD: Okay. Somebody give me a
20 date.

21 Okay. Why don't we do this? Mr. Litsky, why
22 don't we take you before we go to the Office of
23 Planning and DDOT. But you need to be here to hear
24 everything else.

25 MS. SCHELLIN: He needs to be here unless he

1 assigns someone else to do cross-examination.

2 [Discussion off the record.]

3 CHAIRMAN HOOD: Okay. Do we have another
4 date? Later on? What do we have late into the
5 month?

6 MS. SCHELLIN: The 14th.

7 CHAIRMAN HOOD: Does the 14th work for
8 anybody? Does it work for everybody? December the
9 14th at 6:30. Going once. Okay. So, December the
10 14th, and I'm not even looking at my calendar but I
11 can read the record. December the 14th at -- I
12 believe I'll be here, 6:30. Okay? Is everybody on
13 board? Okay. So, that's when we will start with
14 you, Mr. Litsky, December the 14th at 6:30. And
15 that's on a Wednesday?

16 MS. SCHELLIN: Yes.

17 CHAIRMAN HOOD: Okay. All right. Where did
18 I leave off at? Where did we leave -- okay,
19 Commissioner May?

20 MR. MAY: All right. Thank you. Okay. So,
21 I was on pocket parks. So, there are pocket parks in
22 plaza and they're in public space. But the public
23 realm is going to be done by the District, so are
24 they going to do the pocket parks?

25 MR. SCOTT: No, we're going to do the pocket

1 parks.

2 MR. MAY: You're going to do the pocket parks
3 but everything else around it, or everything from the
4 back of sidewalk is yours and everything from -- I
5 mean, you know, there's a note on your drawings that
6 says public realm by the District or by you know,
7 others.

8 MR. SCOTT: Yeah, basically from our property
9 line out is part of the public realm. And then it
10 also extends up Potomac Avenue, part of that walkway
11 down.

12 MR. MAY: Okay. So, it's basically back a
13 sidewalk as opposed to --

14 MR. KNIGHT: Well, it was space that was
15 already planting, or grass space. So, we're sort of
16 taking advantage of space that was being utilized for
17 circulation and sort of trying to insert some
18 activation elements.

19 MR. MAY: Okay. I understand the intent, and
20 I understand the line between your work and the work
21 of the District. District's work is going to end at
22 the sidewalk?

23 MR. KNIGHT: Correct.

24 MR. MAY: Okay. So, explain the truck
25 loading again. The trucks are going to be able to

1 pull right in, straight in to the easement area and
2 then be able to drop off whatever they need to.

3 MR. SCHIESEL: It's going to depend on the
4 size of the truck and what they're delivering. Large
5 trucks are the commissary trucks, if they bring
6 tractor trailers, will come down 2nd Street, T, and
7 then enter from the south.

8 MR. MAY: Okay.

9 MR. SCHIESEL: Anything smaller most likely
10 comes in from the north and right back out.

11 MR. MAY: Right. But they'll be essentially
12 that area becomes a big loading zone when the --

13 MR. SCHIESEL: Yeah, there's a few docks.

14 MR. MAY: -- when it's not operating.

15 MR. SCHIESEL: But, yeah.

16 MR. MAY: Okay. And then during games, that
17 just becomes a concourse, or is it --

18 MR. KNIGHT: That's correct.

19 MR. MAY: And there aren't any really any
20 services there along there, or are there --

21 MR. KNIGHT: There are not.

22 MR. MAY: Okay.

23 MR. KNIGHT: There will probably be temporary
24 services. Portable concessions and the like.

25 MR. MAY: Right. Okay. So, what happens for

1 concerts? How are trucks going to -- I mean, you
2 have a concert configuration that was in one of the
3 diagrams and the concert is at the north end, which I
4 guess makes some sense, but it also conflicts with
5 your entry. So, how are you going to load trucks and
6 how are you going to service the stage and so on?

7 I mean, part of it is a truck loading
8 question, part of it is a, how do you stage a
9 concert?

10 MR. SCHIESEL: So, all trucks would enter
11 from the north side and kind of back in where that --
12 yeah, where Rob's laser pointer is. I mean, your
13 typical load in for a concert is anywhere from three
14 days to five days out. So, on event day those trucks
15 would be gone and off to a separate parking lot, you
16 know, off site.

17 MR. MAY: Okay. And then now when you -- I
18 mean, how are you going to get people in? I mean,
19 it's not normal to have sort of that main entrance
20 point immediately adjacent to the stage. Is that
21 going to work? Has that been done elsewhere? It's
22 certainly not what happens now at RFK. I mean, I
23 know where the stage goes and I know how there's a --
24 that's right where the truck portal is.

25 MR. KNIGHT: It isn't typical, but it will

1 work.

2 MR. MAY: So, are there other circumstances
3 where you've designed where it works?

4 Maybe you want to think about that and see if
5 you can provide examples of where that has worked.
6 It hasn't, you know, it has implications for which
7 way the sound goes as well. I mean, you know, doing
8 stadiums in this -- as much as I'd like to see
9 another concert venue and have it active it can be
10 problematic. I mean, you know, depending on which
11 way the wind blows, you know, I can hear concerts at
12 RFK and I live a mile and a half away.

13 And when I lived a mile -- I mean, I lived
14 less than a mile away. I lived a half a mile away
15 and I could really hear it. So, it's a sound issue.

16 Where are the media trucks going to go during
17 games?

18 MR. SCHIESEL: The broadcast trucks?

19 MR. MAY: Yeah.

20 MR. SCHIESEL: They'll be off site.

21 MR. MAY: How far off site? I mean,
22 typically they're right on site and you've got cables
23 that run into the building. And is that not going to
24 happen here?

25 MR. SCOTT: So, the broadcast trucks will

1 actually live within the easement on day of game.
2 There is a study that we're currently doing right now
3 to make sure that none of the power from the high
4 voltage lines interfere with it, and what condition
5 we'd have to do to ensure that there's no
6 interference. The high voltage lines kind of run up
7 and down that easement. That's why it's an easement.

8 But we've been in conversations with our --
9 Sinclair Broadcasting does our broadcasting for our
10 current matches, to actually drive a truck down there
11 and test it, and to also see that if there is
12 interference with it just being on the asphalt, what
13 layer of protection we can put down, whether it's you
14 know, your typical street grate, you know, steel you
15 know, street grate. But so far, we haven't heard
16 that it's going to be a --

17 MR. MAY: Okay. But I just wanted to know
18 where they were and, you know, you know, all the
19 technical complications.

20 MR. SCHIESEL: Yeah.

21 MR. MAY: Hopefully you'll be able to work it
22 out. I wouldn't -- you know, it would be a problem
23 if you couldn't work it out.

24 All right, so there is a -- sorry if I'm
25 bouncing around a little bit but I tried to make

1 order of these questions.

2 DDOT report mentions the applicant's desire
3 for bollards and public space. What was that about?
4 Is that incorrect perception on DDOT's part or is
5 that -- are you talking about putting some kind of
6 bollards out in to public space? Or was that just an
7 ancient comment?

8 Everybody is looking like they don't know
9 anything about this.

10 MR. FEOLA: No, there was at one point, there
11 were proposed bollards in one of their earlier
12 iterations, but then --

13 MR. MAY: They're all gone?

14 MR. FEOLA: -- yeah.

15 MR. MAY: Okay.

16 MR. FEOLA: Except for the granite blocks.

17 MR. MAY: Okay. Bollard. Okay, that's fine.

18 MR. FEOLA: That separate, on private
19 property now.

20 MR. MAY: Right. That's fine. All right.

21 So, there is -- I have a concern about the
22 acoustic impacts. I mean, I appreciate having the
23 acoustic setting and having that diagram about, you
24 know, what the sound levels are. Doesn't appear
25 though, that you're meeting District standards for

1 how much sound can bleed off your property. Is that
2 -- am I reading that incorrectly, or are you in fact
3 meeting the District standards? I mean, it showed --
4 I mean, the District standards anywhere from 55 to 65
5 decibels depending on whether it's a commercial area
6 or, you know, at night time versus day time and so
7 on. And your diagrams seem to show that you're over
8 even the highest limit on certain days, times, games.

9 [Pause.]

10 MR. FEOLA: Well, we will have to meet the
11 District limits. I mean, that's -- or pay the fines.

12 MR. MAY: Yeah, I don't think paying the
13 fines is going to be the answer.

14 MR. FEOLA: Oh, I now. But --

15 MR. MAY: Well, maybe I'm misreading the
16 diagram, but I mean, I looked at your diagrams and --

17 [Pause.]

18 MR. MAY: You want to zoom in on that a
19 little bit so we can see what the red means?

20 So, anything that's in the red family, orange
21 and yellow -- sorry, orange and red, and even the
22 dark yellow exceeds the District's standards.
23 District standard is going to be down in the green
24 and blue.

25 So, you're, I mean, there's a lot of sound

1 that escapes from that site that exceeds the District
2 standards. At least as I understand them. Maybe I
3 have the numbers wrong and what the standards are.

4 MR. FEOLA: Oh, my colleague is telling me,
5 it's the human voice, which isn't regulated by D.C.
6 Only --

7 MR. MAY: Oh, only amplified sound.

8 MR. FEOLA: Sound.

9 MR. MAY: Oh, good. So, then we need a
10 diagram that shows what happens when you do amplified
11 sound, right? I mean, you're going to have amplified
12 -- well, you're going to have amplified announcers.

13 MR. FEOLA: Yes.

14 MR. MAY: So, even on games you'll have that.
15 But then when you have concerts you're going to have
16 sound that exceeds that and I mean, you know, that's
17 kind of a troubling diagram, based on what I'm seeing
18 here. If even yellow exceeds the District standards,
19 and if that's just because the roar of the crowd --
20 you're saying the roar of the crowd is unregulated?

21 MR. FEOLA: Human voice is unregulated.
22 That's correct.

23 MR. MAY: Unamplified human voice.

24 MR. FEOLA: Yes.

25 MR. MAY: Is unregulated. So, I think we

1 need to dive a little bit deeper on this and
2 understand exactly what it means, and we need to
3 understand what happens when you have a concert.

4 As I understand it, many of the sites that
5 are to the south, and certainly the site -- I mean,
6 there are already plans for major residential
7 buildings in that area, right? Not to mention the
8 fact that there's parkland down there that we, you
9 know, I'm particularly concerned about.

10 All right. So, I'm out of time and I haven't
11 even gotten to signage.

12 CHAIRMAN HOOD: Is this the last round,
13 colleagues? So, why don't you, Commissioner May, go
14 ahead and finish?

15 MR. MAY: All right. This is my last
16 section.

17 So the signage plan is lacking in detail and
18 dimensions. So, hopefully you can submit something
19 that shows more detail on that. I think OP also
20 called that out.

21 MR. FEOLA: Excuse me, Commissioner May.

22 MR. MAY: Yeah.

23 MR. FEOLA: We actually have submitted it in
24 the PowerPoint.

25 MR. MAY: Oh, okay.

1 MR. FEOLA: So there's more detail.

2 MR. MAY: So, I'll look at that when I'm done
3 talking.

4 MR. TURNBULL: It still can be clearer.
5 There's still a lot of those sections that don't have
6 dimensions at key points.

7 MR. FEOLA: Okay.

8 MR. MAY: Right.

9 MR. TURNBULL: They're really missing a lot.

10 MR. MAY: Okay. So, and are there any plans
11 at this moment for full motion video screens outside?
12 I mean, I think there's one or two on the inside,
13 right?

14 MR. FEOLA: And the inside only.

15 MR. MAY: On the inside only. And no plans
16 to add them on the outside?

17 MR. FEOLA: No plans right now, no.

18 MR. MAY: You going to --

19 MR. FEOLA: And if we did --

20 MR. MAY: Right now?

21 MR. FEOLA: -- we'd have to come back. Why?
22 I mean, I don't know --

23 MR. MAY: Right.

24 MR. FEOLA: -- what will happen 10 years from
25 now.

1 MR. MAY: All right.

2 MR. FEOLA: There are no plans.

3 MR. MAY: It will be clear in the order that
4 there's nothing in there. Okay.

5 So, all right, I want to talk about the
6 design overall. You know, the design has improved.
7 It still has a utilitarian look and you know, I
8 appreciate the fact that you submitted some examples
9 of other designs. I have to say, frankly, some of
10 the other designs that you saw were really fantastic.

11 And this isn't quite there. Now, I'm not
12 going to ask you to go back and redesign this and
13 make this look like the Dublin Stadium because, you
14 know, that's a fantastic example. But, it also was
15 probably done on a less constrained site and you
16 know, maybe a less constrained budget and all that
17 sort of stuff. But you're kind of shooting yourself
18 in the foot by showing the really great things.

19 I think the things that concern me the most
20 are some of the areas where it really looks like
21 you're just sort of showing the public the, you know,
22 the underbelly of the building and so seeing -- you
23 know, there was a particular view that you had, I
24 guess, up -- up 1st Street, and we're seeing the
25 underside of the stands, and we're seeing the

1 underside of the structure. And, I mean, I'm okay
2 with an industrial look to things, but at a certain
3 point industrial look doesn't necessarily look that
4 good.

5 I think that you've done some good work along
6 1st Street and, you know, with the sort of the
7 stronger beams that are -- or the vertical supports
8 that are showing and showing some sort of muscle.
9 It's actually reminiscent of what you see at RFK with
10 the design of the -- of that structure, and the way
11 the steel works there.

12 But it's still kind of lacking something.
13 And I'm not asking for a complete redesign. I'm just
14 thinking that some of the things really need to be
15 cleaned up. It's good that you're showing this
16 particular view because the views that we had in some
17 of the submissions, the top -- the roof of that
18 building showed a lot of mechanical equipment and
19 stuff. Is that stuff all just gone, or is it just
20 not shown?

21 MR. KNIGHT: There's a low roof, a concession
22 roof right here, and all the mechanicals on that low
23 roof.

24 MR. MAY: So, it's out of sight from the
25 buildings to the south.

1 MR. KNIGHT: Correct. Yes.

2 MR. MAY: Okay. I mean, I would think that
3 everything is either going to be hidden in that kind
4 of way or it will be screened --

5 MR. KNIGHT: Correct.

6 MR. MAY: -- as on the north side, right?

7 MR. KNIGHT: Yes.

8 MR. MAY: All right. So, the form liner, is
9 that the actual pattern that you would use, because
10 there's a lot of relief in that. That doesn't look
11 like poured form concrete. That looks like -- I
12 don't know what it looks like. It looks like
13 concrete made to pretend that it's like stone. I
14 don't know. It's not even look like stone.

15 MR. KNIGHT: When you do get up close is sort
16 of the look like wood. There is --

17 MR. MAY: Oh, it's got a wood grain to it.

18 MR. KNIGHT: Yeah, and there's a lot -- there
19 is a lot of relief potential in the form liner, so
20 there is a lot of options in that. Some are flat and
21 some are more --

22 MR. MAY: Right.

23 MR. KNIGHT: -- scaled to that.

24 MR. MAY: So, I mean, I think, using a form
25 liner and trying to make it look too much like it's

1 something else, particularly if you're showing a lot
2 of relief, can backfire on you. Particularly when
3 you get to the joint locations. So, you know, when
4 it has to be uniform at the joints, right? Unless
5 you're going to like have these perfectly matched up
6 sections, and then you're going to grout between them
7 and pretend it's continuous. Way too much work.

8 So, I mean, it seems to me that if you want
9 to go for something that looks like it's board formed
10 and you have a form that looks like it's, you know, a
11 grainy wood, that's good. But make it all kind of in
12 the same plane. Don't do this in and out thing that
13 makes it seem like it's, you know, stepping toward
14 stone.

15 Now, maybe I'm wrong. Maybe you've done this
16 before and it looks great and you can show me a photo
17 of it where, wow, this looks great. I leave you that
18 option. Very often when I give options like that
19 what comes back is not example of really good stuff.
20 I mean, somebody might think it's really good but,
21 you know, we won't, or I won't. I don't know. Leave
22 it up to you.

23 Is the number of covered seats versus
24 uncovered seats, how does that compare to other
25 stadiums? I mean, it looks like you've got, I don't

1 know, 70 or 80 percent that are theoretically
2 covered, including the polycarbonate extension. Is
3 that right?

4 MR. KNIGHT: That's about right. So, this
5 would be similar to Houston, the Dynamo stadium.

6 MR. MAY: Houston. Okay. Does it rain as
7 much in Houston as it does here?

8 MR. KNIGHT: No.

9 MR. MAY: It's a little disappointing. I
10 mean, I think one of the things to be concerned
11 about, I assume that you have sufficient capacity to
12 get everybody out of the bowl in lighting, right? I
13 mean, that happens frequently at RFK. Well, not
14 frequently, but occasionally at RFK.

15 MR. KNIGHT: Yes.

16 MR. MAY: So everybody can get out and get
17 under cover.

18 MR. KNIGHT: Yes.

19 MR. MAY: Okay.

20 So, in talking about the pitch itself there
21 is a reduced runoff area. Is that unusual and is
22 that safe?

23 MR. KNIGHT: So, this is very similar to
24 Houston and the Sporting KC. The MLS has new
25 guidelines, and they are guidelines that are about

1 twice as deep as what we have here.

2 MR. MAY: But this is -- I mean, it works in
3 these other stadiums and hasn't been a problem?

4 MR. KNIGHT: No, correct.

5 MR. MAY: Okay. So the runoff area is that
6 area between the lines of the field and you know,
7 where you hit something, basically, right?

8 MR. KNIGHT: Correct. Try to avoid hitting
9 things.

10 MR. MAY: As opposed to where water runoff
11 goes. That's what we usually deal with.

12 Speaking of water, where does the water go
13 from the roof? I mean, I think I saw one -- on some
14 of these things, I'm not seeing where the water
15 actually goes off of the, particularly the large
16 roofs. I'm thinking about the, on the east side. I
17 mean, it's a lot of water that's going to be shedding
18 off that roof and is that shown in your drawings?

19 MR. SPANGLER: Yes. I'm not sure how clear
20 it is that states where the water is coming from.
21 But all the water from the main roofs and anything
22 west of the easement goes into catch basins
23 underneath the playing field.

24 MR. MAY: Okay. So, how does it get there?

25 MR. SPANGLER: Piping.

1 MR. MAY: And is the piping shown in your
2 renderings?

3 MR. SPANGLER: They should be shown in our
4 utility plan on --

5 MR. MAY: Yeah, I'm not going to be able to
6 see what it looks like from a utility plan.

7 MR. SPANGLER: I don't render plans.

8 MR. KNIGHT: Yes, so --

9 MR. MAY: I know, and that's a problem
10 because that's the kind of stuff that makes buildings
11 look ugly.

12 MR. KNIGHT: So --

13 MR. MAY: When you don't design those
14 features into it. So, it's important to see what
15 they look like.

16 MR. SPANGLER: Yes, we're very concerned
17 about the routing of --

18 MR. MAY: Right.

19 MR. SPANGLER: -- those pips and so --

20 MR. KNIGHT: So, right now the intention is
21 pipes on both sides of the large super structure. On
22 the west side they would come down and they would
23 fold into a single pipe on the inside of the stadium.

24 MR. MAY: Okay. So, I mean, if you can show
25 how that's going to -- I mean, I don't need to see

1 every single pipe, but understand how it's going to
2 go because it's a lot of water and you know, you
3 don't want to have a lot of extra garbage sort of
4 tacked on because you didn't think it all the way
5 through and --

6 MR. KNIGHT: We agree.

7 MR. MAY: Okay. good. I think I need to
8 understand more about the lighting plan. All of the
9 lighting is basically attached to the roofs,
10 underneath the roof there, for the sides. For
11 that --

12 MR. KNIGHT: The field lighting.

13 MR. MAY: The field lighting.

14 MR. KNIGHT: Yes.

15 MR. MAY: Yeah. And that gives you -- it's
16 far enough up that it doesn't hit the players' eyes,
17 and that's normal for soccer stadiums like this?

18 MR. KNIGHT: Yes.

19 MR. MAY: As opposed to having the really
20 high things that you see in the baseball fields and
21 the football fields.

22 MR. KNIGHT: Correct.

23 MR. MAY: Yeah, okay. All right. Down to
24 the last two.

25 So, the mural fence piece there. So, what is

1 that going to look like? How is that going to be
2 designed? Is it just going to be some sort of random
3 patterning thing, or are you going to like pick
4 something out of a catalog or is somebody really
5 talented on your staff going to design it. What's --

6 MR. KNIGHT: Yes, to the last one.

7 MR. MAY: Okay. So, you need to be on a
8 microphone if you talk.

9 MR. KNIGHT: Thank you. So, we did this
10 design, which is reminiscent of an old soccer ball.
11 Clearly not a new soccer ball.

12 MR. MAY: Right.

13 MR. KNIGHT: And this pattern repeats. It's
14 the same pattern but it repeats. And we've got two
15 panel sizes. This is the narrow panel, which is an
16 actual bit of the actual design. And then we've
17 got --

18 MR. MAY: But the holes are smaller than --

19 MR. KNIGHT: Yes.

20 MR. MAY: Right.

21 MR. KNIGHT: The final -- we saw this and we
22 decided that it had to be larger holes. A little bit
23 more transparent.

24 MR. MAY: Uh-huh.

25 MR. KNIGHT: But this is a quarter scale, so

1 these holes are scaled correctly.

2 MR. MAY: Right. So, this is going to be a
3 single continuous --

4 MR. KNIGHT: Yes.

5 MR. MAY: -- mural if you will?

6 MR. KNIGHT: Yes.

7 MR. MAY: So, have you designed that all the
8 way through? I mean, have you figured out the design
9 or is it a repeating pattern, what is it?

10 MR. KNIGHT: It is a repeating pattern.

11 MR. MAY: Okay. So, do we have that in our
12 drawings that shows sort of the segment that gets
13 repeated?

14 MR. KNIGHT: Yes.

15 MR. MAY: Okay.

16 MR. KNIGHT: It's that segment right there.

17 MR. MAY: Those two panels?

18 MR. KNIGHT: It just, it's the one panel that
19 repeats.

20 MR. MAY: Oh, it's one panel that repeats.

21 MR. KNIGHT: Yeah, that represents a three-
22 foot eight by eight-foot tall panel.

23 MR. MAY: So, it's a single panel like that
24 that repeats? Well, I don't know. It's a -- you
25 know, the thing about it is that it's -- it actually

1 is an exceptional opportunity for public art work,
2 and what we're getting is -- you know, it was a
3 nicely designed patterned thing, but it's not -- you
4 know, it doesn't have the kind of excitement that I
5 would have hoped.

6 And last thing is, Department of Energy and
7 Environment noted that it's possible to put more
8 solar energy generation into this building. Have you
9 given consideration to that and do you have a
10 response yet or is it something that's still up in
11 the air?

12 MR. SCOTT: We're still looking at the cost
13 of solar panels and expanding it to the other flat
14 roof buildings.

15 MR. MAY: And that wouldn't work on the
16 canopies over the seating?

17 MR. SCOTT: It's very problematic.

18 MR. MAY: Because of the signage, or --

19 MR. SCOTT: Structure.

20 MR. MAY: Because the structure. It adds too
21 much weight.

22 MR. SCOTT: Add too much weight. We've done
23 a lot of wind studies. We've done a lot of studies,
24 and it adds weight. There's seismic issues,
25 there's --

1 MR. MAY: Right. Okay.

2 MR. SCOTT: -- a lot of engineer stuff.

3 MR. MAY: Okay. Well, Mr. Miller is going to
4 talk about that.

5 Well, certainly it would be worth
6 investigating for the other flat roof structures,
7 although, you know, visibility of the panels may
8 become an issue as well if it's not, you know, laid
9 out cleanly. But certainly there's an opportunity.
10 You have that large two-story flat roof on the south
11 side, and it might be a good location for it. And
12 the cost shouldn't really be an obstacle because it
13 pays for itself in relatively short period of time.
14 At least according to the DOE report. But I can
15 also attest, at least on residential systems it pays
16 for itself very quickly as well. So, especially in
17 the District.

18 That's it, Mr. Chairman. I appreciate your
19 indulgence.

20 CHAIRMAN HOOD: Okay. Mr. Turnbull,
21 Commissioner Turnbull, you have any follow up?

22 MR. TURNBULL: Yeah, only a few, Mr. Chair.
23 I guess the one thing, when we talk about the runoff
24 and the rainwater, and I didn't hear, maybe any
25 bioretention aspects that you're doing, reusing the

1 water that you're collecting, or are you just putting
2 it back into the street?

3 MR. KNIGHT: Yes, we're just collecting it.
4 We're not reusing any.

5 MR. TURNBULL: Have you thought about that,
6 or --

7 MR. KNIGHT: We have looked at it on several
8 different occasions. The issue becomes the size of
9 the chamber that you need, given a soccer stadium
10 isn't used like an office building so it's not -- you
11 quickly run out of capacity to reuse the water. And
12 as for using it for the field, I haven't met a
13 groundskeeper yet that really likes the idea of using
14 treated water back on their surface. But we have
15 looked at it.

16 MR. MAY: You want to talk to our
17 groundskeeper for the mall? Because we do that.

18 MR. KNIGHT: Sure.

19 MR. MAY: We use treated -- well, you can
20 talk to Michael Stackowitz (phonetic) the National
21 Mall Memorial Park.

22 MR. KNIGHT: Sure.

23 MR. MAY: Because we, you know. And he was,
24 he was a professional groundskeeper before he came to
25 the Park Service.

1 MR. FEOLA: His name again?

2 MR. MAY: Stackowitz. Michael Stackowitz.

3 MR. TURNBULL: You mentioned on the lighting,
4 mainly from the underside of the overhang, but you
5 also have lighting at the four corner logos.

6 MR. KNIGHT: That's true.

7 MR. TURNBULL: Yeah. And I guess what's
8 strange about it, when I look at the sections, there
9 was a couple of sections in the drawings that showed
10 measuring to the top of those signs as meeting the
11 height requirements for the building. But there are
12 other sections that show rather large sign on the
13 north -- is it the north end? That is higher than
14 that.

15 So, it's -- I think there is a -- if I could
16 look at several different drawings and I could give
17 you the numbers, it would show a difference of
18 heights as you look at the drawings.

19 I think what we're going to need is a
20 coordinated set of architectural drawings for all of
21 the signage that shows the exact heights, height of
22 the overhang, the high point, the low point, because
23 right now it's deceptive to look at some of the
24 drawings show some elevations on certain sections,
25 but some of them don't show it on other features.

1 So, I think for us to really get a really
2 good accurate idea of where the heights are and
3 everything, I think we really need a coordinated set
4 of drawings on all exterior elements of the building.

5 I guess my only other question is, do you
6 really think no one is going to find your stadium? I
7 mean, I just think that the amount of graphics and
8 signage I see on this stadium is so greater than
9 anything I've seen. I mean, if I look at the
10 National's Park, it has probably one eight, or one
11 sixteenth the signage that you've got the graphics,
12 the logos.

13 And I guess what troubles me is what
14 Commissioner May said about the architecture. Are
15 you using the graphics to substitute for the
16 architecture, that you can't -- you don't have the
17 design there that's interesting enough or unique
18 enough that you need to have that much graphics; that
19 much signage. I think it's overkill. Signage on the
20 roof, signage, and at the four corners, logos. It's
21 just incredible the amount of signage you want on
22 this stadium. I think it's just way overkill. It's
23 not needed. It's not a -- I mean, most stadiums have
24 specific signage for what they have that identifies a
25 key ingredient, the brand name, the name of the

1 stadium maybe. But not every place you look, such
2 huge signage.

3 And I think as Commissioner May said, we
4 really need a better analysis of that signage, what's
5 lighted, what has motion. You've said you don't have
6 any motion on the outside. We want to be sure of
7 that. But I think that just the amount of lighted
8 graphic signs and just graphics in general just seems
9 to be overkill on a stadium. Signage on the roof, I
10 mean, you're going to have a blimp up there looking
11 at it you know? You're going to -- just, it just
12 seems like it's overkill. I mean, I'm just -- I
13 looked at that thing. I said, oh yeah, it's a
14 stadium. It's a lot of fun.

15 But then I look at National's stadium and it
16 looks very -- I look at National's Stadium and this
17 I'm like that's --

18 MR. MAY: I think that's going to change,
19 though.

20 MR. TURNBULL: Well, that's --

21 MR. MAY: I think they're going to be putting
22 a few more signs up.

23 MR. TURNBULL: Yeah, well, they might be.
24 They'll be coming back to us, too, for that.

25 But I just think that you really need to

1 rethink that. I think if you really -- as
2 Commissioner May said, the architecture is either
3 going to tell the story, give the brand. It's going
4 to be something that this stadium, that this soccer
5 group is going to be known for. I think there's
6 something iconic in the architecture that ought to be
7 stated. And I think you're missing a great
8 opportunity by not doing that. That relying totally
9 on signage is just -- I think it's an insecure way of
10 doing it. That's just myself. That's just my way of
11 looking at it.

12 And, Mr. Chair, I'll think I'll end on that
13 note.

14 MR. MAY: Can I just do a quick follow up on
15 that? I mean, it doesn't even say D.C. United on the
16 roof anymore. It says Stadium Sponsor on the roof.
17 Is that right?

18 MR. KNIGHT: Yes.

19 MR. MAY: Didn't we originally have
20 renderings that just showed it saying, D.C. United?
21 So, I mean, this is going to be the, you know, the
22 corporation --

23 MR. FEOLA: FedEx field, yes.

24 MR. MAY: -- logo or sign, whatever it is, on
25 the roof.

1 MR. FEOLA: FedEx field.

2 MR. MAY: Does that happen normally? On the
3 roof?

4 MR. KNIGHT: Yes.

5 MR. MAY: Thank you.

6 CHAIRMAN HOOD: Okay. Vice Chair Miller.

7 MR. MILLER: Thank you, Mr. Chairman. I just
8 have just a couple comments and questions, very
9 briefly. Since I hadn't commented on the materials,
10 I just wanted to say, I really do like the engineered
11 wood and I think it warms up the utilitarian
12 building, and so I think it's a -- to the extent you
13 can use more of that, I think that's great.

14 On the other hand, I'm not sure that I really
15 like the white porcelain tile, but maybe you can show
16 me photographs of how that's been incorporated in
17 either other stadiums or other commercial or
18 industrial buildings and how that looks, and I can be
19 a little more comfort level with that particular
20 material.

21 Commission May touched on the -- I think you
22 have tried to hide what used to be a very visible,
23 but still is very visible, underbelly of the seats.
24 But it seems like you've also, which I think is a
25 good thing, I think -- it looks like in many of the

1 renderings you've darkened that underbelly because I
2 was somewhat concerned that you would see streaks
3 coming from the metal on to the white or light part
4 of it. Can you just assure me that we're not going
5 to see the streaking or dirt or something on the
6 underbelly of those seats?

7 MR. KNIGHT: There shouldn't be any water
8 infiltration.

9 MR. MILLER: Yeah. But did you darken the
10 color of -- it looks better to me where -- I see some
11 places where it's white or light, and I see other
12 places where it's darker. For some reason I just
13 personally think that the darker is less likely to --
14 will be more appealing and will -- is less likely to
15 show like, rust streaks coming from the metal.

16 MR. KNIGHT: So, right now the plan is that
17 this is just an underside of the precast seating
18 bowl, which will likely be a concrete light color
19 concrete.

20 MR. MILLER: So, it will be light.

21 MR. KNIGHT: Yeah.

22 MR. MILLER: Okay. And can you reassure me
23 that the metal won't rust and streak right on to the
24 white concrete?

25 MR. KNIGHT: Yes.

1 MR. MILLER: Okay.

2 MR. KNIGHT: Otherwise I'll have a really
3 angry client.

4 MR. MILLER: Okay. All right. That's right
5 in line with your testimony that this is the best
6 designed --

7 MR. KNIGHT: Yes.

8 MR. MILLER: -- stadium that you've ever
9 done.

10 So, I'm glad the plaza -- you did include the
11 plaza within the PUD, I think since the time of set
12 down, which is something I think I commented on then,
13 because that's such an important entry element.

14 What's the timing on the -- parcel B is the
15 big community part, but it's going to be developed at
16 some point with mixed use development. Do you have a
17 sense of the timing of that?

18 MR. FEOLA: Just let me clarify, Commissioner
19 Miller, the park is not part of parcel B.

20 MR. MILLER: It is not?

21 MR. FEOLA: The park will be a park as long
22 as the --

23 MR. MILLER: Okay.

24 MR. FEOLA: -- Commission approves it as a
25 park. The parcel B is south of the public park.

1 MR. MILLER: Oh, okay.

2 MR. FEOLA: So, the big green space right
3 there, that's parcel B. The park is to the north of
4 that. That's the park. So that, that will always be
5 a park. That had been part of the concrete plaza
6 before, and is now green space.

7 MR. MILLER: Okay. So, how long will that
8 large green space be there until Parcel B is
9 developed?

10 MR. SCOTT: I mean, right now we have an RFP
11 on the street. Mack Realty is our real estate
12 associate that's handling that. We hope we have an
13 agreement in place by early March and we choose
14 either a joint venture for development of it. So,
15 for us it's -- we don't want it to lag too far behind
16 the stadium build. So, I mean, honestly, as soon as
17 possible.

18 MR. MILLER: And does that RFP specify the
19 types of uses or just --

20 MR. SCOTT: We're leaving it open because we
21 want people to be creative and you know, what we have
22 stipulated is it needs to add to the attraction of
23 the stadium.

24 MR. MILLER: Right. And, Office of Planning
25 had a comment about committing to, that parcel B

1 would be subject to --

2 MR. FEOLA: Design review.

3 MR. MILLER: -- design review. Do you have a
4 problem with that?

5 MR. FEOLA: No, that was our proposal to do
6 that.

7 MR. MILLER: Okay.

8 MR. FEOLA: And it will be in our proposed
9 order if the Commission goes forward with the
10 project.

11 MR. MILLER: Right. So, you just -- really,
12 you hope that this will be a very temporary -- this
13 large green space will be a temporary. And that's
14 where I was actually, when I was talking about the
15 soccer field. That's the larger area that I thought
16 might be able to call it a youth soccer field. Is it
17 large enough to accommodate?

18 MR. SCOTT: It is.

19 MR. MILLER: Yeah.

20 MR. HUNT: And we did have thoughts about,
21 until we developed the land, absolutely to use it as
22 soccer fields because we understand the shortage of
23 fields in the District. And I think as we looked to
24 potentially work on a, you know, 1B, state of the art
25 practice facility with the District, we would love to

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1 incorporate as many soccer fields as possible. Not
2 only for our academy program, for all the youth
3 soccer programs in the District and in the area. So,
4 yeah.

5 MR. MILLER: Great. Okay. The last comment
6 is on this health assessment risk plan, which
7 probably isn't under our jurisdiction. But I think
8 it's been referenced to it, that it's been submitted
9 to DOEE and then we'll ask them about it. But there
10 are comments that come back and there's going to be a
11 new revised plan. Can that be submitted to us for
12 the -- for our record here? And can it be -- along
13 with like a -- well, well, I'll just stick with that
14 for now; that plan.

15 MR. FEOLA: Absolutely. It's public. It
16 will be public record. I think we were just waiting
17 to finalize it after we got comments from DOEE.

18 MR. MILLER: Okay.

19 MR. FEOLA: We can submit it in draft, but --

20 MR. MILLER: Right.

21 MR. FEOLA: -- I don't know if that is --

22 MR. MILLER: And that also would be part of
23 any -- it certainly wouldn't be enforceable by us,
24 but it might be referenced, like we reference
25 construction management plans.

1 MR. FEOLA: Sure.

2 MR. MILLER: Which leads me to my question
3 about it. Is there a construction management plan
4 that's been developed or in draft form that -- well,
5 again, we don't -- it isn't enforceable by zoning but
6 we often -- it's something that the community wants
7 to see, to know how they're going to be protected.
8 Is that something that's been developed or going to
9 be developed that also could be submitted to us.

10 MR. FEOLA: It has not been developed. We
11 obviously could develop one.

12 MR. MILLER: Okay. Thank you. I would
13 encourage that and we could reference that as we have
14 in other orders, but not as an enforceable condition
15 but as something that is -- gives some assurance to
16 the community that they know how it's going to -- how
17 the construction operations are going to not be
18 mitigated for the surrounding neighborhood.

19 Thank you, Mr. Chairman.

20 CHAIRMAN HOOD: Okay. Commissioner --

21 MR. TURNBULL: I would just agree with
22 Commissioner Miller, the Vice Chair, that I think a
23 construction management plan would be good because I
24 think it would reassure the neighborhood that
25 construction trucks are not going to be going through

1 the neighborhood. They'll be on certain routes and
2 so they won't be affected.

3 So, I think for the ANC's benefit, I think it
4 would be a good thing to have at least referenced in
5 our document.

6 CHAIRMAN HOOD: Okay. Commissioner Shapiro?

7 MR. SHAPIRO: Thank you, Mr. Chair. Just one
8 quick question. You said that you were going to be
9 blocking off 1st Street to vehicular traffic on game
10 days. Have you decided how you're doing that yet?
11 Is it bollards? Is it a gate? Is it -- what are you
12 going to do?

13 MR. FEOLA: Well, I just want to make sure
14 this is -- everybody is clear about it. It is --
15 it's going to be publicly assessable road, built to
16 D.C. standards, but it's private property, so it is a
17 private street if you will. Right? So, I just want
18 to -- we keep on talking about 1st Street. I just
19 want the Commission to understand that.

20 MR. SHAPIRO: No, that's helpful. Thank you.

21 MR. FEOLA: But how we're going to do it, I
22 have no idea.

23 MR. SCOTT: I mean, typically it's with MPD
24 cruisers. So, you would pay their DDOT TCOs or a
25 Metropolitan Police Department vehicle to stay in

1 that place. So, if there was an emergency you can
2 move the vehicle out of the way and, you know, an
3 emergency vehicle could go down.

4 MR. SHAPIRO: So, there's no -- you're not
5 designing anything into it?

6 MR. SCOTT: No.

7 MR. SHAPIRO: Thank you. Thank you, Mr.
8 Chair.

9 CHAIRMAN HOOD: Okay. All right. I don't
10 have any questions any more. Let's go to the Office
11 of Planning, District Department of Transportation
12 and District Department of the Environment. Yes, Mr.
13 Feola. I'm sorry?

14 MR. FEOLA: Cross-examination from the ANC?

15 MS. SCHELLIN: Yes.

16 CHAIRMAN HOOD: Oh, that's right. I didn't
17 do that, did I? Thank you. Mr. Litsky, you have any
18 cross?

19 Mr. Litsky, certainly I'm not going to rush
20 you but I'm just curious about how many questions you
21 have. Probably about 20?

22 MR. LITSKY: [Speaking off mic.]

23 CHAIRMAN HOOD: At least 20? A little less
24 than 20?

25 MR. LITSKY: I think the answers will be

1 succinct.

2 CHAIRMAN HOOD: Okay.

3 MR. LITSKY: Okay.

4 CHAIRMAN HOOD: Okay.

5 MR. LITSKY: I was pleased that in the
6 introduction to the PowerPoint, that you spoke to the
7 Buzzard Point vision plan, and working around it.

8 The one thing that also was stated, and I
9 can't remember who stated it, made the point that you
10 don't want to move traffic north of the site on 1st
11 Street. I was wondering if that is the same for your
12 vision for Half Street.

13 MR. SCHIESEL: Are we talking in general
14 Buzzard Point traffic in the future and how it's
15 traveling on streets? The concept of Half Street in
16 the framework plan is a connection to the oval. The
17 future traffic oval on South Capitol Street. So, as
18 far as using Half Street in as far as going to the
19 oval, yes, it's considered a vehicular connection,
20 important one for Buzzard Point.

21 MR. LITSKY: Okay. So, you're not then
22 embracing the concept that the Buzzard Point plan
23 embraces, that Half Street is the transportation
24 spine of Buzzard Point?

25 MR. SCHIESEL: I'm not necessarily familiar

1 with that language. But we worked on the
2 transportation plan for Buzzard Point. And Half
3 Street --

4 MR. LITSKY: I know. I know.

5 MR. SCHIESEL: -- south of the oval is going
6 to have more traffic comparable to 1st Street or 2nd
7 Street, just because of its location and how R Street
8 and Potomac Street connect Half Street to the future
9 traffic oval. So, if that's what that statement
10 intends, then I would agree that as vehicular traffic
11 wise Half Street will circulate most traffic to and
12 from South Capitol.

13 MR. LITSKY: Well, again, you made the point
14 that you don't want to move traffic north of the site
15 on 1st Street. Our concern at the ANC all along has
16 been that traffic will absolutely go north of the
17 site. And Half Street, as per the Buzzard Point
18 plan, is shown to be between P Street and M Street,
19 actually, that's Half Street. And that's Half Street
20 that -- and again, this is not part of your actual
21 property. But if you're embracing the concepts that
22 were put in the Buzzard Point plan, I'd like to
23 understand exactly what it is that you anticipate
24 because that will give us some direction about what
25 your direction is going to be to your patrons, using

1 that as a transportation hub.

2 MR. SCHIESEL: Well, as far as the
3 preferential routing goes, there's no preferential
4 routing using Half Street north of Potomac Avenue.

5 MR. LITSKY: Okay. And what is your vision
6 for 2nd Street?

7 MR. SCHIESEL: 2nd Street is another good
8 circulatory road in Buzzard Point. As far as the
9 games, it depends where the eventual parking lays out
10 and where their entrances are. But we would expect
11 people, if they're going to, from Half Street, would
12 be getting off the oval at Potomac, going down to 2nd
13 Street, driving there, south, then back up Half, then
14 over to R Street, then back to the oval. Or any
15 version of some of the several ways you can get back
16 and forth.

17 But, the primary access is to and from the
18 oval.

19 MR. LITSKY: Okay. So, you then don't
20 envision 2nd Street beyond north of P Street as part
21 of anything that has to do with the stadium, getting
22 to it or from it.

23 MR. SCHIESEL: It's not the primary focus.
24 The oval is definitely the primary focus with the
25 vast majority of traffic. Some traffic -- 4th Street

1 and P Street are also collector roads. And they will
2 experience some of the traffic as I assume they do
3 today, with the fort traffic that uses it today.

4 That's -- but the exact percentage I am not
5 sure, but the Buzzard Point framework plan, it's on
6 order of 80 percent to and from the oval and the rest
7 using mostly 4th and P.

8 MR. LITSKY: And I think we've all seen the
9 great big fat blue arrow swooping from Capitol
10 Riverfront into Buzzard Point. The question is, do
11 we believe it? And so, that's what I was just trying
12 to get to.

13 But speaking about the oval, your plans that
14 we have seen have shown various iterations of what
15 the south -- what the route across South Capitol
16 Street is going to mean for your patrons coming out
17 of the Navy Yard Metro, around the baseball stadium,
18 and going over South Capitol Street, both as it
19 exists now, and as it exists with the oval.

20 What you -- and I'd like to clarify
21 something. Your stadium is supposed to be -- I mean,
22 ribbon cutting is going to be 2018, right?

23 MR. SCHIESEL: I can't talk to construction
24 timelines.

25 MR. LITSKY: Well, somebody can.

1 MR. SCOTT: Yes, June of '18.

2 MR. LITSKY: Okay. Do you have, since you've
3 done many of the transportation plans, I know we're
4 also talking about the construction of the Frederick
5 Douglas Bridge, and also reconstruction of South
6 Capitol Street, and the construction of the oval
7 itself. So, when is that supposed to start?

8 MR. SCHIESEL: I also do not know the
9 construction timeline of that project.

10 MR. LITSKY: So, then this entire plan was
11 developed without understanding what it was that
12 Frederick Douglas Bridge construction is going to
13 entail?

14 MR. SCHIESEL: The plan examined, before
15 construction and after construction aspects, of that
16 project.

17 MR. LITSKY: Okay. So, here's a real for
18 instance, and it's not a for instance. I mean, we
19 will be opening the stadium in 2018. We will also be
20 having the Frederick Douglas Bridge under
21 construction, a big hunk of South Capitol Street, and
22 a big hunk of Potomac Avenue is going to be rubble
23 and construction during a time when you are running
24 the stadium. How is that going to work?

25 MR. SCHIESEL: This is -- construction is,

1 you know, going on everywhere in the District.
2 You're having events, you're always looking at the
3 traffic control plans for those construction plans,
4 have to accommodate events. All the construction
5 going on around the ballpark has special traffic
6 control plans for how the patrons are going to and
7 from the ballpark. All this stuff, right adjacent to
8 the ballpark, because it would be a similar
9 situation.

10 The traffic control plans developed for any
11 construction project going on in any of the routes
12 that are necessary for operations of stadium, will
13 have a stadium version and then how they accommodate
14 it. And we have all the numbers we need, and the
15 analysis we've done, and know how much sidewalk width
16 is needed, how much crossing time is needed, and
17 those numbers feed into the traffic control plans and
18 need to be met.

19 MR. LITSKY: And again, and I think what a
20 couple of the commissioners had cautioned was, that
21 it would be helpful for our standpoint, from the
22 standpoint of the ANC and the neighborhood, to have a
23 much better understanding of exactly how this is
24 going to be operating. One of the things would be a
25 construction management plan. Beyond that, and in

1 addition to that, I think what we need to see, and I
2 think what the Commissioners would like to see, and I
3 won't speak for them, would be a very clear
4 understanding of once the stadium is operational,
5 exactly what is your understanding, and this is
6 something we'll have to get through DDOT as well,
7 what is the process by which you anticipate you're
8 going to be moving 80 percent of your people from
9 Capitol River Front, across South Capitol Street, to
10 Buzzard Point, when we have this bridge under
11 construction. And construction is going to take
12 quite some time.

13 You just can't will it. It has to be
14 planned. And if we don't have a plan, we have to
15 assume that it's going to be done in what, the TOPP?
16 Well, it can't be done in the TOPP. I'd like to
17 understand how this is going to happen prior to
18 approval of this project so we have an understanding
19 of how it's going to work. Public safety is at stake
20 here. 19,000 people going across, and 19,000 people
21 going back. Every single game and special events.
22 How is it going to work? That's something that needs
23 to be known, and that's not something that you put
24 forward.

25 So, and we can just move on. Now, we had

1 spoken about the LOIs for your anticipated guarantees
2 that we're not going to be holding simultaneous
3 events at the ballpark and at the stadium. Could you
4 define use? Who was the one that talked about the
5 use of the stadium? I do -- it was, you know, we
6 weren't going to have co-games on the same day, but
7 we're also talking about use.

8 One of the things that this stadium was sold
9 to the District and to the ANC on was that it was
10 going to be used more than just for soccer games.
11 There would be football games and various other
12 things. What's considered a use and what's
13 considered a use that would be somewhat less, other
14 than a big use where we would have to consult with
15 the Nationals.

16 So exactly what is it that we're talking
17 about the stadium being used for, and at what point
18 does -- that's not a use. That's just a, you know, a
19 kid's soccer game. I'd like some clarification of
20 how that's going to be done.

21 MR. SCHIESEL: Well, I mean, I think the -- I
22 mean, the uses are. I mean you're right. I mean,
23 they're widespread. It's concerts, it's rugby, it's
24 lacrosse, it's you know, we're going to try to
25 activate it as much as we can.

1 But I think what starts to delineate, you
2 know, an overall event versus, you can use the term
3 of private event or smaller event if it's a, you
4 know, if it's an event in our club level that has 700
5 people in it, we wouldn't consider that an event that
6 would be in conflict with the Nats of hosting a home
7 match, a home game.

8 If it were an international soccer match that
9 had 15,000 people --

10 MR. LITSKY: Right.

11 MR. SCHIESEL: -- that's a conflict and we
12 wouldn't schedule that during the same time as a
13 National's game.

14 MR. LITSKY: Sure.

15 MR. SCHIESEL: You know, so I mean, I think
16 it's -- it varies.

17 MR. LITSKY: So, we're going to use common
18 sense?

19 MR. SCHIESEL: Absolutely.

20 MR. LITSKY: Okay. That's always nice to
21 know. What's your plan to accommodate the elderly
22 and the infirmed, get them to and from the stadium,
23 because there will be old people and there will be
24 people who are in wheelchairs and walkers.

25 MR. SCHIESEL: What we have the plan for is

1 we know the north side of the stadium, or as I've
2 been told, is the best spot for picking up and
3 dropping off, and disabled access. Just based on
4 where the building accessibility is.

5 We, I mean, we plan to work with reserving
6 the curbside there to allow for a convenient pick up
7 and drop off area before and after games for disabled
8 patrons to use.

9 MR. LITSKY: Okay. So, that's a plan? I
10 mean, that's been written down and are we going to
11 wait for the TOPP for that?

12 MR. SCHIESEL: That is, what I just said, is
13 in the CRTR plan in the record.

14 MR. LITSKY: Okay. I'm sorry, I missed that.
15 I had -- I was also curious, who is responsible for
16 incurring the cost of the TCOs and the police cars
17 that are going to be stationed a block off 1st Street
18 on every game? Who's paying for that?

19 MR. SCHIESEL: That would be our
20 responsibility.

21 MR. LITSKY: Okay. Well, can we negotiate a
22 little bit better than we did on the Nats stadium
23 deal?

24 I also had a question about 1st Street. As
25 1st Street is going to be closed during the time that

1 you have major events, do you envision that that is
2 going to create any problems for those folks, and
3 there's supposed to be 6,000 units of housing, not
4 people, units of housing on Buzzard Point. So, if
5 you're closing 1st Street to automobile traffic, how
6 do you anticipate that that's going to impact the
7 rest of the folks who may be using Buzzard Point and
8 living on Buzzard Point in those 6,000 units?

9 MR. SCHIESEL: I would refer you to the
10 Buzzard framework plan transportation study. At the
11 time of that study it was originally envisioned that
12 1st Street would be closed. So all the analysis and
13 inclusions in that report reflect that condition.
14 Our CTR provides a bit of an update, examining those
15 same analysis and conclusions if 1st Street were
16 open. So, but the original report provides all the
17 answers on how circulation would work with the closed
18 1st Street.

19 MR. LITSKY: Okay. I have one last question
20 and that has to do with signage. Several of the
21 Commissioners had spoken about an overabundance of
22 signage on the roof and on the side and -- and the
23 question had been raised if you anticipate putting
24 digital media advertising signs on the outside of the
25 stadium. Do you?

1 MR. SCOTT: I mean, not currently at this
2 time. I mean, as, you know, Phil said, I mean 10
3 years down the road if we do decide to do that we
4 would have to come back in front of the Zoning
5 Commission.

6 MR. LITSKY: Fine. Then I'd just like to
7 make sure that it's on the record that indeed you
8 agree that these large digital signage is not
9 anticipated to be on the outside of the stadium, and
10 that if it is in the PUD order, that you will have to
11 come back and get an amended PUD order in order to do
12 so.

13 MR. SCOTT: Yes.

14 MR. LITSKY: Great. That's all I needed.
15 That's all I have. Thank you.

16 CHAIRMAN HOOD: Thank you. Let's go to the
17 Office of Planning, DDOT, and DDOE.

18 MS. VITALE: Good evening, Mr. Chair and
19 Members of the Commission. Elisa Vitale with the
20 Office of Planning. The Office of Planning
21 recommends approval of the subject PUD for a soccer
22 and special events stadium in the CG/CR zone, with
23 the requested flexibility to provide no onsite
24 parking and to provide an alternate loading plan.

25 As has been noted this evening, the proposed

1 design has evolved significantly from what was
2 proposed at set down. This includes revisions to the
3 east façade, including ground level retail,
4 relocation of an entry gate to S Street, inclusion of
5 a realigned 1st Street, the revised entry plaza, and
6 then open space park area that you've seen in this
7 latest submittal and in the presentation this
8 evening.

9 While the project has evolved significantly,
10 the Office of Planning did identify certain areas
11 where additional information is required, and
12 actually many of these items are things that you have
13 touched on this evening in your Zoning Commission
14 questions and comments, so far in tonight's hearing.

15 Specifically, a commitment to design review
16 for parcel B, the color and materials board which is
17 before you this evening. Some additional detailed
18 and further refined plans, as well as project
19 statistics that I think we started to get at this
20 evening that get to the final number of seats, final
21 number of bike parking spaces, a final square footage
22 for the retail office, and then D.C. United square
23 footage.

24 We'd also, as we mentioned, like to see a
25 final sign plan, as well as a final lighting plan, a

1 final benefits and amenities package, and then
2 finally the development of a transportation
3 operations and parking plan and I believe you'll hear
4 more about that from DDOT in their testimony this
5 evening.

6 I'll keep my comments brief. I know the hour
7 is late. So, this concludes my report. I'm happy to
8 answer any questions that you might have at this
9 time. Thank you.

10 CHAIRMAN HOOD: Okay. Thank you. Let's go
11 to DDOT.

12 MR. ZIMBABWE: Sure. Good evening,
13 Commissioners. Jonathan Rogers is our project
14 manager on this and is the most intimate with a lot
15 of the details, but he's ceded to me since I actually
16 came tonight and wanted to see you all.

17 I also want to apologize for probably the
18 longest zoning report from DDOT that you've ever
19 read. And hopefully that shows that Buzzard Point
20 has been the subject of extensive study and
21 deliberate planning by DDOT, as we worked
22 collaboratively with other District agencies on the
23 greater neighborhood. This includes our efforts at -
24 - everything from multi-neighborhood study from the
25 Anacostia Waterfront framework plan 15 years ago, to

1 the neighborhood scale, our Southeast/Southwest study
2 and events -- special events study, and projects
3 specific scales related to this project and the South
4 Capitol Street environmental impact statement.

5 The stadium itself has been subject to a
6 number -- subject of a number of traffic studies, and
7 together these provide a pretty comprehensive picture
8 of transportation. There's a number of questions
9 that have come up tonight and I'll try to speak to a
10 lot of those, but we can get into some of the details
11 as well.

12 The events at the stadium will rely largely
13 on existing transportation infrastructure, roadway
14 capacity, transit capacity, and parking supply that
15 are also used to support events at National stadium,
16 which is approximately twice the seating capacity.

17 And while the analysis as part of the stadium
18 project has revealed a -- reveals a constrained
19 network in the vicinity of the site during peak
20 hours, we've seen that National stadium events,
21 because of the larger scale, generates significantly
22 more impacts in terms of intersections that are
23 impacted, than we would anticipate from soccer
24 stadium events.

25 And the soccer stadium also is actually

1 reducing sort of normal peak hour demand that we
2 would have seen from building at the existing
3 underlying zoning, which I think is important to
4 remember as we think about the larger transportation
5 impacts.

6 Similarly the applicant has proposed that
7 transportation operations and parking plan, and
8 transportation demand management mitigations that can
9 help reduce the peak events, peak event related
10 traffic, and a lot of the proffers and the
11 improvements that both the applicant and DDOT will
12 make in terms of project level issues will also
13 address some of those even related traffic.

14 I think it's also important to understand
15 that traditional traffic analysis tools that use that
16 we're often here explaining and talking about
17 projects with you, things like level of service,
18 queuing, some of the other types of traditional
19 traffic analysis tools are not really well equipped
20 to handle event-based traffic. So, those are usually
21 analysis that are with our traditional management
22 strategies, traffic signals, other traffic controls
23 that don't rely on proactive management strategies
24 that we'll see through the TOPP. And the traditional
25 tools don't really respond very well to when you

1 actively manage intersections.

2 So, I think that again, relying a little bit
3 on the TOPP and transportation demand management
4 strategies to, over time and in an ongoing proactive
5 way, deal with event impacts, is the way to address
6 some of the concerns that we've heard tonight. I
7 would also just add a few other pieces in response to
8 specific things. The discussion -- there was a
9 little bit of a discussion of streetcar early on.
10 Streetcar is part of DDOT's long-range plans, but
11 there's not any short-term or immediate timeline
12 implementation in this area. Our priority is to
13 provide high quality east/west service on the
14 east/west corridor. And so we really can't talk
15 about a time frame. That really wouldn't affect
16 overall transit access and travel demand that we see
17 in the current, you know, in addressing stadium
18 related traffic right now.

19 There's been a lot of discussion about
20 Capital Bikeshare, and that is something that we can
21 certainly actively work with the team on how we
22 manage event-based traffic with Capital Bikeshare.
23 And then all of those other bike facilities in
24 thinking about getting people to and from both
25 transit and on -- and farther distances away.

1 A little bit on South Capitol Street. So we
2 are currently in the process of procuring a design
3 build contractor for phase one of our Capitol --
4 South Capitol Street project. As part of that the
5 winning bidder will propose a staging plan. A
6 construction phasing plan that we have not prescribed
7 a construction phasing plan as part of that
8 procurement process.

9 We do -- we will require that South Capitol
10 Street be maintained, that the existing capacity on
11 South Capitol Street be maintained during the
12 construction process, because it's serving as a vital
13 artery already, and that -- and we will ensure that
14 safe passages is also provided for people crossing
15 over that construction site, getting across South
16 Capitol Street on event days, on every day.

17 So, that is something that once we have a
18 contractor on board, which we anticipate to be in the
19 first quarter of 2017, that's when the construction
20 processes and the construction of the South Capitol
21 Street bridge and larger project will be folded into
22 the TOPP for stadium related operations.

23 So, I can stop there and we can get into
24 questions and answers and get into any more specifics
25 that you would like to discuss.

1 CHAIRMAN HOOD: All right. Let's go to Mr.
2 Wilson.

3 MR. WILSON: Thank you and good evening, Mr.
4 Chairman and Members of the Zoning Commission.

5 My report is submitted into the record,
6 provides addition details but I'll highlight a few
7 things based on the presentation this evening. The
8 Department of Energy and Environment has been
9 coordinating closely with the applicant over the
10 course of the last several months and we note that
11 the plans have made significant progress. We support
12 the project moving forward and we'll continue to work
13 with D.C. United and their team through DOEE's
14 regulatory process.

15 Since it was raised as a question during the
16 testimony and by members of the community that we
17 heard from earlier, I wanted to mention that we are
18 working closely with the applicant through the
19 remediation of the site, and they are continuing to
20 execute the voluntary clean-up plan. Public comment
21 was taken during the development of that plan, and it
22 can be viewed on the DOEE website.

23 Also, the human health risk assessment that
24 was mentioned earlier is on track. And it will be
25 finalized in the next week or so, and then posted to

1 our website as well.

2 Air quality inspections of the concrete and
3 aggregate plant are routinely conducted in citations
4 or issued as appropriate. That's an adjacent site.

5 In addition to the remediation and air
6 quality requirements where agencies engage on the
7 regulatory level, I had wanted to mention a few items
8 brought into the zoning case. The applicant has
9 committed to LEED Gold certification, which meets the
10 minimum requirements in the Anacostia Waterfront
11 development zone, and the applicant includes a small
12 amount of solar on the two entry canopies.

13 But buildings that integrate solar are often
14 designed that way from the very early stages of
15 design. And so, solar on the canopies may require
16 modifications to the structure, and DOEE has some
17 programs that may be able to pay or help anticipate
18 some of the additional costs. And we'd welcome and
19 feel that that would be worth exploring further with
20 the applicant.

21 We're glad to work with D.C. United to help
22 identify and support any additional opportunities to
23 incorporate solar on the canopies and on the flat
24 roofs as the design moves forward.

25 And then regarding storm water management,

1 the tree canopy, the design made significant process.
2 And then the preliminary designs are shown to meet
3 the increased storm water requirements of the AWDZ,
4 the Anacostia Waterfront Development Zone. The
5 design included the expanded park to the northeast of
6 the stadium, the expansion tree pits, and the
7 incorporation of native plantings and pocket parks
8 along 2nd Street are very positive additions to the
9 design. And they support the Riverwalk Trail and the
10 overall concept of Buzzard Point that incorporates
11 nature into the design.

12 I'll also mention that we have Richard
13 Jackson, who is the deputy director for environment
14 services at DOEE here tonight. If you have
15 additional questions on the remediation plan he can
16 address those specifically. But we anticipate
17 continuing engagement with the team, and I'm here to
18 answer any questions you may have tonight. Thanks.

19 CHAIRMAN HOOD: Okay. We want to thank all
20 our reporting agencies, Office of Planning, DDOT, and
21 DOEE. Is it DOEE? I get confused. DOEE. Okay.

22 Let's see if we have any questions or
23 comments of either one of them. Mr. Turnbull.

24 MR. TURNBULL: Thank you, Mr. Chair. Mr.
25 Zimbabwe, let me just ask you. In your report, you

1 talk about that the applicant is committed to a
2 transportation, operations, and parking plan. And
3 I'm assuming -- and you said, funding complete,
4 initial TOPP in coordination with Department of
5 Transportation approximately six to 12 months prior
6 to the opening of the stadium. And you talk about
7 funding annual updates to the top and allow top to
8 reflect changing conditions.

9 And I'm assuming, I mean, this is based upon
10 what you said about how you can't use regular
11 planning principles or traffic planning because of
12 event days.

13 I'm assuming what's reflected in this, or
14 what you would be expecting is that if we find out
15 bikes have become a major, we're going to see then
16 the applicant coming up with something to provide
17 more bikes. Either Bikeshare or private bicycles.
18 And I'm also assuming that if we started to run into
19 a parking issue, there will be another -- I mean, I
20 guess, will you be getting input from the ANC then on
21 this also? I mean, how does the ANC fit into your --
22 into this plan?

23 MR. ZIMBABWE: Yes, my expectation is we
24 would be getting input from the ANC and surrounding
25 communities on the development of the TOPP. I

1 believe that ANC -- the ANC is involved in the
2 National's TOPP development on an annual basis. And
3 so we would anticipate taking the same approach that
4 we've taken with National Stadium, which involves
5 continuous improvement of the operations based on
6 changing conditions.

7 MR. TURNBULL: So, then there would be a
8 commitment by the applicant to provide additional
9 funding for whatever remediation measures would be
10 needed, or mitigation measures?

11 MR. ZIMBABWE: I think that can be -- I think
12 it's a lot to -- it's an open-ended question to put
13 on the applicant to fund whatever comes out of that.

14 MR. TURNBULL: Right. Right.

15 MR. ZIMBABWE: These tend to be operational
16 strategies in general, not infrastructure based
17 strategies. And so, it might be redeployment of some
18 of the resources that they're committing to in terms
19 of --

20 MR. TURNBULL: Already have. Okay.

21 MR. ZIMBABWE: -- traffic control officers or
22 things like that, rather than sort of saying it's an
23 open-ended commitment to anything that --

24 MR. TURNBULL: Okay.

25 MR. ZIMBABWE: Anything that would solve

1 every problem.

2 MR. TURNBULL: All right. Well, I'm just
3 curious. I mean, it seems that by the implementation
4 or requesting this TOPP that we have a mechanism in
5 place to be able to address some issues if they
6 appear. And a commitment from the applicant to be
7 able to address these issues that relate directly to
8 the applicant's stadium.

9 MR. ZIMBABWE: That's right.

10 MR. TURNBULL: Okay. Well, hopefully we're
11 going to get a copy of this before we take action, or
12 at least a draft version of this.

13 MR. ZIMBABWE: Well, I think that's where we
14 really -- I think that we need to wait until we are
15 closer to the opening of the stadium to get into the
16 operational --

17 MR. TURNBULL: Will we get some guidelines or
18 some benchmarking attributes of this that we can at
19 least look at that this will be part of what could be
20 included? I mean, some high points, some key aspects
21 that are intended to be -- I mean, maybe it's
22 basically taking what you've got here and expanding
23 on it in a more fuller version so that we could at
24 least have some measure of assurance that these
25 things are going to be included.

1 MR. ZIMBABWE: Yeah. I mean, I think that's
2 possible. We outlined in our report on page 25, sort
3 of the basic elements of that. But I think what
4 you're saying is more of an outline of what that
5 looks like.

6 MR. TURNBULL: Right.

7 MR. ZIMBABWE: I mean, it might be helpful
8 to --

9 MR. TURNBULL: Some kind of a framework that
10 we could look at that would --

11 MR. ZIMBABWE: It might be helpful to include
12 in the record, the National's TOPP as an example of
13 what this looks like --

14 MR. TURNBULL: Right.

15 MR. ZIMBABWE: -- in a bit more full basis.

16 MR. TURNBULL: Yeah, if we can get just
17 something flushed out a little bit more than --

18 MR. ZIMBABWE: I mean, I think this one, you
19 know, South Capitol Street and the condition of South
20 Capitol Street will be a really important component
21 of the first few --

22 MR. TURNBULL: Yeah.

23 MR. ZIMBABWE: -- operations plans. After
24 that it won't be an important element because our
25 project will be done.

1 MR. TURNBULL: Right.

2 MR. ZIMBABWE: So, I think there's -- that's
3 also where the ongoing management will help both with
4 the construction process and with unforeseen
5 questions as Buzzard Point builds out from a long-
6 term land use change. You know, there's going to be
7 changes in this whole surrounding area over time that
8 an annual update can help address.

9 MR. TURNBULL: Okay. Thank you. And I just
10 have one for Ms. Vitale. On the benefits and
11 amenities, other than what's in your report you have
12 not received any updates as far as describing the
13 amenities as far as any kind of a relative value on
14 these.

15 MS. VITALE: That is correct. We haven't
16 received additional information beyond what was
17 submitted with the original PUD application, and then
18 you know, obviously tonight they submitted the
19 community benefits agreement document. Looking at
20 that closely, though, I don't know that that goes
21 into detail in terms of value.

22 MR. TURNBULL: So, that would be something
23 that we will be expecting from the applicant.

24 MS. VITALE: Yes, that's correct.

25 MR. TURNBULL: All right. Thank you.

1 CHAIRMAN HOOD: Any other questions or
2 comments, Vice Chair Miller?

3 MR. MILLER: Yes. Thank you, Mr. Chairman.
4 I wanted to thank OP and DDOT for the
5 comprehensiveness of your 27-page and 30-page reports
6 respectively. And DOEE for the conciseness of your
7 four-page report.

8 So, Mr. Zimbabwe and Mr. Rogers, on page -- I
9 asked this question to the applicant. On page 26 of
10 your DDOT report you talked about this -- that the
11 TOPP, that Transportation Operation and Parking Plan
12 that we all will be anxious to see, must address the
13 -- it's a current lack of direct transit connection
14 between nearby metro stations to the stadium site.

15 And then in the third paragraph you say,
16 through the TOPP development, DDOT and the applicant
17 will evaluate how circulator service can be augmented
18 to support stadium operations, provide service to
19 Buzzard Point in connection with -- in conjunction
20 with stadium events. In the absence of a public
21 transit option, I'm reading from your report, the
22 applicant should commit to providing a private
23 shuttle connection until such time that public
24 transit service is provided. The details of the
25 private shuttle operations if needed would be defined

1 during the TOPP development.

2 So, I glean from that that you thought it was
3 important that there be a transit connection between
4 -- at least the Navy Yard Metro station and this
5 site. I asked the applicant's transportation expert
6 about that. They seem to think that 40 or 50 --
7 shuttling 40 or 50 people at a time might not be -- I
8 forget. I don't want to misquote them, but it
9 wouldn't be necessarily helpful or useful. I don't
10 know what the word was. But do you think that it is
11 necessary for the success of this project for there
12 to be such a transit connection between the Metro
13 station and the stadium site on event days?

14 MR. ZIMBABWE: Yeah. I think that there is,
15 you know, what our report is intending to say is that
16 you know, moving people from the broader area to the
17 site is an important component of serving the site.
18 We think that that will be able to be achieved
19 through public transit connection. You know, there's
20 an existing Metro bus route that serves as far down
21 as P Street. So, that's an option. Extending the
22 circulator, you know, we are working to extend the
23 circulator, the existing union station and Navy Yard
24 route farther to the west to serve southwest,
25 southwest waterfront, potentially extensions on

1 gameday service.

2 In the absence of those we think there's
3 probably a need for at the minimum, surveying sort of
4 as -- to serve people with disabilities trying to get
5 to and from the site. But we think that that most
6 likely will happen through a public transportation
7 provision as part of that.

8 That is not to say, I mean, I think that if
9 you look at what the mode split, the number of people
10 that we anticipate arriving to the game primarily on
11 transit, that is not a number that can be
12 accommodated by a bus connection.

13 So, the primary route for most of the people
14 who are arriving on transit, or driving in a car is
15 not going to be then take a bus from wherever they're
16 parking or getting off the train to the stadium, but
17 it is an important component of how people get from
18 those locations to the stadium.

19 MR. TURNBULL: Okay. Thank you.

20 CHAIRMAN HOOD: Commissioner May?

21 MR. MAY: Yeah. Sorry. Turns out I had two
22 questions. But, so for the Office of Planning I know
23 you had recapped some of the things that were still
24 missing in your view, and unfortunately I think I
25 missed some of that but just going down your list

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1 from your report, the first couple of items I think
2 are addressed. Additional detailed plans showing
3 location, external dimensions of buildings,
4 structures, et cetera, et cetera. That's still
5 needed.

6 MS. VITALE: That's correct.

7 MR. MAY: Additional information on building
8 and concourse lighting.

9 MS. VITALE: That's correct. I think our
10 primary concern with respect to that was some of the
11 architectural details hadn't been kind of fully
12 developed, particularly for the retail spaces, and
13 then wanting to ensure that if there was lighting
14 proposed, say near the press and staff entry on the
15 southern building, the team office entry, exterior
16 building lighting at the team store.

17 MR. MAY: Right.

18 MS. VITALE: That those fixtures hadn't been
19 identified and called out. And then also you can see
20 on the materials board, in the main circulation
21 tower, they had proposed some, you know, more
22 artistic lighting that echoed this, you know, the
23 soccer ball shape and some of the detail on the
24 aluminum fence panel. I think we just wanted to be
25 sure that if those things were showing in the

1 renderings that they were in fact going to come to
2 fruition in the ultimate design and buildout.

3 MR. MAY: Okay. Yeah, I would like to see
4 that information as well. Clarifying the project
5 statistics.

6 MS. VITALE: As I mentioned in my comments, I
7 think we just had some -- there were some
8 inconsistencies and then some uncertainty in terms of
9 final number of seating -- you know, final numbers
10 for seating capacity, bike parking, retail square
11 footage, office square footage. So, I think we just
12 wanted to know where they were --

13 MR. MAY: All right. All right.

14 MS. VITALE: -- were landing on those.

15 MR. MAY: Fine. And then the detail -- more
16 detailed signage plan, I saw what they submitted
17 tonight. Does that satisfy your concern?

18 MS. VITALE: I have not had a chance to
19 review --

20 MR. MAY: Okay. All right.

21 MS. VITALE: -- what was submitted tonight.
22 Okay. So, maybe we can find out more from you when
23 you've had a chance to review that.

24 So, unfortunately it wasn't available in
25 advance because I don't feel like I've had a chance

1 to really review it as well. All right. So, then I
2 have a question actually for Mr. Zimbabwe about the
3 RPP sort of in-zone parking, and is there any hope
4 that there will be changes, or there could be
5 changes, even just focused on this particular section
6 of Zone 6 to address other people from Zone 6 coming
7 and parking there? I mean, I'm shooting myself in
8 the foot here if it ever rains and I need to drive,
9 and I won't be riding my bike I'd be tempted to go
10 down there and park in the Zone 6 area. But, you
11 know, I mean, that's really not a great thing.

12 MR. ZIMBABWE: The tragedy of the commons.
13 So, any change like that would likely require
14 legislation to change something as substantial as --

15 MR. MAY: Sub zoning.

16 MR. ZIMBABWE: Reducing the size of the zone.

17 MR. MAY: Yeah. Yeah.

18 MR. ZIMBABWE: You know, we have different
19 restrictions around RFK for stadium events right now.
20 Those are pretty restrictive. They also affect
21 people who would like to have guests come at the --
22 during stadium events and then can't have their own
23 guests come and park during stadium events. So, I
24 think that's something that we could -- we could
25 identify and explore how to deal with that in, again,

1 in the operations and parking plan for the stadium.
2 And we might try one strategy and then try a
3 different strategy, if that strategy --

4 MR. MAY: So, I mean, there might be
5 something that could be done short of legislation. I
6 mean, even if it needs legislation, maybe that's the
7 thing that needs to be done. I mean, I do recall
8 that before they went to the current program at RFK
9 stadium, of restricting it to Zone 6, only during
10 special events. There used to be a separate special
11 event permit that you had to put on and I don't know
12 that that was done legislatively, but you know, maybe
13 that's something that can happen in this
14 circumstance. And then if you have your, you know,
15 your visitor placard, you can still have visitors. I
16 don't know.

17 MR. ZIMBABWE: Right. I mean, I think that
18 is something. I mean, we've heard from residents in
19 the Buzzard Point area, the broader, sort of broader
20 neighborhood, that they've got concerns about current
21 abuse of visitor parking passes for people accessing
22 National Stadium.

23 MR. MAY: I think there are many complaints
24 across the city about abuse of that. Yeah.

25 MR. ZIMBABWE: And that's another.

1 MR. MAY: That's embarrassing.

2 MR. ZIMBABWE: Maybe another hearing.

3 MR. MAY: Right.

4 MR. ZIMBABWE: But, you know, we have put in
5 progressively more control over how we distribute
6 those passes rather than just mailing them out.

7 MR. MAY: Yeah.

8 MR. ZIMBABWE: You know, we require them --

9 MR. MAY: Right. You have to request it.

10 MR. ZIMBABWE: -- and they're now ANC based
11 rather than entire ward based.

12 MR. MAY: Got it. Well, I do feel like
13 something probably should be done here given the
14 pressure that's going to be exerted because the, you
15 know, there is going to be a lot of desire for people
16 to park in those residential neighborhoods that are
17 closer to the stadium than just about every other pay
18 parking space. So, thank you.

19 CHAIRMAN HOOD: Okay. Do we have any cross-
20 examination of either one of those agencies,
21 reporting agencies?

22 MR. FEOLA: Not from the applicant.

23 CHAIRMAN HOOD: Okay. Mr. Litsky, come
24 forward.

25 Just short of 20 this time or do we have over

1 20? Oh, quick. Okay. I'm not rushing you, I'm just
2 trying to get a range.

3 MR. LITSKY: Can't be rushed when it comes to
4 this.

5 I do have a couple of questions for OP. The
6 Buzzard Point plan that we seem to be hinging an
7 awful lot on, is still in draft, is it not?

8 MS. VITALE: That is correct.

9 MR. LITSKY: When is it going to stop being a
10 moving target?

11 MS. VITALE: I don't know that it's a moving
12 target. There was a draft that was circulated for
13 comment. I know that the staff that are working on
14 the plan right now are working to incorporate
15 comments from sister agencies as well as other
16 internal and external comments that were received on
17 the draft. So, I think once, you know, all the
18 comments are incorporated I think we should be close
19 to a final version.

20 MR. LITSKY: Okay. Well, part of the reason
21 I ask that is that we're basing a lot of our
22 discussion on that plan, and since we're talking
23 about incorporating comments, the ANC provided
24 comments more than eight months ago to OP. We have
25 not even received an acknowledgement of receipt of

1 those comments, let alone answers to any of the
2 concerns that we put forward. When can we expect to
3 receive those answers?

4 MS. VITALE: I can't speak to that directly.
5 I can certainly bring that back to folks in the
6 office and get a response.

7 MR. LITSKY: Please do. Thank you.

8 And I did have a question that we're
9 disputing the contention in your OP final report on
10 the PUD that the Buzzard Point vision plan states on
11 page 17, and I quote, that revitalization is
12 consistent with the aspirations and needs of nearby
13 residents, and the city as a whole with a focus on
14 roads and public spaces. End quote.

15 Just how did you ascertain those aspirations
16 from my residents? What was the process you used to
17 engage them?

18 MS. VITALE: I know that there was community
19 engagement as part of the vision framework
20 development. So, I believe anything from that vision
21 framework document would have been based on the input
22 received during the development of that plan.

23 MR. LITSKY: I can answer that. It's
24 rhetorical. There actually was a small group of
25 people, about a dozen, sitting around a table,

1 community leaders, and that's as much community input
2 that we got prior to this plan being done.

3 We did have, however, in January of February,
4 a major community meeting in your very building on
5 the second floor of the DCRA conference room. And
6 there were 140 people who showed up. Sam Zimbabwe
7 was there. The director was there. I think Jennifer
8 Steingasser was there, the lady who did the report
9 herself was there. And we had a considerable amount
10 of comment, and yet we would up getting nothing.
11 That was after the fact.

12 And so, my question is, how long does it take
13 to gather comment on a vision quest, a vision report
14 from DDOT, or rather from OP, so that we finally
15 understand what it is that everybody is agreeing on.
16 And it's been nine months.

17 So, I'll just wait. I mean, you provided
18 that answer but that's a concern.

19 To DDOT, you had provided in your reports, a
20 whole list of various special studies and studies
21 that have been produced for various folks over the
22 course of time. One of the studies that you
23 highlighted and you just spoke about, was the
24 Southeast/Southwest Special Events study, one that
25 our ANC disagrees with, you know, rather routinely on

1 a number of major points.

2 But one of the major points was, it says
3 transit system needs, one of DDOT's main goals --
4 this is in quotes -- for the District is to increase
5 the use of reliable convenient transit modes. The
6 roadway capacity is constrained, speaking of Buzzard
7 Point, and there are very limited opportunities to
8 add capacity to the network. As such, it's critical
9 for the entire area that a reliable and convenient
10 transit options are available. One major improvement
11 needed in the transit system is the implementation of
12 a north/south streetcar line that could provide
13 transit service into Buzzard Point allowing for
14 direct transit access to the soccer stadium.

15 If North/South Street car is delayed or does
16 not go south of M Street, the implications would be
17 lowered transit share since the only option for rail
18 transit is the Metro Greenline. So, my question to
19 you is, if the basis upon which the stadium is being
20 recommended to be -- for placement on Buzzard Point
21 is a north/south streetcar line, and if we don't have
22 one now, why should we be putting this there?

23 MR. ZIMBABWE: Sure. So, I think one of the
24 things, and what we tried to outline in our report to
25 the commission was that the number of studies that

1 have been done, and also the -- they sort of have
2 different components of them. So, some of -- most of
3 our studies, the ones that DDOT has done, the
4 southeast/southwest transportation study, the follow-
5 on events transportation analysis, looked at long-
6 term land use, the sort of full buildout of the
7 entire area and how to address sort of broader
8 neighborhood access in the long-term. And so that's
9 what the events analysis was looking at.

10 The studies that have been done on behalf of
11 the individual -- the stadium itself, have been
12 shorter term using sort of -- using current land use
13 as well as the Buzzard Point framework, again long-
14 term land use, but the stadium specific have been
15 short term current land use and project specific,
16 sort of not looking beyond that.

17 MR. LITSKY: I appreciate that. It just
18 sounds like gobbledy gook to me. I'm plucking this
19 not out of what the stadium folks have put forward,
20 or what Rob has put forward, I'm taking this and
21 quoting directly out of one of the major studies that
22 you have cited that profess to tell us that this is
23 the best possible place for a stadium, only if we
24 have a north/south streetcar line. This is quoting
25 straight out of that Southeast Special Events study.

1 So, I just point that out there. I'll repeat
2 again in testimony, and the commissioners can
3 question me after I testify on the 14th.

4 MR. ZIMBABWE: Could you actually -- I'm
5 sorry. Could you show me where that is quoted in
6 there?

7 MR. LITSKY: Well, I don't have it but I'll
8 gladly get it to you. It says, "Transit system
9 needs, one of --" I will find the exact cite and send
10 it to you, and provide it to the Commission as well.

11 MR. ZIMBABWE: Okay. That will be helpful.

12 MR. LITSKY: Yeah.

13 MR. ZIMBABWE: Because I think that's not
14 exactly the way that the --

15 MR. LITSKY: It's exactly the way it's
16 written.

17 MR. ZIMBABWE: Okay.

18 MR. LITSKY: That's why I put it in quotes.

19 MR. ZIMBABWE: Okay.

20 MR. LITSKY: There's another thing, 5.6
21 transit improvements, also in that same study.
22 Transit service to Buzzard Point is currently
23 provided by two modes, Metro Rail and bus. The Metro
24 Greenline would carry the largest percentage --
25 rather proportion of transit trips to special events,

1 either the National's Park or D.C. Nationals -- D.C.
2 United. As described in Chapter 3, WMATA operates
3 several METRO bus lines that pass along M Street and
4 South Capitol Street, into Buzzard Point on the 74
5 bus route.

6 The study assumed -- speaking about this
7 Southeast/Southwest special events study, the study
8 assumed the development of the north/south streetcar
9 line providing service into Buzzard Point. It was
10 assumed that the streetcar service operated a 10-
11 minute headway providing a total of 960 passengers
12 per hour.

13 So again, we'll have 960 passengers per hour
14 taken out of the mix because we don't have that
15 north/south streetcar line. But again, these are
16 things that DDOT had depended upon when you made the
17 initial assumption to the District Council and
18 everybody else, that this was a place to put the
19 soccer stadium. And this is one of your underlying
20 foundations for putting the soccer stadium here,
21 because we had a north/south streetcar line, which
22 now does not exist. Just pointing that out, and I'm
23 curious how you work with that.

24 MR. ZIMBABWE: Right. So, again, the events
25 study looked at long-term land use, looked at 2035

1 buildout of the stadium, everything around it. So,
2 it also was before there was a detailed understanding
3 of how the specific stadium that is proposed now
4 would be designed, operate, function. It assumed a
5 stadium that was 6,000 seats larger than the stadium
6 is currently proposed to be built. It included other
7 different assumptions that are no longer -- you know,
8 that evolve through the planning process.

9 We still think that transit service is
10 important. We think that in the long-term, streetcar
11 may well be possible. But it may also not be
12 possible, and in looking at the operations of the
13 stadium as proposed, as analyzed through the study,
14 the comprehensive transportation review prepared for
15 this submission that the stadium can function and
16 operate, you know, even if streetcar were closer on
17 the horizon it would not be -- there was never a time
18 when it was going to be open by the time a stadium
19 opened.

20 So, saying that streetcar was ever a
21 prerequisite for a stadium to be located and operated
22 here is not what we've ever said. So.

23 MR. LITSKY: Yeah, but again, just to point
24 out that wasn't the M Street Southeast/Southwest
25 Transportation Special Event study, did it also not

1 include the Wharf? It starts out with the Wharf,
2 doesn't it?

3 So, it includes the Wharf, some of the
4 commissioners actually understand that. It includes
5 the Wharf, it includes the soccer stadium, and it
6 includes the Nationals.

7 MR. ZIMBABWE: Right.

8 MR. LITSKY: And we're talking about a
9 north/south line because that north/south line was
10 also going to serve the Wharf. So, we're really
11 talking about serving more than just this site. So,
12 now that DDOT is backtracking on north/south line,
13 that impacts a lot more than just D.C. United.

14 But let me move on. The M Street
15 Southeast/Southwest Transportation Plan Section in
16 DDOT's report on this PUD, the 28 pages, it quotes,
17 and the PUD admits that, in quote, "It did not fully
18 envision the implications of entertainment and events
19 uses within the M Street Southeast/Southwest study
20 area. Do you now?

21 MR. ZIMBABWE: Yeah, so that particular line
22 was actually -- is then, the next line is that DDOT
23 completed the M Street Southeast/Southwest Events
24 Transportation analysis in 2014, after the potential
25 stadium came to light. And largely at the request

1 of --

2 MR. LITSKY: I wasn't --

3 MR. ZIMBABWE: Largely at the request of ANC
4 6D.

5 MR. LITSKY: Yes.

6 MR. ZIMBABWE: Which expressed the concerns
7 as we were going through the transportation study,
8 and so in response to that we did analyze all of the
9 events related traffic that was coming in the future.
10 That included the Wharf, it included arena stage, it
11 included Nationals Stadium. It included what we knew
12 at that time about a potential soccer stadium at
13 Buzzard Point.

14 MR. LITSKY: And again, it is a special event
15 study. You know, in our life, in ANC 6D, which
16 includes from the 14 Street bridge to the 11 Street
17 bridge, everything south of the expressway, that's
18 not a special event. That's a Tuesday. And that's
19 what we're living with.

20 So, let me go to one more point that was
21 raised with RPP. While it may be helpful for you to
22 postpone a discussion of RPP to a later date, to
23 ensure that we are preserving the ability for us to
24 live in our very own neighborhoods with all of this
25 activity going on, it would behoove DDOT, or would it

1 not behoove DDOT, to begin now to develop a plan,
2 whether it has to be legislatively or
3 administratively, right now so that we don't have to
4 wait two months into, before we cut a ribbon for the
5 stadium, to get this thing underway. How are you
6 going to solve this problem?

7 MR. ZIMBABWE: Well, I don't think it's
8 something that I can solve along. And I think it
9 will have to be something where there's discussion
10 with the ANC, with residents about what the potential
11 solutions are. So, we're very happy to have that
12 process.

13 MR. LITSKY: I would be pleased to receive
14 anything you possibly can provide us, written from
15 DDOT, explaining what our options are. That would be
16 very helpful. We've asked for that for a while. We
17 still haven't gotten it.

18 On the 74 bus, the 74 bus now comes close to
19 Buzzard Point, but it skirts it. It comes close to
20 National Stadium, but it skirts it. 74 bus seems to
21 be put out there as a panacea since DDOT is not going
22 to provide us with a return of the Southwest
23 Circulator that had been promised and that is now not
24 being delivered. The 74 bus is put out there as a
25 potential solution to a lot of things.

1 My question is, what has DDOT done at this
2 time to request of Metro, a proper study and a proper
3 ascertainment of what the potential costs might be
4 for enlarging or rerouting the 74 bus line?

5 MR. ZIMBABWE: So, right now the 74 bus does
6 not meet WMATA's service standards in terms of cost
7 recovery, in terms of sort of operational efficiency.
8 So, it is being put out there as an option as a way
9 to do that, to enhance service for our gameday
10 operations. We have not made a formal request of
11 WMATA at this point, but we, you know, as we look at
12 developing the event-based operations, that is not --
13 that's something that we can work with WMATA if
14 that's the direction that we end up in thinking is
15 the best option.

16 But right now, you know, at the current
17 headways and the current ridership that the 74 bus
18 has, it does not meet WMATA's own standards for the
19 efficiency of providing a bus route.

20 MR. LITSKY: Oh, I well understand what their
21 efficiency levels are because we had to participate
22 in a community meeting where they wanted to yank the
23 74 bus entirely several years ago. My question goes,
24 however, specifically to you about the 74 bus.
25 You're Department of Transportation. And you put

1 this out there as a potential solution. Your boss
2 serves on the Metro Board. Jack Evans, who is the
3 chief proponent for putting the stadium on Buzzard
4 Point, is the Chairman of Metro. My question is, how
5 long is -- how long do we have for a headway to do an
6 advance study before we can actually get something in
7 place if we chose to put it in place. We're dealing
8 with Metro budgets, we're dealing with Metro, for
9 crying out loud, which has its problem on its own.

10 What is it that we're going to be urging them
11 to do, even possibly? Or are we going to wait for
12 two months before the ribbon cutting, we're in the
13 middle of a TOPP. This is something that requires
14 planning.

15 My question to you is, what are you doing in
16 terms of planning for the 74 bus?

17 MR. ZIMBABWE: Right. So the timing of --

18 MR. LITSKY: it's a discussion that you
19 yourself brought up, and DDOT brought up.

20 MR. ZIMBABWE: Right. So the timing of the
21 TOPP is not two months before the ribbon cutting.
22 The timing is in the six to 12 months before the
23 ribbon cutting.

24 Operational changes to Metro bus service,
25 especially for event-based service, do not take a

1 full year to implement. If there is resources to
2 implement them and the ability to do so.

3 So, I don't think there's -- we're not behind
4 on using the 74, extending the circulator, any of the
5 options that we've put out in our report that will be
6 part of operations based planning for events at the
7 soccer field.

8 MR. LITSKY: So, everything is still under
9 discussion, then?

10 MR. ZIMBABWE: That's right.

11 MR. LITSKY: Okay. Two more questions. This
12 is a very constrained site. All of Buzzard Point is
13 a very constrained site. It's a peninsula. It's got
14 water on two sides and it's got Fort McNair on a
15 third. We've got basically one way in and out.

16 So, my question to you is, and they're not
17 here so I'll ask it of you, has HSEMA reviewed these
18 plans? And has the District, and has DDOT in
19 particular, put plans in place that should limited
20 roadways be foreclosed by natural or other disaster,
21 there's ways of getting in and out?

22 MR. ZIMBABWE: I can't speak to what HSEMA
23 has reviewed.

24 MR. LITSKY: Well, talk about it from DDOT's
25 perspective.

1 MR. ZIMBABWE: So, it's a little bit of a
2 difficult question to -- I'm not sure exactly what --
3 I'm not sure exactly what the question is. So, if
4 1st Street were -- I mean, we respond to emergencies
5 all the time. We have trees fall on the street. We
6 don't have specific plans that are in place for every
7 time -- every conceivable disaster and every
8 conceivable location.

9 I think the analysis that has gone into the
10 proposal and our review of that proposal is
11 consistent with the way that review PUDs all over the
12 city. And you know, again, this is a situation where
13 we've said that the review that's happened at the PUD
14 stage is actually -- needs to be supplemented with
15 ongoing regular rereview and operational analysis.

16 So, you know, if this were an office building
17 that were being proposed as part of this, you know,
18 we would have had the same level, but we wouldn't
19 have had that, let's look at ongoing parking,
20 operations, types of needs. And so you know, I think
21 that what you're asking for in terms of emergency
22 egress in the case of a natural disaster, is just not
23 something that we do at the zoning process.

24 MR. LITSKY: Or an event. And if DDOT isn't,
25 I'm just suggesting that perhaps we need another

1 level of analysis for this particular area.

2 One last question. We note that on page 18
3 of your report, that although they, meaning the D.C.
4 United, aim to provide a safe and efficient roadway
5 network, that DDOT acknowledges that the applicant
6 shows 18 intersections within the study area that are
7 expected to be significantly impacted. Could you
8 provide a definition of what constitutes significant
9 impact?

10 MR. ZIMBABWE: Yes. So, the -- I mean, what
11 we typically use is failing conditions under level of
12 service. So that's a measure delay, of vehicular
13 delay at intersections.

14 MR. LITSKY: Yes.

15 MR. ZIMBABWE: And so, I think in this case
16 we're using F as failing at the intersection level of
17 service level. And I'll defer a little bit to
18 Jonathan as -- on exactly -- E and F. Okay. So,
19 Jonathan is correcting me. E and F in terms of what
20 we're measuring as failing conditions.

21 I do want to say, so 13 of those are --
22 regardless of whether there's a stadium or not, this
23 is a place that has traffic congestion.

24 MR. LITSKY: We know.

25 MR. ZIMBABWE: We do too. We live inside of

1 your ANC. Or we work inside of your ANC. I often
2 think I live there.

3 I think the important thing is that with
4 event-based traffic, those traditional measures,
5 level of service, queuing, how we expect the
6 transportation system to operate without any
7 proactive management, don't apply to what happens on
8 event days. So, because we're taking different
9 approaches. We're manually controlling
10 intersections. We're using traffic control officers
11 to address specific movements that affect the overall
12 conditions.

13 And so just to specifically answer your
14 question, E and F is what we use to consider failing
15 conditions.

16 MR. LITSKY: What percentage of those 18 are
17 Fs? Jonathan?

18 MR. KNIGHT: I would need a second to look
19 through the --

20 MR. LITSKY: That's okay.

21 MR. KNIGHT: -- detail. I don't know right
22 off the top of my head.

23 MR. LITSKY: You can get -- if you could get
24 it back I'd just be happy to find out. And again,
25 just to point out, I thank you. And again, you're

1 talking still about special events days. We're
2 talking about an entire area that has become its own
3 special event. So, special event is a Tuesday.
4 Okay? Every day is a special event. And before it
5 becomes Tuesday, I'm going to stop my question.

6 CHAIRMAN HOOD: Okay. Any follow-up
7 questions up here?

8 All right. So, we're going to reconvene on
9 December the --

10 MS. SCHELLIN: Fourteenth.

11 CHAIRMAN HOOD: -- 14th at 6:30, and we'll
12 see everybody then. So, with that, Commissioner May?

13 MR. MAY: I just want to mention for anybody
14 who is still paying attention and is interested, that
15 the Park Service is holding a public meeting on the
16 13th at King Greenleaf, having to do with the
17 parkland that's down at the tip of Buzzard Point.
18 So, I'm sure there many people in the audience who
19 might be interested in that, and we would love to
20 have a good turnout for that public meeting.

21 CHAIRMAN HOOD: Okay.

22 MR. FEOLA: Where? Where is it?

23 MR. MAY: So, I'll be at meetings every night
24 that week.

25 MR. FEOLA: Commissioner May, where is

1 that --

2 MR. MAY: King Greenleaf Rec Center, at 6:30,
3 on the 13th.

4 CHAIRMAN HOOD: Okay. All right. Anything
5 else? Okay, so we'll reconvene on December the 14th
6 at 6:30. Thank you.

7 [Meeting adjourned at 10:55 p.m.]

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