

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN Secretary
DONNA HANOUSEK Zoning Specialist
ESTHER BUSHMAN General Counsel

OFFICE OF PLANNING STAFF PRESENT:

JOEL LAWSON
MATT JESICK

The transcript constitutes the minutes from the Public Hearing held on January 11, 2007.

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

2 6:45 p.m.

3 CHAIRPERSON MITTEN: This is a
4 public hearing of the Zoning Commission of the
5 District of Columbia for Thursday, January
6 11th, 2007.

7 My name is Carol Mitten and
8 joining me this evening are Vice-Chairman
9 Anthony Hood and Commissioners Mike Turnbull,
10 John Parsons and Greg Jeffries.

11 The subject of this evening's
12 hearing is Zoning Commission Case Number 06-46
13 and this is a request by Monument Realty N
14 Street Southeast LLC et al for review and
15 approval of new development under the Capitol
16 Gateway Overlay District for property located
17 at 55 M Street, S.E. consisting of multiple
18 lots along with public alleys proposed to be
19 closed in square 701.

20 Notice of today's hearing was
21 published in the D.C. Register on December
22 8th, 2006 and copies of that hearing

1 announcement are available to you and they're
2 in the wall bin by the door.

3 This hearing will be conducted in
4 accordance with the provisions of 11 DCMR
5 Section 3022 and the order of procedure will
6 be as follows. We'll take up any preliminary
7 matters followed by the presentation of the
8 Applicant's case, report by the Office of
9 Planning, reports by any other government
10 agencies, report by the Advisory Neighborhood
11 Commission which is 6D, organizations and
12 persons in support and organizations and
13 persons in opposition.

14 The following time constraints
15 will be maintained in the hearing: the
16 Applicant will have 60 minutes, organizations
17 will have five minutes and individuals will
18 have three minutes.

19 The Commission intends to adhere
20 to the time limits as strictly as possible in
21 order to hear the cases in a reasonable period
22 of time. The Commission reserves the right to

1 change the time limits for presentations if
2 necessary and notes that no time shall be
3 ceded.

4 All persons appearing before the
5 Commission are to fill out two witness cards.
6 I'm holding one up. These cards are on the
7 table by the door. Upon coming forward to
8 speak to the Commission, please give both
9 cards to the reporter who's sitting to our
10 right.

11 Please be advised that the
12 proceeding is being recorded by the court
13 reporter and is also being webcast live.
14 Accordingly, we must ask you to refrain from
15 making any disruptive noises during the
16 hearing.

17 When presenting information to the
18 Commission, we ask you to take a seat at the
19 table and then turn on and speak into the
20 microphone. First stating your name and
21 address.

22 When you are finished speaking,

1 turn the microphone off because they tend to
2 pick up background noise.

3 The decision of the Commission in
4 this case must be based exclusively on the
5 public record and to avoid any appearance to
6 the contrary, the Commission requests that
7 persons present not engage the Members of the
8 Commission in conversation during a recess or
9 at any other time and Mrs. Schellin and Ms.
10 Hanousek will be available throughout the
11 hearing to answer any procedural questions
12 that you might have.

13 We ask you to turn off all beepers
14 and cell phones at this time so as not to
15 disrupt the proceedings and I would ask that
16 anyone who's planning on testifying this
17 evening if you would rise now, raise your
18 right hand and direct your attention to Mrs.
19 Schellin and she will administer the oath.

20 MS. SCHELLIN: Do you solemnly
21 swear or affirm that the testimony you'll give
22 in this evening's proceeding will be the

1 truth, the whole truth and nothing but the
2 truth?

3 WITNESSES: I do.

4 MS. SCHELLIN: Thank you.

5 CHAIRPERSON MITTEN: Thank you.

6 Before we proceed, Mr. Glasgow, I just wanted
7 to share some thoughts from the Commission if
8 I could which is not to prejudge the case
9 without a hearing, but there is some concern
10 on the part of the Commission that the
11 variances that are being requested are -- the
12 burden of proof does not appear to be met by
13 the record as it's been made so far and we
14 would like to recommend for your consideration
15 that if those variances are, in fact,
16 important to the Applicant to achieve that a
17 better way to do that would be through a
18 planned-unit development and, in fact, this
19 case really wants to be a planned-unit
20 development and one of your pieces of
21 correspondence actually misstates that it is
22 a planned-unit development. So, I was just --

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1 it just wants to be a planned-unit development
2 really badly. So, then that crept into a
3 piece of your correspondence.

4 But, the reason I'm saying this is
5 because in another case that we had recently
6 where we didn't want to bog a process down,
7 but we wanted a case to be approved in the
8 proper manner that we actually waived as much
9 of our -- as many of our rules as possible to
10 convert a PUD and get it on the schedule as a
11 PUD at a subsequent time and given that we
12 have some additional material that has been --
13 that we believe is going to come into the
14 record and may come in tonight, I don't know,
15 that that's an option that I'd like to offer
16 if the variances mean a lot to the success of
17 the project. We just wanted to sort of
18 preview for you that we're concerned that
19 taking this particular approach might not
20 achieve the total result that you're seeking.

21 MR. GLASGOW: Maybe if I could
22 discuss that for a second with the Commission

1 here because I'm looking at the variances that
2 we have. All right.

3 The one is lot occupancy. That
4 one -- I'm not sure that we technically need
5 a lot occupancy variance. The only
6 residential use on the ground floor is the
7 lobby to the residences. There are no units
8 on the ground floor.

9 CHAIRPERSON MITTEN: Um-hum.

10 MR. GLASGOW: Which is where we
11 are over in lot occupancy. So, I would say
12 technically we do not need that variance or I
13 think the Commission could rule that we do
14 not.

15 We've had cases in the past where
16 we have asked for lot occupancy variance when
17 we've had a mixed use project where we have
18 had as few as one or two units on the ground
19 floor, but they were on the ground floor and
20 because, you know, the rest of the project had
21 80 percent lot occupancy, we were over. So,
22 we needed a variance. But, we don't have that

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1 here.

2 CHAIRPERSON MITTEN: Okay.

3 MR. GLASGOW: All we have is a
4 residential lobby.

5 Secondly, residential recreation
6 space is going to be gone.

7 CHAIRPERSON MITTEN: Say no more
8 on --

9 MR. GLASGOW: Okay.

10 CHAIRPERSON MITTEN: -- that one.

11 MR. GLASGOW: All right. The
12 loading space variance has been a -- variances
13 for loading berths where you have mixed-use
14 buildings are pretty common because of how you
15 aggregate the number of loading berths when
16 you start having three or four uses in a
17 building and you don't come under the 90
18 percent rule.

19 CHAIRPERSON MITTEN: Um-hum.

20 MR. GLASGOW: That's fairly common
21 particularly when you have -- when one of
22 those is residential and you have the 55-foot

1 loading berths and I think in a number of
2 cases we've shown to the Board of Zoning
3 Adjustment and to the Commission in PUDs we
4 don't -- 55-foot loading berths aren't used
5 for these residential move-ins. We can --

6 CHAIRPERSON MITTEN: I just want
7 to just -- I understand that they're not
8 needed and that we've accommodated that
9 before, but I'm just trying to get you to
10 focus on the fact that these -- this is a
11 strict variance case that you're talking about
12 because --

13 MR. GLASGOW: Yes.

14 CHAIRPERSON MITTEN: -- that's the
15 way that this has been brought to us. It's
16 not the same kind of a test that's done in a
17 PUD where it's balanced.

18 MR. GLASGOW: No. Understood.

19 CHAIRPERSON MITTEN: Right. Okay.

20 MR. GLASGOW: That's why I talked
21 about BZA cases.

22 CHAIRPERSON MITTEN: Right.

1 MR. GLASGOW: I've got a number of
2 BZA cases where the Board has agreed that 12
3 by 55-foot loading berths where you're having
4 units that are about a thousand square foot on
5 the average is not the type -- that's not how
6 the move-ins and move-outs go and we can
7 attest to that and we'll have an expert on
8 that.

9 Percentage of ground floor retail
10 uses, I think that the Commission will see
11 when you look at this project that we are
12 devoting essentially every square foot that we
13 can to the preferred uses on the ground floor
14 and we'll have testimony to that.

15 Height of ground floor preferred
16 retail uses, we'll be showing that where the
17 actual retail space is it is 14 feet in
18 height.

19 And then intrusion into the M
20 Street setback is a really design issue.

21 CHAIRPERSON MITTEN: Okay. I've
22 shared the Commission's view with you.

1 MR. GLASGOW: Right.

2 CHAIRPERSON MITTEN: And you feel
3 that you can respond and we're happy to
4 proceed --

5 MR. GLASGOW: Right.

6 CHAIRPERSON MITTEN: -- if that's
7 the way you want to proceed. I just wanted to
8 give you fair warning of our concerns.

9 MR. GLASGOW: I understand. We
10 appreciate that. We have one other -- I
11 wanted to go through that for a minute, but I
12 also wanted to say we are under incredible
13 time pressures as to how it is that we get
14 this project built so that that Metro station
15 is open in April 2008.

16 If we can't meet our burden of
17 proof, that's one thing, but we don't have a
18 couple of months to just --

19 CHAIRPERSON MITTEN: Okay.

20 MR. GLASGOW: We just don't have
21 that kind of time. I think that the City
22 Council recognized that when they approved the

1 alley closings on an emergency basis by
2 unanimous vote in order to put us in a
3 position where we could be here and we
4 appreciated the Commission and the Office of
5 Planning in putting us in a position where we
6 could get to a point where we are very hopeful
7 and the construction schedule calls for
8 commencement of construction on the project
9 before the end of the month. That doesn't
10 mean that we have to have an order and an
11 approval from the Commission per se by the end
12 of the month. Because we've worked some
13 things out with the Zoning Administer with
14 respect to excavation and sheeting and shoring
15 for a garage because it's not an above-grade
16 structure. But, our time pressures are
17 extraordinary.

18 CHAIRPERSON MITTEN: Okay.

19 MR. GLASGOW: All right. Thank
20 you.

21 CHAIRPERSON MITTEN: Do you have
22 any -- you have nothing preliminary then

1 beyond responding to me?

2 MR. GLASGOW: No, I have no --
3 right.

4 CHAIRPERSON MITTEN: Anything on
5 our end staff? Nothing. Okay.

6 Then why don't you go ahead?

7 MR. GLASGOW: Okay. Thank you.

8 For the record, my name is Norman
9 M. Glasgow, Jr. with the law firm of Holland
10 & Knight representing the Applicant in this
11 project.

12 Here with me is Mr. Anthony Noble
13 of the same law firm.

14 Our witnesses are Ms. Amy Phillips
15 of Monument Realty seated to my immediate
16 right. Mr. Robert Sponseller of Shalom
17 Baranes Associates. Jordan Goldstein of
18 Gensler. Dan Van Pelt of Wells & Associates,
19 traffic engineer. Steven Sher of Holland &
20 Knight who is a land planner and John Fitch of
21 Landscape Architectural Bureau is also here as
22 a witness.

1 Mr. Sponseller, Van Pelt, Sher and
2 Fitch are offered in their areas as expert
3 witnesses in fields of urban mixed-use
4 architecture, traffic engineering, land
5 planning and landscape architecture. I
6 believe all of these persons have been
7 qualified as experts before this Commission in
8 prior cases.

9 We also have -- we have submitted
10 plans dated today to Ms. Schellin that have
11 the latest computations for the building.

12 I'd also like to proceed with a
13 brief opening statement before proceedings
14 with the testimony of the witnesses.

15 We certainly appreciate the prompt
16 hearing date that was scheduled by the
17 Commission on this application in order to
18 move this very important mixed-use project
19 forward which specifically relates in timing
20 to the baseball stadium as to the improvements
21 of the Metro station and expansion.

22 In that regard, as I previously

1 mentioned, we've had emergency alley closing
2 legislation by the D.C. City Council this past
3 December. We have also worked with the ANC.
4 We understand they are in support of this
5 project. I don't know whether they've gotten
6 anything written into the record, but they
7 have voted in support of the project. AWC has
8 a representative here in support of the
9 project.

10 We also appreciate the efforts of
11 the Office of Planning in this area and their
12 report in support of the project. We will
13 continue to work with the Office of Planning
14 to address more detailed comments which they
15 have had on the application and the design and
16 with the Zoning Commission.

17 This mixed-use project has four
18 main components being the residential, office,
19 retail and hotel and these are all types of
20 uses which we believe will inure to the
21 benefit of the neighborhood and the District
22 as -- in being right across the street from

1 the stadium.

2 We also are in receipt of the
3 report of DDOT dated January 5th, 2007 which
4 has a number of components. We're prepared --
5 I can go through the DDOT report in summary
6 fashion or we can have that dealt with later
7 in the presentation at the option of the
8 Commission.

9 CHAIRPERSON MITTEN: I think we're
10 going to need to have that. We just got it
11 tonight. So, if you could go through and --

12 MR. GLASGOW: Yes.

13 CHAIRPERSON MITTEN: -- address
14 the point.

15 MR. GLASGOW: I'll go through it
16 briefly with respect to that report. With the
17 bullet points that they have at the bottom,
18 they talk about design and installation by
19 Applicant of a traffic signal at Half and M
20 Street, S.E. The DDOT goes through on page
21 two of their report what the Applicant adds by
22 way of new trips given the background for the

1 2008 pipeline and 35 percent in the a.m. peak
2 and 42 percent in the p.m. peak. Our proposal
3 is that we would pay for 40 percent of the
4 traffic light at the intersection. We think
5 that that's what we're adding to the area in
6 traffic and in general and so, we would
7 propose to do that.

8 Next, they talk about the Cushing
9 Place. Right in/right out control at Cushing
10 Place and M Street during peak hours. So, we
11 have no objection to that. That's fine.

12 Truck delivery restrictions during
13 peak hours, we're fine with that.

14 They have a negotiation of
15 acceptable use and operation of on-site
16 parking spaces. I don't think that DDOT
17 understands how our parking garage operates.

18 We are proposing to have a total
19 of 543 parking spaces. Our requirement under
20 the Zoning regulations is 383 parking spaces.

21 I think DDOT has the impression
22 that there are hundreds of parking spaces

1 without a home there. That is not correct.
2 We have very few parking spaces, if any,
3 without a home. The commercial component of
4 the project has a parking requirement of 273
5 parking spaces. The residential which we're
6 proposing to provide 320 residential units,
7 the residential parking requirement is .3
8 spaces per unit. That's way, way under
9 market. We would not be able to sell these
10 units if we provided a third of a parking
11 space per unit.

12 We are proposing to go with what
13 market is which is .8 spaces per unit. When
14 you have .8 spaces per unit, that generates
15 about 264 parking spaces.

16 When you add the 264 and the 273,
17 you're at about 551. You're within a couple
18 of spaces of 551 and so, that is what we are
19 going to be requesting with respect to the
20 allocation.

21 That doesn't mean that if spaces
22 are available at night after the office users

1 go home and whatever, we're happy to have
2 those available for baseball, but the
3 residential parking spaces are going to be
4 fenced off and segregated as they are in any
5 type of mixed-use project that I've been
6 involved with and they're for security reasons
7 and you can't just get into that residential
8 area unless you have a key and you're suppose
9 to be in there, a card or a reader or
10 something else. So, those spaces are not
11 going to be available in that fashion and
12 that'll get into a couple of the other
13 comments there.

14 Next, an agreement and adherence
15 to TDM measures to promote alternative travel
16 modes. They have broken that into residential
17 and the office component.

18 With respect to the residential
19 component, we agree with item one. With
20 respect to item two, we'll do the information
21 and brochures via concierges and welcome
22 packets for the initial move-in of the

1 building, for those in the initial move-in of
2 the building. We were not planning on doing
3 that on a continuing basis and we were not
4 planning on putting bulletin boards in our
5 lobby for the residential building. There
6 will be a concierge and people can go to the
7 concierge and get the TDM information there
8 and the brochures and when there is a new
9 move-in, we'll give them a welcome packet with
10 that in it. We will provide complementary
11 SmarTrip cards on initial move-in of the
12 building.

13 Number four, if there is --

14 CHAIRPERSON MITTEN: Just so I'm
15 clear, is that including the \$20?

16 MR. GLASGOW: Yes, we'll include
17 the \$20. I mean some of these we wonder what
18 the issue is. People that are moving into
19 this building are going to know they're on top
20 of a Metro station.

21 CHAIRPERSON MITTEN: Right.

22 MR. GLASGOW: They're not going to

1 have to be educated as to that, but, you --

2 CHAIRPERSON MITTEN: Right.

3 MR. GLASGOW: -- know, we will --

4 CHAIRPERSON MITTEN: I just want
5 to be clear what it is that you're referring
6 to.

7 MR. GLASGOW: I know. We will
8 agree with the \$20 Metro --

9 CHAIRPERSON MITTEN: Okay.

10 MR. GLASGOW: -- fare. If there
11 is a business center in the building, we will
12 provide access to a copier/fax and everything
13 else, but if the building does not have a
14 business center, people have their own
15 personal computers or their office computers
16 and we don't want to have to provide a
17 business center on site because of this
18 condition. If there is one, if there is a
19 business center, then we will provide these
20 services within the business center. If
21 there's not one, then we don't want to be
22 saddled with this.

1 With respect to number five, we
2 would provide the website hot links to the
3 CommuterConnections.com and GoDCGo and the
4 property management websites.

5 With respect to number six, we
6 would provide bicycle parking and storage
7 facilities for residents.

8 Number seven, we do not open up
9 the residential areas for car share parking
10 spaces. Once again, that is a security issue
11 and so, we have objected to that condition in
12 everyone of these cases I've tried before the
13 Commission or the Board just because of the
14 security problem.

15 The residential spaces are going
16 to be fenced off and be secure and number --

17 CHAIRPERSON MITTEN: But, just to
18 be clear, I understand that, but so there's
19 not going to be any provision for a car
20 sharing vehicle? I don't know that they're
21 necessarily saying within the area for
22 residents.

1 MR. GLASGOW: No, that's what they
2 say in the residential component. I know you
3 all haven't had a chance to go over the
4 report.

5 CHAIRPERSON MITTEN: I see. Okay.

6 MR. GLASGOW: But, on page four,
7 they're talking about the residential
8 component. We're going to say yes to that on
9 the commercial component, but no on the
10 residential component.

11 CHAIRPERSON MITTEN: Got ya.
12 Okay.

13 MR. GLASGOW: Okay. On number
14 eight, provide a one-time membership fee in a
15 car sharing plan of \$35 per -- yes, we agree
16 to do that.

17 Then the --

18 CHAIRPERSON MITTEN: And just --

19 MR. GLASGOW: Yes.

20 CHAIRPERSON MITTEN: And you might
21 not have this answer, but the number of
22 bicycle parking spaces?

1 MR. GLASGOW: I don't know that we
2 have -- do we have that number? No, we don't
3 have that number. There's a provision in the
4 code for bicycle parking. We'll comply with
5 that.

6 CHAIRPERSON MITTEN: Okay. So,
7 you're going to comply with the code whatever
8 that --

9 MR. GLASGOW: That's correct.

10 CHAIRPERSON MITTEN: -- minimum
11 number.

12 MR. GLASGOW: Sure. Next, with
13 respect to the commercial component,
14 designated member, number one, we agree on the
15 commercial side. This is at the top of page
16 five.

17 Number two, we will provide
18 bicycle parking and storage facilities, but
19 due to security and liability issues, we do
20 not agree to provide shower facilities for
21 employees and visitors.

22 Number three, we agree.

1 Number four, we agree to have
2 access to car share when there is security on
3 the site. So, if we have -- if the garage is
4 otherwise open 24 hours a day and has
5 security, we'll do the car share at that time.
6 If the garage is locked off and only people
7 who are tenants or residents are getting into
8 that garage, it would not be open to car
9 share. So, to this --

10 CHAIRPERSON MITTEN: Do they have
11 that? I mean is that ever done that you know
12 of?

13 MR. GLASGOW: Not that I'm aware
14 of.

15 CHAIRPERSON MITTEN: Okay.

16 MR. GLASGOW: I mean I don't know
17 anybody that just keeps their garage open for
18 car share.

19 CHAIRPERSON MITTEN: No, I meant
20 do the car sharing operations have limited
21 hours based on where the parking is? So, if
22 the parking garage closes at 9:00, that

1 actually cuts off --

2 MR. GLASGOW: Right.

3 CHAIRPERSON MITTEN: -- the time.

4 MR. GLASGOW: I guess we'd have
5 to. Because otherwise you have to be able to
6 -- how do those people have a key or a card to
7 get in and out of the garage?

8 CHAIRPERSON MITTEN: Right. I
9 just wonder if there's an arrangement.

10 MR. GLASGOW: No.

11 CHAIRPERSON MITTEN: Anyway.
12 Okay.

13 MR. GLASGOW: I just don't know
14 how you'd do that.

15 CHAIRPERSON MITTEN: Okay. So,
16 there's a security there.

17 MR. GLASGOW: That's correct. So,
18 if our garage is open 24 hours a day, we'll do
19 it. If the garage is not open 24 hours a day,
20 we're not keeping it open for that.

21 CHAIRPERSON MITTEN: Got ya.

22 MR. GLASGOW: Okay. Number five,

1 provide complementary SmarTrip cards with \$60
2 Metro fare, that's where we don't agree to do
3 that.

4 CHAIRPERSON MITTEN: Okay. Number
5 six and seven, they talk about our lease
6 agreements. I just -- I read through those
7 and I just found that very odd provisions
8 because how -- are you going to tell a tenant
9 they're violating their lease because they --
10 in lease agreements, it says require the
11 tenants with more than 100 employees register
12 with Commuter Connections. That's a very
13 unusual thing.

14 CHAIRPERSON MITTEN: Yes, it is.

15 MR. GLASGOW: And so, that and
16 number six which also has to do with our lease
17 agreements, encourage tenants to offer
18 alternative work schedules, we don't want to
19 be -- either they're going to sign a lease or
20 they're not going to sign a lease and they
21 have these type of things. So, six and seven,
22 we do not agree with those.

1 CHAIRPERSON MITTEN: Okay.

2 MR. GLASGOW: With respect to
3 continued coordination with the ballpark in
4 future phases, well, that's going to happen as
5 part of the building permit process and so,
6 we're doing all of that. We'll be doing that.

7 Design of Half Street access to
8 Metro station, we appreciate DDOT's concern
9 there. We are in contact with WMATA daily if
10 not more often on this since we're building
11 the expansion of their Metro station for them.
12 So, we appreciate their concern, but we're on
13 top of that issue.

14 Then it talks about DDOT would
15 like a clear understanding of how Half Street
16 would relate to the Metro station entrance.
17 I think that's going to be part of their
18 building permit approval process as we go
19 through this. Because when we're processing
20 these building permits, we are going to be
21 dealing with DDOT and others. So, I didn't
22 know that -- of where there was anything

1 special for us to do other than acknowledge
2 that yes, when we do the building permit, we
3 will engage in those activities.

4 So, I think we've tried to --

5 CHAIRPERSON MITTEN: Okay.

6 MR. GLASGOW: -- address what's
7 here in this -- the DDOT report.

8 CHAIRPERSON MITTEN: Okay.

9 MR. GLASGOW: And if there are no
10 other questions, I'd like to turn it over to
11 the first witness.

12 MS. PHILLIPS: Good evening. I'm
13 Any Phillips with Monument Realty, 1155
14 Connecticut Avenue, N.W.

15 I'd like to start off by saying
16 that Monument is very excited to be a part of
17 the coming changes to Southwest and your
18 Southeast from the waterfront to the stadium
19 and everything in between.

20 We envision Half Street, the
21 vision you'll see tonight, as the gateway to
22 the stadium and as our plans will show, we see

1 it as a destination unlike anything else in
2 Washington, D.C.

3 Our design considers Half Street
4 as a place, kind of scene, a stage if you will
5 where the street is the floor of the room and
6 the buildings form the walls and the lighting
7 will form a ceiling of very special outdoor
8 place.

9 We began investing in a vision of
10 this special place in 2004 before the stadium
11 site was actually selected. As of today, we
12 own nearly a million square feet of
13 development rights near Southeast and
14 Southwest.

15 In the fall of 2005, we
16 participated in the Request for Proposal
17 issued by the Anacostia Waterfront
18 Corporation for development rights surrounding
19 the stadium. We were awarded the exclusive
20 right to negotiate for the properties owned by
21 WMATA and that land included two employee
22 parking lots, the bus maintenance facility

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1 site and the Half Street Station area, all
2 adjacent to properties that we already owned.

3 In July 2006, we separated the
4 award of the Navy Yard Station from the
5 overall award to expedite the station
6 expansion by 2008 of April in order for the
7 station expansion to accommodate 15,000
8 patrons per hour by opening day of baseball.

9 Tonight, we are presenting to you
10 the first phase of our planned development
11 which encompasses the western half of square
12 701. It's bordered by Half Street to the
13 west, the alley of Cushing Place to the east,
14 M Street to the north and N Street to the
15 south.

16 Again, the project includes the
17 expansion of the Half Street Navy Yard Metro
18 entrance with approximately 8,000 square feet
19 included in the building footprint of our
20 office building at 55 M Street. The building
21 will also include 12,420 square feet of retail
22 space, 277,600 square feet of office use.

1 Adjacent to that will be a 196 room W Loft
2 Hotel, approximately 320 residential units and
3 36,150 square feet of additional retail and
4 the retail we envision as being very
5 restaurant and neighborhood service heavy.

6 We've met with numerous
7 representatives of the District including
8 council members. We are in close contact with
9 Metro and the Office of the Deputy Mayor for
10 Planning and Economic Development weekly if
11 not daily. We have met with numerous District
12 agencies including the Office of the Planning,
13 DDOT, DOE and DCRA including the Zoning
14 Administrator.

15 The project and associated alley
16 closings were presented to ANC 6D and the
17 project has the support of the Commission as
18 of their vote this Monday, January the 8th.

19 Applications for alley closings
20 were filed in August and as Chip noted, were
21 approved by emergency legislation by council
22 on December 19th.

1 Because of the Metro station
2 expansion, our development schedule has a
3 construction start planned for this month for
4 the northern portion of that site at the
5 location of the Metro. The completion of the
6 building above will occur in second quarter of
7 2009. Construction of the southern portion
8 including the residential and the hotel will
9 begin in February of this year and should be
10 complete by third quarter of 2009.

11 The garage, it's a three-level
12 below grade garage and the retail in both
13 buildings should be phased, opening to the
14 public in the spring and summer of 2009.

15 And at this time, I would like to
16 introduce Robert Sponseller of Shalom Baranes
17 who will present the master planning and the
18 design.

19 MR. SPONSELLER: Thank you very
20 much. Good evening. My name is Robert
21 Sponseller. I'm a Principal at Shalom Baranes
22 Architects and while I would love to take

1 credit for everything you're going to see
2 tonight, I cannot and our team consisted of
3 beyond our office, Davis, Carter, Scott
4 Architects -- Davis, Carter, Scott Architects,
5 Gensler and the Landscape Architecture Bureau
6 for landscape support.

7 And I mentioned the team structure
8 not only because it was a collaborative
9 effort, but also because I think it's a
10 testimony to the vision that Monument had as
11 developers of this project.

12 There were two immediate benefits
13 of having this team approach for this size
14 proposal.

15 The first of these is that
16 architecturally with different firms
17 responsible for different portions of the
18 project, it instilled an architectural variety
19 which I think is very important and
20 appropriate for building a project of this
21 scale.

22 And secondly, in envisioning what

1 Half Street could become and what we hope it
2 will become, our collective experiences helped
3 us envision this process.

4 And as the first graphic shows, we
5 felt that the street was our client on this
6 project and we designed everything about
7 public experience of Half Street.

8 Let me next go to a zoning image,
9 an overlay for the context of the site. As
10 you can see, our site is really baseball's
11 front door. You can pick your metaphor
12 whether it's the front door or the gateway to
13 baseball. It is a very unique opportunity in
14 the city and there are a number of things --

15 COMMISSIONER JEFFRIES: Excuse me.
16 Could you get that mike a little closer?

17 MR. SPONSELLER: Oh, sure.

18 COMMISSIONER JEFFRIES: Thank you.

19 MR. SPONSELLER: Is that better?

20 Okay.

21 We think it's a very unique
22 opportunity for the District to develop this

1 street and just a couple of salient features
2 about the site. On it's northern edge is the
3 newly expanded Metro stop for the Navy Yard
4 station as we mentioned earlier and on the
5 southern edge of Half Street here is the main
6 door to baseball directly to the south of us
7 across the street.

8 The site sits in the Capitol
9 Gateway Overlay District with the CR
10 underlying zone and the basic parameters of
11 this zone are a maximum of eight FAR on any
12 one site, on any record site. The combined
13 lot development portions of the overlay apply
14 to the site.

15 It is a mixed use, approximately
16 half commercial, half residential with an
17 additional FAR for residential uses above the
18 matter of right three and the building height
19 is based on the 1910 Height Act. So, you're
20 height is based on your street frontage.

21 And around the site, we have a
22 series of streets of a larger nature. M

1 Street on the northern side of the site here.
2 On the south side is N Street. Both of those
3 are 90-foot right-of- ways and to the east of
4 us, this is square 701 here. On the east side
5 of square 701, 1st Street is a 110-foot right-
6 of-way and South Capitol is a 130-foot right-
7 of-way. Half Street itself is an 80-foot
8 right-of-way.

9 And one of the things that we
10 found very compelling about this area was the
11 very unusual and fine urban texture that
12 exists here. These blocks between square 700
13 and 701 range from 130 to 160 feet in width
14 which is quite unusual for Washington and the
15 finer street widths which exist on Van Street
16 here on the left, Half Street in the center
17 and Cushing Place which becomes a street north
18 of M Street offer a nice contrast to the wider
19 right-of-ways of M Street and Street 1st and
20 South Capitol Street.

21 Additionally, there are no major
22 circulation routes in terms of traffic through

1 the site. So, it will remain and could become
2 we think a very pedestrian oriented
3 neighborhood and that was one of our major
4 goals in the project.

5 So, we began by coming up with
6 three design principles for the development of
7 Half Street. The first of these had to do
8 with just the vision of Half Street as a
9 pedestrian-oriented destination retail street
10 at baseball's front door and we spent a lot of
11 time as I mentioned collectively envisioning
12 what this street could become. We traveled to
13 other cities in North America and collectively
14 and virtually throughout the world and what we
15 noticed about the most successful retail
16 streets were their intimacy and amount of
17 detail spent on the design of the ground plane
18 and the retail and so, we really began by
19 designing from Half Street up into the
20 buildings.

21 These are images by the way. On
22 the upper right is an image from Paris. This

1 is the Jeux Nivelles Building and it shows an
2 interactive street along Half Street which
3 opens from the retail to the street.

4 The middle slide is North America.
5 It is the street in Soho. The street widths
6 in Soho by the way are arranged from 40 to 60
7 feet and 70 to 80 feet in height.

8 And the last slide is Mayfair in
9 London which is again sort of an alley-type
10 width street.

11 And what these have in common is
12 just the energy of intimacy and planning of
13 the retail and pedestrian zones.

14 The next important thing in making
15 a great street we think is the uses and
16 placement of the uses on the site. Monument
17 Realty is planning on proposing a mixture of
18 uses consistent with the zoning, an office
19 building on the northern end of the site, a
20 hotel user and two residential types of
21 buildings, a condominium and a rental. All
22 above retail and these uses -- the office is

1 a daytime intense use. The hotel is something
2 that happens more in the evening hours and the
3 residential is an extended day-type activity.
4 So, we feel we have the right mixture of uses
5 here to plan for a great active street.

6 In addition, you'll find that we
7 -- the way we plan some of the programming in
8 each of these elements helped reenforce the
9 retail aspect of this street. So, for
10 example, the hotel lounge in our base plan is
11 put up on the second floor above a retail
12 tenant overlooking the street and I'll show
13 you some of these things.

14 The lower image on the right is in
15 Berlin and it is -- it illustrates what we
16 hope Half Street will become which is the
17 street as a stage through our lighting and our
18 landscaping.

19 And finally, the other -- the
20 final design principle was one of
21 connectivity. As the first phase of this
22 development, we wanted this to be a model

1 which could be expanded and which would
2 connect to the neighborhoods to the east and
3 the west. This area is undergoing quite a bit
4 of transformation. In fact, we had to update
5 the context plan six or seven times as we were
6 working on the project alone.

7 To the east of us -- further east
8 of us, the Southeast Federal Center, planning
9 for that is underway. South of the stadium as
10 you know there's a proposal for Florida Rock
11 Development. Something will happen there and
12 I think overtime we wanted this to be the
13 center of something, the heart of something
14 that could be connected to future development.

15 Urbanistically, again as I
16 mentioned, we wanted to just reenforce the
17 L'Enfant Streets which were on the site
18 already. They're intimate sections we quite
19 liked and we felt lent itself to the
20 pedestrian experience and I'm showing on this
21 slide some of the potential development that
22 may happen to the east of us for example.

1 So, while we liked the long
2 fingers of these different blocks, we also
3 felt that an east/west connection running
4 through near the middle of the block would
5 help achieve some of the connections to the
6 neighboring districts that I mentioned
7 earlier. So, on the plans, we noted Monument
8 Place as an east/west connection that will run
9 through our proposal.

10 It is between the office and the
11 hotel use. It serves a number of functions as
12 I mentioned for circulation through to the
13 next wave of development to east, but also it
14 helps to enhance the street itself. The
15 additional intersections provided by Monument
16 Place give us two more key retail and building
17 corners to accentuate and enliven the street.

18 The overall structure of the
19 street as it is today is almost 1600 feet, I'm
20 sorry, 600 feet long and this connection will
21 reduce the scale of the box quite a bit.

22 The next very simple idea was just

1 one of articulating corners on the street, on
2 the block. These are example of corner
3 articulation from other buildings. The slide
4 in the center is our hotel which we placed in
5 the middle of the square. So, in the northern
6 end, we wanted to celebrate the Metro as a
7 major entryway onto the street. In the
8 center, we've highlighted the intersection of
9 Monument Place and Half Street with the hotel
10 and its articulation and at the southern end
11 overlooking baseball's main door, we've
12 articulated a retail pavilion as you'll see in
13 our images as I go forward.

14 So, it was just a very simple
15 urbanistic approach of highlighting
16 intersections and corners all about enlivening
17 Half Street.

18 One of the first issues related to
19 the zoning has to do with -- and is very
20 related to the character of the street has to
21 do with setbacks that are articulated in the
22 zoning code and the zoning stipulates a range

1 of setback height and width and we -- we
2 approach this issue from two vantage points.

3 From the first vantage point, we
4 wanted to just create the best proportioned
5 street that we could in terms of purely the
6 aesthetic concern and secondly, we wanted --
7 we had to do a setback that would work with
8 the programs that we were planning for the
9 street. Buildings have certain depths
10 naturally in terms of their planning and to
11 large a setback handicaps that use and so,
12 we've illustrated the two setbacks that are
13 discussed in zoning.

14 On the lower slide here on the
15 bottom is a view of our proposal from standing
16 at the baseball gateway and to the right of it
17 -- I'm sorry. At the baseball stadium looking
18 north on Half Street and to the right of it is
19 a street section taken through Half Street and
20 this section is taken through the 80-foot wide
21 Half Street and it has the setback at 65 feet
22 for a depth of 20 feet. That's -- that is

1 outlined as one of the options in the zoning.

2 And on the slide above, on the
3 image above, we are comparing that to a 80-
4 foot high setback line with a 12-foot recess
5 and both of the diagrams on the left of these
6 sections illustrate the corresponding impact
7 for the street and there's a couple of things
8 I want to point out here.

9 First of all, in terms of pure
10 proportion, the 65-foot height is sort of a
11 midway waist height proportion. It feels
12 halfway up the building and it leaves a
13 looming portion of the building, the remainder
14 of the building, sort of looming above at a
15 very odd height of the street was -- was our
16 feeling.

17 On the slide above, the 80 foot is
18 closer to the top of the street and it is a
19 more proportionate characteristic typical of
20 streets we felt and the top becomes sort of a
21 lighter story at the top of the building.

22 Another benefit of the taller

1 setback height and shallower setback is the
2 penthouse structures themselves. These are a
3 given size for residential buildings and
4 office buildings. They have certain
5 restrictions in zoning about setbacks and what
6 inevitably happens when you have the same
7 mechanical penthouse requirements on both
8 setbacks as is logical is that with less roof
9 area to hide the penthouse, it is more
10 exposed.

11 So, in the lower image, you can
12 see the 65-foot high line here about midway up
13 the building. The top of the roof line here
14 which in our case is 110 feet located around
15 the middle of the block here and then you can
16 see the penthouse peaking up and it becomes a
17 bit of a layer cake ziggurat massing. Whereas
18 with the 80 foot and a shallower setback, we
19 feel the overall street aesthetics and
20 screening of the penthouse is more successful.

21 The second consideration with the
22 setback is purely programmatic. This is our

1 proposed one portion of our project which is
2 the residential buildings. There's a rental
3 building and a condominium building. Both of
4 these as is quite typical in Washington are
5 planned based on a 70-foot depth and what
6 we've illustrated in the center is a 20-foot
7 setback. This is the tone here on the plan
8 versus a 12-foot setback which we're proposing
9 and as you can see, residential buildings
10 going to have a symmetrical split corridor
11 configuration and the 20-foot setback leaves
12 very little program to plan the building with
13 and so, it handicaps the programming of a
14 typical building and the same applies to an
15 office building although to a lesser degree.

16 So -- and then on the very right-
17 hand side, you can see the -- the penthouse
18 structure which is the same for both buildings
19 and then the two setbacks, the 12 foot and the
20 20 foot and what's left over and how little
21 roof area there really is to hide the
22 penthouses. Which is again in terms of making

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1 Half Street a wonderful experience, I think
2 minimizing the penthouses is a positive thing
3 as well.

4 So, from both an aesthetic and a
5 programmatic and practical perspective, we
6 felt the 12-foot setback at 80 feet was more
7 successful and that's what we're proposing.

8 That setback then translated into
9 the typical section of the building as shown
10 on the next slide and on the top is our office
11 building with a 12-foot setback and it's
12 approximately 80 foot high parapet along Half
13 Street and on the bottom section, that's a
14 section taken through the residential building
15 which is again a 70-foot deep building with a
16 12-foot setback two-thirds of the way up
17 approximately.

18 Parking -- you can see the parking
19 levels below in these sections.

20 Next, what I'd like to do is walk
21 you through the -- walk you -- stroll you down
22 Half Street in plan and beginning with the

1 office building, I will try to highlight some
2 of the zoning issues that we're working with
3 as we develop the -- the planning of the
4 street.

5 For orientation, M Street is along
6 the northern edge here. Half Street is in the
7 middle of the plan here and Monument Place,
8 the east/west connection that we're providing
9 is located approximately here on the page.

10 So, beginning with the office --
11 first of all, from a planning perspective, one
12 of the important aspects of the overlay zoning
13 is no -- the prohibition on service driveways
14 and parking and in planning the buildings, you
15 can see we've -- we've placed all of the
16 loading and parking garages off of Cushing
17 Place alley, not on any of the public streets.
18 So, that from the M Street frontage on the
19 northeast corner of our project all the way
20 around and back across N Street there are no
21 loading bays or parking entries or service
22 doors into the building whatsoever. So, we're

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1 complying with the overlay zoning there.

2 The other I think significant
3 intent of the zoning is to activate the street
4 and provide as many entries as much as
5 possible to the retail and as many retail
6 places as possible toward achieving the 75
7 percent goal for the retail and one of the
8 ways that we maximized our retail in this
9 project was, and is quite unique I think in
10 terms of both the hotel and the residential,
11 is that we lifted both of these lobbies from
12 the ground floor up to an upper level, in this
13 case facing a courtyard, to minimize the
14 amount of ground floor space taken up by the
15 typical lobbies and control and mail rooms and
16 such in these buildings and I'll highlight
17 that as I -- as I go through it.

18 So, to begin with the office
19 building -- the uses by the way are shown on
20 the left of this image. The office building's
21 located here on the northern end. The hotel
22 has a very thin proportioned facade along Half

1 Street and then extends back Monument Place
2 and along Cushing Place and the residential
3 buildings are condominium buildings located
4 here on Half Street and our rental building
5 faces N Street across -- across from the
6 baseball stadium itself.

7 So, beginning with the office
8 building, the Metro station which will be
9 expanded to accommodate the traffic as Amy
10 Phillips and Chip mentioned is located on the
11 main corner of our site. This is really our
12 front door and it is the main entryway to the
13 street for the pedestrians in -- in a very
14 large way. That takes up approximately a
15 quarter of that footprint on the office
16 building itself and then from the M Street
17 site over, we have a small retail plate.

18 The main office lobby we placed on
19 M Street. We felt that if we would push the
20 office around the corner to M it was more
21 appropriate.

22 That left Half Street for as much

1 retail as we could maximize on the street and
2 to fill out the block under the office
3 building. The building under the office
4 building, there's a square retail tenant at
5 the main corner at Monument Place and Half
6 Street and then along Monument Place to the
7 east.

8 Next, I'm going to go up the -- up
9 in section in the office building. This is an
10 enlarged ground floor plan of the office
11 building that I just walked you through and
12 the slide on the left is the second floor of
13 the office building. A couple of things I
14 want to point out here.

15 This is a pretty straightforward
16 typical Washington core you see, but adjacent
17 to it, the architects, in this case DCS, has
18 taken out the corner over Metro to further
19 accentuate this main entry point into the site
20 and I'll show you an elevation how that was
21 done and then at the southwestern edge of the
22 site, we hope to have to a second story retail

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1 tenant accessed and serviced from the ground
2 level extend to the second floor as well.

3 Going up the building, these are
4 the two typical floors of the office building
5 on the left-hand side. Once you get above the
6 80-foot height, this is the architectural
7 setback that we're providing on the upper two
8 floors of the office building. I'm sorry.
9 Three floors of the office building and again,
10 the 12 feet still leaves enough that we can do
11 very flexible planning for the tenants inside
12 the building in spite of the setback, after
13 the setback.

14 Next, on the residential building,
15 sort of midway down the block now, here is
16 Monument Place and one of the things that we
17 did that's quite unusual as I mentioned is
18 that we put the hotel entrance off of Monument
19 Place. So, midway down Monument Place near
20 its drop off which uses Cushing Place alley as
21 turnaround space, the hotel has its main door.
22 This frees the corner tenant for retail plate

1 potentially and ideally.

2 Moving down the block from that,
3 the major retail shuttle is located here
4 adjacent to that corner tenant and then
5 there's retail extending all the way down. As
6 you can see the pink area here, all the way
7 down to the corner with only a building
8 entrance for the residential condominium
9 building.

10 And again, as I mentioned, both of
11 these -- all three of these entryways, M
12 Street, Half Street and Monument Place all
13 consisted of lifting the programming up a
14 floor to leave the street as retail oriented
15 as we possibly could. That is witnessed on
16 the slide on the left where we have our second
17 floor plan. It's a piano nobile structure
18 where the program is facing the courtyard and
19 the cores and amenity spaces are really lifted
20 up above the street as you can see in this
21 plan.

22 The hotel lobby in this situation

1 extends from the core all the way out to the
2 street and we've stacked the hotel's lounge
3 and lobby above the ground-floor tenant again
4 to help energize this street and provide an
5 overlook along Half Street that would be very
6 well used on game day certainly.

7 Then the rest of the floors are
8 pretty typical. The hotel has in its
9 configuration two lower-level floors and then
10 it steps back to nine stories of an L-shaped
11 configuration as shown here and here's the
12 residential building with its 12-foot terrace
13 extending all the way down Half Street. We've
14 provided larger setbacks at the corner to
15 achieve one of our corner articulations I
16 mentioned at the onset and then the rental
17 building finishes out the residential plan.

18 We are providing -- as I
19 mentioned, both parking entryways are accessed
20 off of Cushing Place and they afford access to
21 three levels of garage which extends the full
22 block dimension adjacent to the Metro station

1 which will be expanded all the way down to N
2 Street and one of the unusual things about the
3 garage, Chip went through the numbers for you,
4 is that it is vaulting into public space on
5 its eastern/western sides to provide a more
6 efficient parking layout.

7 We have run the calculations both
8 ways. Without the vault spaces, we have 412
9 spaces. If for some reason the vault is ever
10 taken away, the parking count would be 412 and
11 with the vault spaces counting and retaining,
12 we have 543 spaces and I think that's been
13 reviewed already. So, these are -- these are
14 striped garages without the vaults and here's
15 our typical floor with the vault parking.

16 Next, I'm going to walk you kind
17 of down the street in terms of the
18 architectural facades and our design of the
19 buildings and as I mentioned, we were trying
20 to articulate corners and uses, the variety of
21 uses on the building and one thing you'll
22 notice as I walked through the facades is that

1 each building was designed by -- most of the
2 buildings were designed by different firms,
3 but each building has its own unique
4 characteristics which reflect its use and that
5 is a very simple idea that we wanted to
6 reenforce because we thought it would add
7 vibrancy and vitality to the street and let me
8 begin now.

9 The image on the left is the
10 office building overtop of Metro and there's
11 a very unique feature on this building having
12 to do with building a building above Metro and
13 one of the issues with building above Metro is
14 finding a place to run your footings through
15 and so, the architects have come up with a
16 long-span truss system to allow the careful
17 needling between access-ways and Metro tunnels
18 below to happen and to build this building
19 above it and I think they took the approach of
20 celebrating this as a marker or a feature on
21 the building which helps to in a very civic
22 way announce the entrance to Metro.

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1 In the middle of the square is our
2 hotel building which has the best proportion
3 of any of them and is a simple frame structure
4 with wood inlay panels. This is the anchor to
5 Monument Place and Half Street and we hope to
6 celebrate this hotel with a special lighting
7 feature that the hotel would like to use and
8 we'll give you more detail on that.

9 And at the southern end of the
10 site overlooking baseball, we've articulated
11 a pavilion and this pavilion is both to
12 celebrate the major retail tenant at the
13 southwest corner of our project, but also to
14 become a viewing platform for baseball for
15 some of the tenants and residents. So, it's
16 a metaphor and a literal retail pavilion at
17 the same time.

18 The overall Half Street elevation
19 is shown on this slide and here you can see
20 the office building which extends to Monument
21 Place, the hotel as the sliver and the accent
22 in the middle of the square and then the

1 residential building and its pavilion beyond
2 and common to these -- common to all of the
3 buildings is a very simple idea about frames
4 and rhythm of frames based on use.

5 This was an industrial warehouse
6 district. There are still warehouses on the
7 site surrounding it. We thought the different
8 -- let the program work within the parameters
9 of that aesthetic would be quite interesting.

10 We've used some common materials
11 and some different materials. So, we're
12 mixing overall in the square. Terra cotta
13 tiles on the office building and residential
14 building, wood panels as the hotel's primary
15 material and a lot of metal panels and glass
16 as well.

17 Also, at this point, I'm going to
18 point out how we have been -- focus on
19 accentuating the retail and the corners again.

20 The Metro station will occur here
21 behind an LED mesh screen which we can provide
22 more information on if required and the second

1 story retail at the southern end of the office
2 building is shown in this location. The
3 hotel's lounge and bar would come out to the
4 street at this terrace location overlooking
5 Monument and Half Street intersection and then
6 the south corner of the building, the retail,
7 has a two-story expression that we hope the
8 tenant will take that second story of that
9 pavilion as well and then in between these
10 accents, the retail has been given a lively
11 sort of compositional idea to vary one and
12 two-story readings along the street and hope
13 to animate the experience.

14 In more detail then, here is the
15 office building. Its west facade. The office
16 building on its north facade. This is the
17 truss structure that I mentioned and you can
18 see these are the anchor ports that are
19 actually going down to footings and the rest
20 is all cantilevered or spanning between those
21 points and this truss is the salient feature
22 on this building. The glass is set behind the

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1 truss and I think it will have quite a strong
2 presence. I'll show you a rendering of it in
3 a minute as you experience it both daytime and
4 nighttime and we were very interested in
5 things changing at nighttime in terms of the
6 scenery and the lighting on this square.

7 Next, on the residential building,
8 again the primary material -- I'm sorry. Let
9 me do the hotel first. The hotel which feels
10 sort of like a wooden jewel box here is just
11 an expression of the room module that is used
12 in this hotel brand. We're looking at a
13 unique boutique hotel client and we've inlaid
14 wood panels inside a very simple metal panel
15 grid articulation.

16 The residential building, the
17 condominium building and the rental building
18 both have a slightly different approach to the
19 skin. On the condominium building, again,
20 it's a rhythmic bay pattern which marches
21 along the facade. The 80-foot setback line is
22 very strongly articulated here on both the

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1 pavilion and the main wall of the residential
2 and that is a counterpoint to the hotel which
3 gets the accent at the corner of the square.

4 In addition, the balconies and the
5 features of a residential building we've used
6 to help highlight the streetscape experience.
7 You can see how we've softened the facade by
8 letting the balconies kind of go up and down
9 and meander down the street as we travel down
10 it.

11 On N Street around the corner, the
12 condominium building terminates at this
13 vertical element and one of the purposes of
14 the vertical element is to solve an
15 architectural quandary which is that the
16 floors between the two buildings do not align.
17 So, the vertical feature is a compositional
18 device which allows for the flood heights on
19 the rental building which are slightly
20 different from the condominium building to be
21 softened.

22 This facade also is permanent

1 terra cotta material of a slightly different
2 color and of a simpler punched window reading
3 architecturally.

4 On the left of this image, you can
5 see the pavilion that I mentioned earlier
6 which is a two-story retail. This is really
7 probably the prime retail plate on the entire
8 square and the terrace that we've provided for
9 it for the residents.

10 Next, a couple of renderings of
11 this altogether. On the northern side, this
12 is the office building seen from M Street --
13 from the west side of M Street and Half
14 Street. This is the truss element spanning
15 over the screen and you can see the various
16 materials, the terra cotta mixed in with a
17 glass and shadowbox facade to provide visual
18 interest to the building.

19 And on the other end of the block
20 looking up Half Street, looking north on Half
21 Street at the corner of the two residential
22 buildings with the hotel as a vertical accent

1 in the middle of the -- and marker in the
2 middle of the square.

3 One of the issues I wanted to
4 touch on briefly is that we felt in terms of
5 the hotel design that above the 80-foot height
6 that this is the one place along Half Street
7 where it made sense to give some compositional
8 relief to the horizontal line. So, we've
9 projected inside the setback line 8 feet to
10 provide vertical -- vertical interest along
11 the street.

12 So, this bay which is
13 approximately 17 feet and 8 feet deep projects
14 the 17 by 18 feet planned into that right-of-
15 way that I mentioned at the beginning of the
16 project.

17 Okay. More detail on the retail
18 level. This is just the second and third
19 stories of both buildings. I'll walk you down
20 the street. We spent a lot of time just
21 trying to come up with an active streetscape
22 and presence for all the retail users. This

1 is the office building. The Metro station
2 exists inside this screen, this LED screen
3 that I mentioned. Its main entryway is
4 located here in the middle of the building and
5 then there's one and two-story retail tenants
6 that finish off the base of the office
7 building.

8 At the hotel, this is the ground-
9 floor retail tenant that we can put below the
10 hotel with its lounge and lobby overlooking a
11 terrace which is located here in elevation and
12 then retail as you can see, as designed by
13 Gensler, sort of animates the facade as you
14 walk down the rest of the frontage to the
15 corner which is highlighted with a second-
16 story terrace as well overlooking the main
17 intersection of baseball on the south end of
18 the site.

19 The back facades, just quickly,
20 these are the two Monument Place facades. The
21 mid-block connection facades if you will.
22 This is the hotel on its northern facade and

1 the office building's southern facade along
2 Monument Place and then on the bottom, this is
3 essentially a facade of the Cushing Place
4 elevation and you can see the hotel that steps
5 down to two stories into the courtyard. The
6 courtyard facade beyond for the residential
7 and on the northern side, the office
8 building's east facade.

9 I mentioned the combination of
10 materials that we're proposing on the project.
11 One of the primary materials that does -- that
12 is common to all the buildings is terra cotta.
13 We thought that obviously this neighborhood is
14 a potential for contemporary architecture in
15 the city on a wonderful scale and to celebrate
16 that with a contemporary material application
17 would be very interesting. Now, terra cotta
18 has been around for a long time, but it is
19 currently being used in the rain screening
20 application which is essentially hanging it
21 off of the facade and treating it as a screen
22 that let's the air through the cavity wall and

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1 is an easier detail for us technically to keep
2 the water out of the building essentially.
3 So, we're proposing that latest sort of
4 technology with this material, sort of a new
5 approach to an old material, as one of the
6 primary features of the buildings.

7 These are terra cotta buildings
8 from all over the world and our specific
9 palates are shown on this slide. To begin
10 with, the office building's terra cotta is
11 right here. The residential building is using
12 this palate and the -- the condominium
13 building and the rental building is using this
14 palate.

15 There will be metal as well.
16 Metal panel on the penthouses and metal trim
17 use on all the buildings.

18 And the hotel building we'll be
19 using also a rain screen application. A quite
20 unusual material. I mentioned the wood. This
21 is a polymer impregnated wood product which
22 will also be used in the rain screen

1 application inside the frame facade that you
2 saw for the hotel and that is an image of such
3 product on a residential building in Spain
4 actually.

5 The railings -- the glass railings
6 which are also a very important element for
7 the street, we're proposing glass transparent
8 railings on the residential, rental and
9 condominium buildings.

10 At the retail base, just quickly
11 highlighting the materials that are proposed
12 there, the signage will be acrylic signage,
13 you know, that would glow. The face of which
14 would glow and the materials on the wall will
15 be a combination of terra cotta and white
16 metal panels and we have a material palate for
17 the retail here on this slide. Here is an
18 image in Germany, a Richard Mayer building,
19 that combines the white metal and glass on a
20 -- this is also a retail building and then
21 across the top, we have the white metal panel.
22 There are some wood panel features at the

1 corner of retail tenants and then the red
2 color that you saw in the facades shown here
3 and a stone cladding occasionally along the
4 street as well. So, a lively combination of
5 various materials.

6 We did want to highlight the
7 signage for the hotel. The brand has
8 requested that we show you and ask for a
9 rooftop sign for the hotel which is located on
10 the top of the building obviously about 4 feet
11 above the main roof of the building and it is
12 stainless steel letters with back-lit fascia
13 which allow the letters to read in front of
14 it. So, that's a solid wall with the signage
15 and the height of that signage is about 3
16 feet. I think the width of that is probably
17 10 or 12 feet wide overall.

18 Landscape, I'm going to -- I've
19 always wanted to present a landscape design.
20 I'm going to walk you through the landscape
21 design as proposed by Lab Architecture quickly
22 and then if you have questions about it, I'm

1 happily turn it over to them.

2 The pattern that they've done -- I
3 think one of the most unusual features about
4 this project is the Half Street section.
5 We're proposing that the section be flush
6 essentially. That this be a curb-less street
7 and there will be parking in the middle of
8 each frontage. Parking in the middle of the
9 office building and parking along the retail,
10 but the section across the street will be flat
11 and I'll show you that cross section in a
12 moment.

13 And the landscaping is a pattern
14 of -- a random field, a striped random field
15 with two continuous trench drains which will
16 articulate -- these are sort of ironmongerings
17 set into the pavers which will articulate the
18 curb line and the curb line is also reenforced
19 by a series of benches -- of substantial
20 benches which line the edges above the curb
21 and planters which protrude 12 to 14 inches
22 above the sidewalk and also serve as storm

1 water quality and quantity retainage.

2 You see our intent in the middle
3 of the square by the way. At Monument Place,
4 that sort of a special event occurs in the
5 landscape and the street opens up, the
6 buildings step back and there's an expanded
7 public seating area in the site and we're
8 showing obviously a potential future
9 development on the western side here.

10 Detail of the landscape plan with
11 the materials called out. The basic pattern
12 is enlarged on the left-hand side of this
13 image. We do want continuous rows of café
14 seating along both sides, a walking district
15 between the planting strips and the seating
16 and then as I mentioned, the roadway is here
17 in the center of the street. This dimension
18 is 20 to 21 feet from the building faced to
19 the trench drain and then the street apron is
20 approximately 40-feet wide for the two-way
21 traffic and parking lanes.

22 And here's a section. I mentioned

1 the idea at the beginning of the street as
2 stage and these lights stanchions that have
3 been selected I think highlight. They refer
4 to, I think, some of the lighting that you see
5 on stadiums and such in sort of an industrial
6 way, but they also illuminate -- well,
7 illuminate the surface at night to feel almost
8 stage like in its lighting quality.

9 And to walk you through the
10 section, there's a seating zone along the
11 buildings for cafés and nighttime seating, a
12 walking zone and then this is the tree planter
13 and bench zone next to the line of trench
14 drain and then the 40-foot apron for the
15 roads.

16 One of the goals for Half Street,
17 by the way, is that it be closed on game day
18 and even potentially beyond that on special
19 events throughout the year. This is an idea
20 that came, I think, from the Sports Commission
21 and is mentioned in the DDOT report as well.
22 Half Street and N Street -- portions of N

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1 Street from 1st Street to Van potentially will
2 be closed on game day which we think would be
3 a wonderful opportunity.

4 I want to mention also that the
5 section does show in spite of the vaults a 9-
6 foot depth below the trees for the tree
7 planting strips.

8 And then the salient features on
9 the landscape, on the upper left, the collage
10 of textures. Hanover precast concrete pavers
11 along with Eurocobble demarcate the landscape
12 patterning.

13 The furniture is quite fun. The
14 trash receptacles and such. The bench, the
15 image on the lower right is an image of the
16 bench with its lights turned on for the
17 nighttime events -- the nighttime scenery that
18 could happen and then in the center of the
19 sheet, the planters which are raised up and
20 will retain water on its way filtering into
21 the ground.

22 On the lower left by the way is

1 the ironmongering type element that we're
2 proposing as the trench drain.

3 And then the plants which I will
4 defer to the landscape architect to answer any
5 questions about and then images of other
6 streets. These are streets from mainly the
7 United States. One European example. Which
8 are curb-less and you can see the various
9 separation -- various ways in which
10 pedestrians and traffic are separated and the
11 result of just a very special landscape
12 feature, public space treatment on the street.

13 We were asked in -- the Zoning
14 specifically asks for views to and from this
15 -- from the site north and south and so, we've
16 provided those as well. Let me walk you
17 through those.

18 On the lower right is the overall
19 pattern of the buildings and the views that
20 we've taken north from the baseball stadium
21 looking towards the Capitol and from the
22 southern end of the site, from the middle of

1 the site and then from the northern end of the
2 site looking towards the baseball stadium.
3 All of those views are shown on this sheet.
4 I'm going to walk you through those.

5 On the lower left-hand corner is
6 our view towards the Capitol, towards the
7 north on the right-hand side of Half Street
8 and you can see the Capitol is situated right
9 behind the building which is under
10 construction and almost completed on the north
11 side of M Street and Half Street. That's this
12 blue volume shown here. Halfway up the
13 street, you can see again the same
14 relationship in the Capitol and the building.
15 This is an existing structure that exists on
16 the western side of the street and this is our
17 proposal with the setback heights that I
18 mentioned.

19 And then turning around 180
20 degrees and looking south, this is the view
21 towards the stadium. The stadium as you
22 recall is set back a couple of hundred feet

1 from N Street frontage and I think the current
2 plans are that two above-grade parking garages
3 be put on that frontage. So, the stadium is
4 receding in view because of its distance away
5 from N Street.

6 And then east and west on M and N
7 Street, these are two views looking west
8 across the site's southern and northern
9 exposures. On the right is the office
10 building portion of our project with the two
11 buildings that exist on the site today and
12 another Federal building which exists in the
13 foreground shown here to the east of our site.

14 And then on the image to the left,
15 the southern end of our site, the vertical
16 marker that we're providing out of N Street
17 and the two garages that are being proposed
18 for the N Street frontage. Baseball is just
19 off the picture here on the left.

20 MR. GLASGOW: Robert, I think at
21 this point, we're going to need to get Steve
22 up --

1 MR. SPONSELLER: Okay.

2 MR. GLASGOW: -- to address the
3 questions that the Commission had and while
4 Mr. Sher is coming up to the witness table, I
5 wanted to make sure that the Commission is
6 aware. While we -- out of an abundance of
7 caution, we set down every area of variance
8 relief and special exception relief that may
9 apply to this site. Many of these areas of
10 relief don't technically yet apply because the
11 new -- parts of the new overlay aren't there.
12 So, you have a list here that has a number of
13 things in it that technically we aren't
14 required to comply with at this point in time.
15 So, I think that will further reduce these
16 areas of the variance and special exception
17 relief.

18 And with that, Mr. Sher, if you'd
19 please proceed.

20 MR. SHER: Madam Chair and Members
21 of the Commission, for the record, my name is
22 Steven Sher, the Director of Zoning and Land

1 Use Services with the law firm of Holland &
2 Knight.

3 I want to just go right to the
4 question of what is the relief that is
5 required from the Commission for this
6 application and pardon my voice. I'm still
7 trying to get over the hoarseness that I've
8 had for about two weeks now. Just doesn't
9 want to go away. Maybe I talk too much. I
10 don't know.

11 Base relief number one is approval
12 of the development on these lots because they
13 front on M Street. They front on Half Street
14 and they're in square 701 and let me back up
15 a second to the point Chip was just making.

16 The regulations that are in effect
17 today would bring us to the Commission only
18 for the property fronting on M Street. The
19 Half Street requirements, the square 701
20 requirements, they are proposed, but they're
21 not final. They haven't been adopted by the
22 Commission as a final election yet. Notice

1 the final rule making is still somewhere out
2 in the future.

3 So, right now, today, we need
4 relief in only basically three areas. We need
5 relief on -- we need review because we front
6 on M Street. We need a variance for the
7 residential recreation space which at some
8 point in the future will no longer be a
9 requirement and we need a variance on the
10 loading and I'll come back to that in a little
11 bit.

12 So, again, approval of the
13 development because we're on a lot that fronts
14 on M Street and also parenthetically because
15 at some point in the future, we'll also front
16 on Half Street and on square 701.

17 We need a special exception for
18 the roof structure setback requirements and I
19 know Robert was just about to jump into that,
20 but he's going to leave that to me. So, I'll
21 jump into it in a little bit.

22 We need a special exception for

1 the Half Street setbacks and -- and Robert has
2 talked about that some already, but the
3 requirements are basically that we have to go
4 up 80 feet and back 20 feet, but the
5 Commission by special exception said, we could
6 ask to go up to -- I'm sorry. We could go up
7 to 65 feet and back 20, but by special
8 exception, we can -- asked to go up to 80 feet
9 and back 12. So, we've asked for that and
10 Robert, I think, has described how the
11 building and what was the reason for that
12 particular design and how impacts on the
13 apartment levels that would be above that
14 setback area if we had to do the full 20-foot
15 setback versus the 12-foot setback.

16 We need a variance from the
17 loading requirements and a number of other
18 variances and let me start jumping into the
19 specifics of these things.

20 Put the roof structure plan back
21 up there for a second.

22 The roof structure requirements

1 are basically that a roof structure be setback
2 1 to 1 from the exterior walls of the
3 building. The roof structures are 18 feet 6
4 inches in height. They would be required to
5 be set back 18 6.

6 As you can see from the plan that
7 Robert was just about to talk about, we meet
8 the setback requirements on all the street
9 frontages. So, on M, Half and N, we have the
10 18 foot 6. Where we don't meet the setback
11 requirements are the areas that are shaded in,
12 my wife would tell me I don't know what color
13 that is, I'll call it olive. Okay. That's
14 what it looks like to me from here.

15 But, along the court that is in
16 the center of the development and in one place
17 here along Cushing Place, we do not meet the
18 setback requirements on those less than
19 important facades and what that comes about is
20 because of the need to get the amount of
21 mechanical equipment that we need up on the
22 roof and one of the drawings in the set that

1 you have shows the layout of -- sort of a
2 projected layout of mechanical equipment. Not
3 of that space on the roof is party rooms or
4 anything other than typical building
5 mechanical stair towers, elevator towers and
6 other things that are necessary for the
7 operation of the building.

8 Because we have these setbacks, we
9 are limited in the amount of roof structure
10 that we have on the ultimate high roof. So --

11 MR. SPONSELLER: So, we erred on
12 the public space side. We pushed the
13 penthouses away from the public.

14 MR. SHER: Right. So, we meet all
15 the setbacks on the street sides, but we don't
16 meet them on the interior court sides and we
17 don't meet them in this one place here on
18 Channing Place.

19 MR. SPONSELLER: Right.

20 MR. SHER: Every place else, we
21 have the 18 foot 6 setback that's otherwise
22 required.

1 On the Half Street setbacks, I
2 don't think I need to talk about that anymore.
3 I think Robert's covered that in enough
4 detail.

5 On the private residential
6 recreation space requirements, I'm not going
7 to spend a lot of time on that only because of
8 the direction that the Commission has taken.
9 If those regulations were to remain in effect,
10 we would be significantly short of what's
11 required because of the fact that this is a
12 mixed-use development because it includes four
13 major components, i.e., retail, office, hotel
14 and residential in two buildings. The amount
15 of space that's available for that kind of
16 stuff is limited and you wind up having to
17 take program away in order to provide
18 recreation space. I can go into that more,
19 but I don't think I need to.

20 In terms of the variance from the
21 loading requirements, again, this is a mixed-
22 use building and when you look at the sum of

1 what's required, we would be required to have
2 two berths at 55 feet, four berths at 30 feet
3 and four service delivery loading spaces.
4 What we're providing is one berth at 55 feet,
5 six berths at 30 feet, and this is all set
6 forth on page 8 of what you have in front of
7 you, and two service delivery loading spaces.

8 So, what that means we need a
9 variance on is we've got one berth at 30 feet
10 which would have to be a 55-foot berth under
11 the regulations and we're short two service
12 delivery loading spaces.

13 Now, Dan Van Pelt of Wells &
14 Associates will testify if he needs to that
15 that number of berths is sufficient. That
16 give the nature of loading operations for
17 those four different uses, the requirements
18 for residential office, retail and hotel do
19 not overlap to the point that you need to have
20 all those trucks coming in at the same time
21 that need to be unloaded for those various
22 uses. So, the number that we have is

1 sufficient.

2 Why can't we provide more? Okay.
3 When you look -- first floor plan.

4 MR. SPONSELLER: Sure. That's --

5 MR. SHER: When you go back to
6 that first floor plan, what you have is a
7 natural I'm going to call it a conflict
8 between what the regulations require and want
9 on the first floor and devoting more of that
10 space to leading.

11 As Robert pointed out before, the
12 loading zone is along Cushing Place. Which
13 while it's call a place is really a 30-foot
14 wide alley. It is not a street. It's an
15 alley. So, all of the service to the
16 building, the two parking ramps, one here and
17 one here, are off Cushing Place. There's a
18 three-berth loading berth here. There's
19 another loading area down in here.

20 What you have -- and you can see
21 that in order to get the 55-foot berth, it's
22 angled in here. Because if you put the 55-

1 foot berth perpendicular to the alley, it just
2 whacks the heck out of the first floor plan
3 and what the regulations intend and in
4 general, require is that the first floor be
5 used for retail. So, if you had to put two
6 more service delivery spaces and if you had to
7 have one more 55-foot loading berth, you are
8 intruding into the nature space that the
9 regulations require be devoted to other
10 things.

11 We think that given the condition
12 of the site, the requirements of the
13 regulations and the adequacy of the loading as
14 we've provided, that that is a sufficient
15 basis for the granting of what is a very
16 limited area of relief on the loading.

17 The next four variances are all on
18 regulations that are not now in effect today,
19 but I'm going to talk about them anyhow just
20 so that everyone's clear about what we're
21 asking for.

22 The variance from the ground floor

1 preferred use requirements. This is a little
2 -- I'll say it's a little screwy because your
3 regulations that talk about buildings that
4 front on M Street require 35 percent of the
5 ground floor to be devoted to preferred uses.
6 The proposed regulation for buildings that
7 front on Half Street require 75 percent of the
8 ground floor to be devoted to preferred uses.
9 So, when I'm up on this corner right here and
10 I front on M Street and Half Street, which one
11 of those requirements applies?

12 But, take for the moment that
13 maybe 75 percent of the whole first floor
14 needs to be retail. Okay. Why can't we
15 provide that? Well, what we actually provide
16 of the amount of space instead of 75 percent,
17 we have about 56.3 percent and those numbers
18 are in the plans that you have in front of
19 you. So, we're 18.7 or about 17,000 square
20 feet short of what that requirement is.

21 Well, of that 16,913 square feet,
22 11,400 of that are the Metro rail entrance at

1 this corner here and the extension of Cushing
2 Place which at the moment ends at this point
3 says he pointing to a drawing which shows
4 there's a piece of an east/west alley here.
5 Cushing Place doesn't go through to N Street.
6 So, what we've done is we've taken Cushing
7 Place and we've extended it through the
8 building to N Street.

9 Since it's undercover, it counts
10 in FAR. So, when it counts in FAR, it adds to
11 that amount on the first floor of which 75
12 percent has to be devoted to retail. So, when
13 you take that space, when you take the natural
14 building entrance lobbies for office and for
15 the residential and you can see we've got two
16 residential lobbies because we got two
17 essentially separate apartment buildings and
18 two wings, one on Half Street, one on N
19 Street, when you take all that up, we have
20 devoted literally every square foot that's
21 available on the ground floor to preferred
22 retail uses.

1 The combination of the Metro
2 entrance, the mixed uses on the building, the
3 requirements of the regulations, we think
4 create an exceptional situation on this
5 property. There is no other property that
6 will have this set of circumstances.

7 Half Street doesn't extend south
8 of N because the baseball stadiums there. The
9 other side of Half Street doesn't have the
10 Metro station entrance. So, whatever happens
11 there will, be governed or will be directed by
12 a different set of factors. I have no idea
13 what the -- what the retail availability or
14 what we can do on a -- not what we, what
15 somebody can do the west side of Half Street,
16 but on the east side of Half Street, there is
17 a unique set of factors and circumstances that
18 combine to create the fact that we basically
19 can only do 56.3 percent instead of the
20 required 75 percent and if you were to say how
21 do you get more, well, you can't take the
22 Metro entrance away. You just can't. I mean

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1 we -- we might. I don't even know if we want
2 to. We don't want to. We can't and so, you
3 know, I guess we could not put Cushing Place
4 all the way through to N Street and pick up
5 another 4,000 square feet.

6 MR. GLASGOW: Mr. Sher, since he
7 didn't handle that, the alley closing, he's --
8 doesn't -- aware that we can't take Cushing
9 Place away.

10 MR. SHER: Yes, well --

11 MR. GLASGOW: That is required by
12 the City Council.

13 MR. SHER: Never mind. All right.
14 So, we were not going to do that anyhow. It
15 makes -- whatever. All right. So, when you
16 get to that point, if you put those things
17 back, we'd be closer to the -- be over 70
18 percent, closer to 75 percent. So, I think
19 that the variance is justified on the basis of
20 the exceptional situation and the practical
21 difficulty which would result if we had to
22 comply.

1 The variance on the street
2 frontage requirement, i.e., that 100 percent
3 of the street frontage along Half Street has
4 to be preferred uses, well, again, look at the
5 frontage on Half Street from M down to N. The
6 first 100 feet or so more or less is the Metro
7 station entrance. Your regulations don't say
8 all of the street frontage but for a Metro
9 station entrance. It says all of the street
10 frontage. So, we cannot devote that space to
11 preferred uses because it's a Metro station
12 and I guess -- I don't think you could even
13 design it so that there was retail in front of
14 it and you had a really narrow entrance into
15 the Metro. I don't think you'd want to do
16 that, but where the escalators and so forth
17 are essentially today, they're going to remain
18 there. What's being enhanced is the entry
19 plaza at the top and the circulation going
20 down.

21 We are at 79 percent instead of
22 100 percent. Of the remaining 21 percent, 17

1 percent is the Metro rail station. So, again,
2 that particular circumstance and the remainder
3 are the building entrances and other things
4 like that.

5 So, if you're going to have a
6 building and you're going to have something
7 above the preferred uses, you got to have a
8 way to get into it. So, I think again the
9 basis for the variance is exceptional and
10 specific to this property.

11 The last variance that we need has
12 to do with a piece of the Half Street setback
13 requirements and we talked about it before.
14 Your regulations say up 65 feet, back 20 or we
15 can go up to 80 feet and back 12 by special
16 exception.

17 We have one piece of this property
18 which is a piece of the hotel frontage and
19 it's -- Robert's got it right there. It is 17
20 feet wide out of the 584 linear feet that
21 encompasses the whole 1st Street frontage from
22 M to N and that piece of the building comes

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1 out to within 4 feet of the property line.
2 It's 17 feet wide and 4 feet rather than 12 or
3 20 feet back.

4 It doesn't impinge upon the
5 pedestrian circulation at the ground and it is
6 -- frankly, it is a design element and I know
7 Robert went to a great length to show you what
8 the N Street elevation, I'm sorry, what the
9 Half Street elevation of the hotel is and how
10 that particular building is relatively narrow.
11 That piece of the building is relatively
12 narrow at that point and what they were trying
13 to do in terms of identifying a corner of that
14 east/west connection which he called Monument
15 Place, but doesn't have an official name and
16 Half Street and I think it is something that
17 is -- it is a technical noncompliance, but I
18 don't think it is in anyway substantive to the
19 goal of what the setback was determined to --
20 designed to require.

21 So, on that one, I guess I would
22 concede that of all the areas of relief that's

1 the one where the justification is perhaps the
2 weakest in terms of exceptional situation and
3 practical difficulty, but it really is an
4 element of the design that makes the whole
5 thing hang together at least as far as the
6 architects are concerned and far be it for me
7 to second guess an architect.

8 I will take one more minute and go
9 back to the base reason why we're here. Why
10 we're here is because the Zoning Commission
11 wanted to be sure that it could control
12 development along this special street at the
13 northern edge of the baseball stadium and it
14 is, in fact, a special piece.

15 It is the piece which connects the
16 baseball stadium to the nearest Metro station.
17 It's a place that's going to have an exceeding
18 large volume of pedestrian traffic on game
19 days certainly, 81 days out of the year, but
20 it is a piece that Monument has -- that the
21 architects have designed for Monument to be a
22 special place 365 days out of the year.

1 So, the retail on the ground floor
2 occupying as much as possible of that Half
3 Street frontage wrapping around onto N,
4 wrapping around on M with the mix of uses
5 above, office, hotel, residential,
6 residential, where the buildings define the
7 street edge on all three streets, where the
8 height is lower here than what's going to
9 happen on -- either to the east or the west
10 because the street widths are wider and you
11 can go up higher, where the conflicts between
12 vehicles and pedestrians are minimized if not
13 eliminated because all the parking and loading
14 is back off the alley, Cushing Place, rather
15 than coming in off the other streets, where we
16 have no blank walls and where the facades are
17 animated, where the project includes enhanced
18 circulation and access to the Metro rail
19 station which are all of the objectives and
20 specific criteria identified in your proposed
21 regulations, this project in my opinion beats
22 all of those objectives and requirements and

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1 is the kind of thing that I think your
2 regulations contemplated when you drew them.

3 So, I think I've sort of gone
4 through it all at this point and I'm about out
5 of voice, so, I'll stop an answer any
6 questions you have. Thank you.

7 CHAIRPERSON MITTEN: Thank you.
8 Anything else?

9 MR. GLASGOW: I think that what we
10 have been able to do is show that we have the
11 variance test or at least, we certainly have
12 put on a prima facie case for the variance
13 test and the special exceptions that are being
14 requested here and also because the plans are
15 part of the approval of the Commission, I
16 think the Commission ends out in -- if you
17 deem that this project is worthy and can be
18 approved, that you end up in the same place
19 that you may have started with your question
20 at the outset.

21 Because if the Commission approves
22 these due to how your regulations are

1 structured, these plans are the plans that --
2 as to how this site has to be built and so, I
3 think with that I'll stop at this point.

4 CHAIRPERSON MITTEN: Okay. While
5 Mr. Sher is there, could you just explain
6 because I didn't see in the plans, there's a
7 description of the -- there's a section of the
8 building that has a 14 foot retail height and
9 then it goes to 11 feet at the back of the
10 house so to speak or whatever -- however it
11 was termed and I didn't see where that changes
12 on the plan.

13 MR. SPONSELLER: We did not
14 delineate the change yet, but we're asking for
15 an allowance of 25 percent of the retail plate
16 to be treated as back-up house space.

17 What happens in the type of retail
18 that Monument wants to attract here is that
19 you need depth to get kitchen exhausts and I
20 mean mechanical systems out of the retail
21 plates. Things such as fresh air and exhaust
22 air have to leave the space.

1 So, in order to maximize the
2 height along Half Street, we are lowering the
3 back section of that over kitchens and back-up
4 house service areas to do that distribution
5 and get over to vertical exhaust shafts. So,
6 my guess -- my guess --

7 CHAIRPERSON MITTEN: So, that's
8 just on the Half Street part?

9 MR. SPONSELLER: Well, it applies
10 to -- we're asking for 25 percent of all the
11 retail to have a lower ceiling height to allow
12 for those types of mechanical systems to serve
13 the retail. Because we don't know exactly how
14 many food service establishments we'll have
15 for example. So, 25 percent seems a
16 reasonable request.

17 For example, to put that into
18 perspective -- let me enlarge the plan first
19 for a moment. That line is approximately
20 right here on this retail depth. It's a
21 quarter of the way across our floor plan which
22 is about 100-foot depth of retail. So, the

1 first 75 feet approximately would be tall
2 eating space and the back would be the
3 kitchens and such. But, without the tenant
4 specifically, I'm asking for an allowance of
5 25 percent.

6 CHAIRPERSON MITTEN: Would that
7 apply at all to the space on M Street?

8 MR. SPONSELLER: Yes.

9 CHAIRPERSON MITTEN: This space --

10 MR. SPONSELLER: Yes. Yes, if it
11 has retail. If it has a food service type
12 establishment, yes.

13 CHAIRPERSON MITTEN: Okay. So --
14 okay.

15 MR. SPONSELLER: Yes, it would
16 apply to all of it actually.

17 MS. PHILLIPS: But, I would like
18 to add again to that that it would be the back
19 of the house and generally away from the
20 windows and away from the street front.

21 CHAIRPERSON MITTEN: And then now
22 to Mr. Sher. How would you meet the variance

1 test for that?

2 MR. SHER: Well, I had that one
3 and I forgot it. What you have is a section
4 of the first floor which as Mr. Sponseller
5 just said, the front would be 14 feet.

6 If you had to have 14 feet all the
7 way across to the rear, then you would have to
8 basically raise the ceiling height and intrude
9 into space that would otherwise be the second
10 floor of the building. Because the 14 feet
11 would -- to be 14 foot clear, we would have to
12 be 17 feet more or less to the ceiling of --
13 to the top of the slab of the first floor
14 which pushes the first floor three feet up
15 into what would otherwise be the second floor.

16 Since we can't make the overall
17 building any higher, what you do is you wind
18 up losing a floor out of the part of the
19 building because you're got to take that all
20 the way across.

21 CHAIRPERSON MITTEN: I guess what
22 I'm asking is aside from pointing out what you

1 may characterize as a flaw of the regulations,
2 what is it, you know, take -- and maybe you
3 don't want to do it right now and you can make
4 an additional submission, but what is the
5 unique condition about this site that leads
6 to, you know, that causes the strict
7 application to result in an exceptional
8 condition?

9 MR. SHER: Okay. The combination
10 of the requirement to provide 75 percent of
11 the ground floor on this site to be devoted to
12 retail of which we don't quite make, but as
13 much as we have and the setbacks at the 80-
14 foot level which we're asking for in lieu of
15 the 65-foot level and the overall height
16 limitation which is 110 feet because of the
17 frontage on a 90-foot wide street at the north
18 and the south combine to constrain the
19 vertical profile of the building. You can't
20 go up. You can't go any further out and you
21 basically -- to get to a 14-foot clear with
22 the mechanical and other things that are

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1 required for those portions of the building
2 would cost you a floor in the building.

3 That's a practical difficulty for
4 the owner because a floor in the building is
5 worth something and it's important to this
6 development whether it's a floor of hotel
7 units, a floor of residential units or a floor
8 of office space. You lose a floor because
9 you're -- you've pushed 3 feet into that
10 second floor and you can't -- the building
11 can't get any higher.

12 So, on this site with that
13 combination of factors, there is a condition
14 that suggests we need some relief in those
15 portions of the first floor where we otherwise
16 can't get the 14-foot clear because of the
17 mechanical requirements of what goes into
18 those spaces.

19 CHAIRPERSON MITTEN: Okay.
20 Thanks. Other questions from the Commission.
21 Mr. Parsons, would you like to go first?

22 COMMISSIONER PARSONS: Well, yes,

1 I'm not sure what the rules are here, Madam
2 Chairman. I'm confused.

3 I mean are we restricted to simply
4 commenting on M Street, this whole project or
5 what?

6 CHAIRPERSON MITTEN: There's --

7 COMMISSIONER PARSONS: I don't
8 understand if we are. Do you?

9 CHAIRPERSON MITTEN: Well, the
10 regulations give us some latitude to comment
11 broadly. The --

12 COMMISSIONER PARSONS: I mean I've
13 got a lot of questions.

14 CHAIRPERSON MITTEN: Right. We
15 can --

16 COMMISSIONER PARSONS: A lot of
17 concerns about this project.

18 CHAIRPERSON MITTEN: -- we can
19 comment on sighting, architectural design and
20 site plan landscaping, sidewalk treatment. We
21 can comment on the pedestrian environment. We
22 can comment on traffic, safe and convenient

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1 movement to and through the site including to
2 public transit, the ballpark and the river.
3 Vistas, views --

4 COMMISSIONER PARSONS: Okay. All
5 right. Fine. Fine.

6 CHAIRPERSON MITTEN: All that good
7 stuff.

8 COMMISSIONER PARSONS: Thanks.
9 I'm confused as to who's going to build Half
10 Street. I know who's designing it and it's
11 nicely designed, but are you offering to build
12 Half Street as you show it on the plans right
13 to the other property owner's building line?

14 MS. PHILLIPS: It is our intent
15 and our hope that we will be the owners of the
16 property across the side -- across Half Street
17 as well and so, we would work with DDOT to
18 build that street. Yes, we would probably I
19 would assume because we have not worked out
20 specific arrangements, but work with DDOT to
21 cover the cost of expenses that are above and
22 beyond a typical street section.

1 COMMISSIONER PARSONS: So, DDOT
2 writes to us and says we really haven't had an
3 opportunity to review these plans. So, we
4 don't know whether this is from their
5 perspective a good design or not, but at least
6 -- at least --

7 MS. PHILLIPS: We will be meeting
8 with DDOT. We were to meet with them on
9 Monday, but they canceled and we are meeting
10 with them next Friday the 19th to review
11 specifically the streetscape.

12 COMMISSIONER PARSONS: I've been
13 there. All right. So, that's good news.

14 I'm looking at sheet 89 which
15 probably is of most concern to me which is the
16 key to this project I think. That is the
17 facades along Half Street. On the top, now
18 why don't we go from left to right.

19 What is it that is shown on the
20 building facade I guess in a green tone on the
21 Metro stop wall? Is that a decorative panel
22 of yours? It seems as though something very

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1 festive ought to happen here and frankly, this
2 doesn't it for me. I mean there ought to be
3 a sense of real welcome instead of --

4 MS. PHILLIPS: That is our intent.
5 We've spent a lot of time and I think that
6 Gensler will address that, but we've spent a
7 lot of time trying to make the entrance to the
8 Metro and those walls be very active and
9 lively and bright.

10 Jordan.

11 MR. GOLDSTEIN: Sure. Jordan
12 Goldstein, 8909 Oneida Lane, Bethesda,
13 Maryland.

14 The Metro screen that we're
15 looking at here we look at a couple of
16 options, but what we're proposing is a mesh
17 screen. It's a metal mesh screen that has
18 some translucency to it so it allows people
19 that are being -- exiting and entering the
20 Metro station to have some transparency to the
21 street.

22 What we are talking about here and

1 proposing is that it's imbedded with LED which
2 is a light color change opportunities. We're
3 showing it right now as green. It's the green
4 line. It can change, but it has the ability
5 to show color as well as the opportunity
6 depending on how it's programmed to show a
7 series of colors or images imbedded in that
8 screen itself.

9 COMMISSIONER PARSONS: Well, that
10 sounds better. Now, moving to the right, what
11 is that black hole?

12 MS. PHILLIPS: It's the entrance
13 to the Metro.

14 MR. GOLDSTEIN: That's currently
15 the Metro entrance. So, that actually is in
16 shadow because that is open. You enter into
17 the Metro station and reorient yourself to the
18 left to go through the turnstiles.

19 COMMISSIONER PARSONS: Well, that
20 doesn't seem to go with the plan view for me.
21 I don't understand that.

22 MR. GOLDSTEIN: We'll go ahead and

1 bring up the plan view.

2 COMMISSIONER PARSONS: Thanks.

3 MS. PHILLIPS: There will be a
4 roll-up gate there when the Metro station is
5 closed. We are also working with Metro to
6 upgrade the interior space of the section that
7 you will see from the street looking into the
8 entrance there.

9 MR. GOLDSTEIN: So, currently, you
10 come in off of Half Street right here where
11 the arrow is pointing. You come in and then
12 reorient yourself to the left. There's retail
13 on the opposite side which is towards the
14 south side here and the ticketing agent here
15 and then the turnstiles are here. The screen
16 is the curved element that you see here and
17 the escalators are parallel to M Street.

18 COMMISSIONER PARSONS: So, you
19 have no choice about this. I mean it's awful
20 I think. It's just awful. I mean half the
21 street front here is devoted to Metro.
22 There's no other way to get through this.

1 Huh?

2 MR. GOLDSTEIN: Yes, it is an
3 existing configuration that we're working
4 with. The challenge also is the potential
5 volume on game days of 15,000 people entering
6 and exiting Metro. So --

7 COMMISSIONER PARSONS: All right.
8 I guess I can just complain about it. Now --

9 CHAIRPERSON MITTEN: Before you go
10 off of it, isn't the configuration right now
11 -- it's just you walk up to the escalators.
12 It's just open.

13 COMMISSIONER PARSONS: Right.
14 Right. Right.

15 CHAIRPERSON MITTEN: So, I think
16 part of what you're reacting to is why are
17 screening it to the extent that you are and
18 forcing people around -- all the way around
19 the corner? Isn't that part of what you're --

20 COMMISSIONER PARSONS: Yes, it
21 seems to me we're developing a queuing line or
22 something and a metal screen is encompassing

1 this.

2 MR. SPONSELLER: I think the
3 screen actually will help announce the Metro
4 station and alleviate what would otherwise be
5 a very open larger black hole that you
6 objected to which you see at other Metro
7 stations where this is an overhang. I think
8 the screen at least adds some life and
9 activity to the Metro station.

10 COMMISSIONER PARSONS: That's what
11 I meant. Why we commented.

12 Let's continue down the street
13 then. What sheet was I on? Here we are.
14 Eight-nine.

15 Now, Monument Place, why is it
16 that we need Monument Place other than an
17 entrance to the hotel? I mean here is another
18 disruptive feature in what is to be an
19 existing retail street and it's not working
20 for me. I don't get it.

21 MR. SPONSELLER: Well, I talked
22 about the idea of this neighborhood linking to

1 the east and the west. The length of Half
2 Street is 600 lineal feet. We felt that this
3 break in the urban street wall would allow for
4 cross circulation through Half Street which is
5 appropriate we think in a pedestrian district
6 and breakdown the overall walking distance and
7 in terms of the street level experience, it
8 adds two significant corner tenants and some
9 outdoor space in the center of the square as
10 well. It also gives the hotel a vibrant
11 presence along the street.

12 So, it's both a functional and a
13 urban design sort of goal of linking across to
14 a future development.

15 COMMISSIONER PARSONS: Well, I
16 guess I respectfully disagree. I just don't
17 think there ought to be a -- it might as well
18 be a parking garage entrance to me. I mean
19 the only difference is the word parking isn't
20 over it. It's disruptive in this place.

21 Now, let's move along. What is
22 this image on the wall to the right of the

1 hotel which is shown on the plan as retail
2 shuttle?

3 MR. GOLDSTEIN: That is the entry
4 from the parking garage up to the Half Street
5 facade. So, basically, it's a parking
6 shuttle. So, elevator shuttles up.

7 COMMISSIONER PARSONS: There's no
8 way to get any retail in their either.

9 MR. GOLDSTEIN: Correct. Right
10 now that is the direct access from the garage
11 bringing people up to the street. So, it's
12 that sliver.

13 COMMISSIONER PARSONS: Do you see
14 where I'm going with this? I just -- this is
15 not the street that everybody's talked about
16 as far as I'm concerned. I mean you're trying
17 here, but Cleaves and Stone Bucks and H&N, and
18 those signs are very clever by the way, are
19 fine, but I just -- it's too disrupted by
20 other needs in my view.

21 Now, I want to move on. You tired
22 of me talking yet.

1 I wanted to talk about the sign on
2 R2. Which way is R? Up or down?

3 Is this a plasma TV or what is
4 going on here? With the ballplayer on it on
5 R2. Oh, I can talk about the hotel sign since
6 you stopped. I really don't see the logic to
7 that. I mean the buildings that will be
8 across the street I assume will be at 130-feet
9 high because they're on South Capitol Street.
10 Is that correct? Am I right or I missed a
11 block?

12 MR. GLASGOW: But, you got Van
13 Street there. Van Street breaks --

14 MR. SPONSELLER: Both sides of
15 Half Street will be approximately 110 and then
16 the west side of square 700 could be 130.

17 MR. GLASGOW: Right. Right.

18 COMMISSIONER PARSONS: So, what's
19 the advertizing value of a sign on the roof?
20 From where will it be seen? And there's no
21 apparent sign on the street, the retail level.

22 MS. PHILLIPS: It is a prototype

1 sign for a new -- new brand and A Loft is a
2 new brand by Starwood and they have requested
3 that we conform as much as possible with their
4 brand new fledgling prototype and so, we've
5 included it here for your consideration as
6 part of -- for your evaluation as part of the
7 prototype package.

8 COMMISSIONER PARSONS: We'll be
9 considering that. Thank you.

10 Here we are. R2. What is that
11 sign about?

12 MR. GOLDSTEIN: Right now, we're
13 showing a banner projection which could
14 potentially be an LED sign off the corner of
15 M and Half.

16 COMMISSIONER PARSONS: So, I'm
17 curious as to why that's mounted above this
18 piece of sculpture that screens the Metro. I
19 mean that's your real showpiece at the ground
20 level. It seems it's very competitive
21 somehow. I mean I'm intrigued by this idea of
22 this multiple colored screen that you're doing

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1 and it just seems out of place. It seems like
2 it would make the -- belong down the block
3 somewhere.

4 MR. GOLDSTEIN: Um-hum.

5 COMMISSIONER PARSONS: I
6 understand the concept of I guess welcoming
7 people to.

8 MR. GOLDSTEIN: Sure.

9 COMMISSIONER PARSONS: Then you
10 have a chance across the street to do
11 something like this. I don't know. I just
12 feel it's out of place and doesn't -- I like
13 the architecture, but somehow this isn't --
14 isn't the right thing to do on this corner
15 architecturally.

16 MR. GOLDSTEIN: Fair -- fair
17 question and one of the things that we were
18 looking at is the opportunity for brand-
19 related imagery whether it's for the building
20 itself or for retailers on the street or
21 potentially tied into events such as the
22 baseball stadium game day or events that are

1 happening along Half Street.

2 You're right. There is definitely
3 hopefully a great activity with the screen
4 itself down at the Metro entrance which we
5 think would be a vibrant gateway both to the
6 Metro piece and also to the Half Street
7 corner.

8 COMMISSIONER PARSONS: Um-hum.
9 Could we go to A7 for a minute.

10 Now from this drawing and the
11 detail in A8 -- are you there? I'm not yet
12 persuaded about the need for a variance on the
13 roof structures on Cushing Place and I'm
14 worried about the precedent here. Because
15 buying Mr. Sher's argument, you know, we're
16 stepping back from public space. We're at the
17 18 and a half and so forth. Yes, this is an
18 alley, but it too is public space and why is
19 it that you can't -- I don't know what this
20 dimension 12 foot 0 inches there under the
21 word roof. That anything significant is
22 happening there when I look at the detail in

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1 A8 as to why that penthouse structure can't be
2 moved against the --

3 MR. SPONSELLER: Are you referring
4 to the upper penthouse structure or the lower
5 penthouse structure? The one near the top.
6 If you can see my arrow on the screen here.

7 COMMISSIONER PARSONS: The lower
8 one.

9 MR. SPONSELLER: The lower one.
10 This one?

11 COMMISSIONER PARSONS: Correct.

12 MR. SPONSELLER: I see. There is
13 equipment inside the volume. I believe it's
14 an emergency generator and --

15 COMMISSIONER PARSONS: Well, go to
16 A8 and see. Maybe that will help us some.

17 MR. SPONSELLER: -- hot water
18 tanks and such.

19 COMMISSIONER PARSONS: It seems
20 like all of the equipment is pushed over
21 against Cushing Place and there doesn't seem
22 to be anything going on over on the other side

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1 and that's why I'm wondering why we need a
2 variance here.

3 MR. SPONSELLER: We can certainly
4 -- we did get this layout from our engineers,
5 but we did explain to them the pressure on the
6 rooftop structures and our desire to not have
7 any extra penthouse structures than absolutely
8 necessary, but we can revisit that and see if
9 we can reduce it.

10 COMMISSIONER PARSONS: Okay. A4
11 please. And on A4, there's a very limited
12 illustration of a landscape plan in the
13 courtyard and I wonder if you could walk us
14 through that. There's a series of four
15 private terraces. Then a band of trees and
16 then some green something. This is the view
17 from the hotel rooms as well as the
18 residential down into this courtyard and I'm
19 trying to understand that a little better.

20 MR. SPONSELLER: The basic idea
21 here is this is a -- the courtyard space in
22 this plan is 45-feet wide and on the eastern

1 side, the hotel has two levels of rooms facing
2 the courtyard. We are trying to screen the
3 hotel rooms from the residents to create some
4 privacy and so, we're showing in this plan a
5 band of -- a linear garden of some sort, it
6 could be bamboo screen, between the hotel
7 modules -- the hotel rooms and the residents'
8 private patios and terraces.

9 And then on the southern end of
10 that courtyard, there are two patios shared by
11 the -- used by the separate residential
12 buildings as outdoor amenity space and they
13 count as part of our recreation space. If
14 that's what you were referring to.

15 COMMISSIONER PARSONS: So, this
16 row of trees that is I guess over the parking
17 garage. Right?

18 MR. SPONSELLER: It's over the
19 retail.

20 COMMISSIONER PARSONS: It's over
21 what?

22 MR. SPONSELLER: We're above

1 retail now. We're on the retail roof here.
2 We're on the second story.

3 COMMISSIONER PARSONS: So --

4 MR. SPONSELLER: Again, if you
5 remember --

6 COMMISSIONER PARSONS: -- will be
7 in planters somehow. I mean you go to give
8 these things some soil.

9 MR. SPONSELLER: We would give
10 them at least 3 feet/3½ feet of soil to have
11 them be successful.

12 COMMISSIONER PARSONS: And
13 presumably would be evergreen or they won't be
14 effective --

15 MR. SPONSELLER: Yes.

16 COMMISSIONER PARSONS: -- in what
17 you're trying to achieve. And what would they
18 be? Do you know yet?

19 MR. FITCH: To be honest it's --
20 Jonathan Fitch, 1740 20th Street, N.W.

21 We haven't had the opportunity to
22 choose specific plant materials, but we know

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1 it'll have to be evergreen and narrow.
2 Bamboo's a possibility. There are some other
3 evergreen -- there are junipers. You know,
4 there's a -- how should I say? There's a
5 plant for every purpose under heaven.

6 COMMISSIONER PARSONS: Yes.
7 Because this level of the hotel is only two-
8 stories high. Is that correct?

9 MR. FITCH: That's correct. Yes.

10 COMMISSIONER PARSONS: So, what is
11 between that and the hotel? This green wash.
12 You don't know yet.

13 MR. FITCH: That's low shrubs,
14 ground cover planting. As a -- think of it as
15 landscape pochette.

16 COMMISSIONER PARSONS: Because
17 they'll be almost completely in the shade.

18 MR. FITCH: The idea, of course,
19 is not to have tall -- not to have tall plants
20 immediately against the hotel windows.

21 COMMISSIONER PARSONS: Right. All
22 right. Thank you.

1 MR. FITCH: Sure.

2 CHAIRPERSON MITTEN: Thank you,
3 Mr. Parsons.

4 I just wanted to follow up on a
5 couple of questions that Mr. Parsons asked.

6 Did you study any other
7 configuration of the retail shuttle elevator?
8 For instance, that it could be accessed from
9 Monument Place instead of from Half Street and
10 if so, why was that rejected?

11 MR. SPONSELLER: We did study that
12 location as well. This was -- I think the
13 concern was getting people directly out onto
14 Half Street from the garage instead of dumping
15 them out into Monument Place.

16 CHAIRPERSON MITTEN: They're going
17 to go there.

18 MR. SPONSELLER: What's that?

19 CHAIRPERSON MITTEN: They're going
20 to go there. Right?

21 MR. SPONSELLER: Yes. I think
22 it's an alternative.

1 CHAIRPERSON MITTEN: I think that
2 would be helpful if we could see --

3 MR. SPONSELLER: Okay.

4 CHAIRPERSON MITTEN: -- the
5 alternative.

6 MR. SPONSELLER: Okay.

7 CHAIRPERSON MITTEN: And I guess
8 just in, you know, thinking about the
9 screening on the Metro even though it'll I'm
10 sure be very cool to look at, I was just
11 imagining the two entrances that I frequent at
12 Gallery Place where you're at the Verizon
13 Center at the one end. Then you had all that
14 retail stuff at the other end and I'm thinking
15 what would that feel like if there was just a
16 screen and you could -- I mean it's -- there's
17 a lot of chaos associated with all the people
18 coming in and out, but that's part of what
19 makes it interesting.

20 So, I'm concerned I think as
21 Commissioner Parsons is which is that you're
22 creating what is tantamount to dead space for

1 pedestrians and is that really what you want
2 to do? So, I just ask you to think about that
3 some more and maybe you can, you know, submit
4 something to the record that will convince us
5 or you'll come up with a different treatment
6 there.

7 MS. PHILLIPS: Okay. I just would
8 like to comment in response.

9 The configuration of the
10 escalators and the card readers and the fare
11 card machines are established by the location
12 of those escalators and we're not going to
13 change those. We don't have time to do it in
14 order to open up the station expansion in time
15 and in order to maintain that configuration,
16 you mentioned queuing before. We have to
17 enclose the area around the escalator in some
18 fashion which is why we've shown that here in
19 order to maintain the integrity of the paid
20 area versus non-paid area --

21 CHAIRPERSON MITTEN: Okay. I
22 guess it's not clear. Where do you pay? I

1 thought you paid downstairs.

2 MS. PHILLIPS: No, you pay on the
3 surface actually. So, I --

4 CHAIRPERSON MITTEN: That's not
5 clearly shown.

6 MS. PHILLIPS: Pointer.

7 MR. SPONSELLER: Actually, we do
8 have a plan here we can highlight.

9 CHAIRPERSON MITTEN: Or maybe
10 we're just not reading it. Are those fare
11 gates there?

12 MS. PHILLIPS: Sheet A2. Sheet A2
13 and you'll see in the light portion -- light-
14 colored portion of the Metro area the
15 escalator. You'll see an elevator which is
16 the ADA access and then a kiosk and then a
17 line of the card readers, the fare card
18 machines.

19 CHAIRPERSON MITTEN: Oh, those are
20 the fare gates. Okay.

21 MS. PHILLIPS: Near the gates.

22 MR. SPONSELLER: And essentially,

1 the gates are the secure line in other words
2 through the station.

3 CHAIRPERSON MITTEN: Okay. That
4 part wasn't clear to us. Okay. Okay. Anyone
5 else? Commissioner Turnbull.

6 COMMISSIONER TURNBULL: Thank you,
7 Madam Chair.

8 I wanted to get back to or when we
9 were talking about treatments and looking at
10 the streetscape on Half Street and Monument
11 Place is an interesting treatment and looking
12 at -- on L3 where the trench drain is actually
13 forming the separation between sidewalk and
14 street. So, there's really no curb per se.

15 MR. FITCH: That's right.

16 COMMISSIONER TURNBULL: Which will
17 be interesting. I -- if that's going to work
18 around here, but what is troubling is that you
19 have that gutter and as it goes down Half
20 Street, that's very easy to read. But, as you
21 get onto Monument Place, I don't see -- and
22 you have parking on Half Street. But, as you

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1 get onto Monument Place, what happens there.
2 I don't see. There's no gutter. There's
3 nothing and so, it's like you've got the
4 building and the uniform treatment of paving
5 which is sidewalk, street, whatever.

6 MR. FITCH: Yes, what I'd like to
7 -- well --

8 COMMISSIONER TURNBULL: And is
9 there no parking then?

10 MR. FITCH: No, there's no parking
11 on Monument Place. An analogous situation
12 would be Katie's Alley in Georgetown in which
13 cars, service vehicles and pedestrians share
14 a 20-foot wide zone that is -- that also has
15 no curb and seems to work quite well. It's
16 gotten a lot of praise.

17 COMMISSIONER TURNBULL: Well, I
18 think -- I'm getting back to a point that
19 Commissioner Parsons was talking about and
20 that's the hotel as a major presence here and
21 I mean I don't know about anyone else, but
22 I've gone to enough hotels and older hotels

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1 and cities that have been refurbished and you
2 go in and the entrances are in a most obscure
3 place and you either have to double park. You
4 flip a coin with your wife as who's going to
5 go in and check in while someone stays out in
6 front and I seen -- here if I look on --
7 what's interesting is on -- if I look on the
8 floor plan for this which is I guess on A1, I
9 see a little elevator lobby. Two elevators in
10 a little tiny lobby so that not only do I have
11 to get up and run into the lobby, but I got to
12 go up to the second floor to check in. I mean
13 if it's an older hotel, I can see how you have
14 to retrofit to make it work, but I don't know
15 why you would do that in a new hotel.

16 It just seems like there's a lot
17 of gymnastics going around to make people
18 check in and plus, now, you're going -- I have
19 to pull out. Either there's going to be
20 someone there, a car jockey, to take my car
21 and park it for me, but I don't -- if
22 something -- and I got to move down the alley

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1 again which I'm assuming is going to have the
2 same treatment as Monument Place and I've got
3 truck traffic on it. It just seems like it's
4 a -- I just see a congested, very uneasy
5 street to deal with.

6 MR. SPONSELLER: Well, we are --
7 the planning of the hotel is one of the unique
8 features of the project and it really
9 reenforces I think what Half Street is about.

10 By moving the entry to the hotel
11 away from Half Street, it allows the corner to
12 be retail for example.

13 The alley -- Mr. Parsons, you were
14 asking me what the alley was for. It really
15 serves as an area for the hotel to stage and
16 lay by and there's a drop-off area adjacent to
17 the lobby that they can use while they're --
18 if they are valeting. They think many of
19 their patrons will be self-park and go
20 straight down to the garages. So, there's a
21 drop-off opportunity and then the cars could
22 be stacked in their own drop-off area to the

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1 right of the entry door.

2 But, we thought the fact that the
3 hotel lobby was pushed away from the street
4 and gave back to a corner tenant was exactly
5 what the Half Street wanted.

6 COMMISSIONER TURNBULL: But, isn't
7 this -- isn't the ramp going down also for
8 retail parking and residential parking besides
9 the hotel parking? They're all going in that
10 one --

11 MR. SPONSELLER: But, there's two
12 -- there is one ramp, public ramp --

13 COMMISSIONER TURNBULL: There's
14 one down further.

15 MR. SPONSELLER: -- on the north
16 side. There's a residential ramp to the
17 south, but on the northern building --

18 COMMISSIONER TURNBULL: But, I'm
19 looking at that one.

20 MR. SPONSELLER: Yes, this is the
21 commercial parking garage entrance and then
22 below -- once you park below for the hotel,

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1 there's a shuttle straight up to the lobby
2 into the second floor.

3 So, from the parking level, you
4 can shuttle straight up to the lobby floor
5 which is again raised up above the street.

6 COMMISSIONER TURNBULL: I guess
7 what I'm saying is there going to be any kind
8 of a -- once again, there's no separation
9 between pedestrian and street. It's all a
10 uniform treatment and we're all suppose to --
11 and we got to get cozy. Okay. I'm just --

12 MR. FITCH: One thing that --
13 again, I'd like to refer back to Katie's Alley
14 where there is no curb, but there is a
15 differentiation in terms of pavement material,
16 color and texture.

17 COMMISSIONER TURNBULL: But, is
18 that going to have the same volume of traffic
19 as what you're going to have here?

20 MR. FITCH: Well, actually,
21 there's a considerable amount of loading and
22 even rush hour traffic down Katie's Alley

1 currently. Yes, Katie's Alley has deliveries
2 and trash service as well. It's actually
3 quite active in the vehicular sense. I think
4 certainly as active as this would be.

5 What we need to do and make
6 clearer is the differentiation in color,
7 texture and material --

8 COMMISSIONER TURNBULL: I think
9 that would -- yes, I think that would be good
10 to see.

11 MR. FITCH: -- between the two
12 walking -- between walking zones on either
13 side and a vehicular zone in the center.

14 COMMISSIONER TURNBULL: The alley
15 that goes through onto M Street, how high is
16 that?

17 MR. SPONSELLER: The clearance
18 above the alley floor level is a minimum of 14
19 feet at its narrowest. We did --

20 COMMISSIONER TURNBULL: Are you
21 still looking if trucks can still come in and
22 out?

1 MR. SPONSELLER: Yes, that's the
2 idea. It's the minimum amount that DPW
3 requires for truck clearances and it gets
4 longer to the south. Higher, I'm sorry, to
5 the south as you open to N Street. But, it's
6 above the minimum clearance required for
7 trucks.

8 COMMISSIONER TURNBULL: Okay. I
9 mean I'm just -- I mean at some point, you've
10 got -- I don't know who's going to buy the
11 property on the other side of the alley.

12 MR. SPONSELLER: Well it's part of
13 the same building above obviously and this is
14 a retail tenant on the ground floor which --

15 COMMISSIONER TURNBULL: No, I mean
16 on the other side of the 30 feet.

17 MR. SPONSELLER: Oh, I'm sorry.
18 The east side of Cushing. I'm sorry.

19 COMMISSIONER TURNBULL: Right. On
20 the other side of Cushing. I mean right --
21 depending on how that gets broken up, whether
22 it's one street or not, I just see that as a

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1 very tight place to maneuver in and out.

2 MR. GLASGOW: There have been
3 discussions with that owner. We've --

4 MR. SPONSELLER: We've actually
5 met with that owner and reviewed our plans
6 with them and they acknowledged the -- they
7 like the Monument Place connection as a way to
8 connect --

9 COMMISSIONER TURNBULL: Well, I
10 guess are they also backing up with loading
11 docks and --

12 MR. SPONSELLER: Yes, they're
13 using --

14 MR. GLASGOW: There won't be any
15 access off of 1st Street because of the Zoning
16 regs and what DPW wants to do and the baseball
17 stadium. Everything's going to have to go off
18 of Cushing Place. Because there's just --
19 you're not going to have any curb cuts on M.
20 No curb cuts on N and no curb cuts on 1st
21 Street. So.

22 COMMISSIONER TURNBULL: On your

1 plan on A4, were you getting back to potential
2 second-floor retail? How do you access that
3 retail?

4 MR. SPONSELLER: All of the
5 second-floor retail that we're showing, to
6 begin with the hotel situation, it's entered
7 off of their second-floor core. So, it's an
8 extension of their second-floor uses which
9 comes out to the street.

10 On the other locations on the
11 south side of the office building and the
12 south side of the residential building, those
13 would be internal mezzanine levels accessed
14 via elevator and stairway --

15 COMMISSIONER TURNBULL: So --

16 MR. SPONSELLER: -- inside the
17 ground-floor retail plates.

18 COMMISSIONER TURNBULL: -- so, is
19 this residential primarily for use of the
20 residential? I mean the retail outfit.

21 MR. SPONSELLER: No. No, in other
22 words, the retail on the second floor is

1 linked to the ground-floor tenant. It's the
2 same tenant that would take second-floor space
3 in these locations.

4 MR. GOLDSTEIN: So, the retail
5 tenant would have a staircase within their
6 space and a lift and --

7 COMMISSIONER TURNBULL: I was
8 going to say you don't -- I don't see a lift
9 or an elevator. So --

10 MR. GOLDSTEIN: No, it's up to the
11 planning of --

12 COMMISSIONER TURNBULL: Their
13 planning.

14 MR. GOLDSTEIN: -- under their --

15 COMMISSIONER TURNBULL: Okay. You
16 talk about achieving lead certification, but
17 I don't see anything. I've not seen any
18 features. Are you having a green roof? Are
19 you doing anything?

20 MS. PHILLIPS: We will be using
21 best efforts to reach the lead NC standard and
22 this is something that we agreed to in our

1 purchase with WMATA of that land. That we
2 would covenant best efforts to reach NC for
3 all the development that we are doing in
4 square 701.

5 We will have -- portions of the
6 building will be -- the penthouse areas -- the
7 mechanical penthouse areas will be green roof.

8 COMMISSIONER TURNBULL: Could we
9 see some -- are you at a point where you could
10 show us some drawings on that?

11 MR. SPONSELLER: Yes, I think we
12 could submit for the record after the hearing
13 the lead criteria that we are committing to.
14 It varies by building type and the areas that
15 we can commit to for the green roof. We can
16 make that part of the record if you'd like.

17 COMMISSIONER TURNBULL: Okay.
18 Thank you.

19 MR. SPONSELLER: Sure.

20 CHAIRPERSON MITTEN: Mr. Hood.

21 VICE-CHAIRPERSON HOOD: Thank you,
22 Madam Chair. I just have a few questions.

1 What I notice is a PUD. How
2 unfortunate. I do want to ask about part of
3 the design. It goes to the terra cotta, the
4 metal use for the residential, the hotel.

5 If we could just look at A15 --
6 A14 and A15.

7 I don't know whether it's just the
8 color copies, but it seems to be very lively
9 and I understand that we want this area to be
10 very vibrant. But, in looking at it, and I'm
11 not asking for material samples because that's
12 not part of our regs in this particular case,
13 but how did we get to some of the colors? And
14 I'm talking about the terra cotta for the
15 hotel and the metal use for the residential.
16 How did we get there?

17 MR. SPONSELLER: Well, actually,
18 let me begin with the hotel and the
19 residential and I'll let Jordan speak to the
20 retail. On the hotel which you're seeing and
21 this is the picture on the left side of the
22 page. Actually, let me open this.

1 VICE-CHAIRPERSON HOOD: You're on
2 A15 with me. Right?

3 MR. SPONSELLER: Yes, I am and I'm
4 going to go to --

5 VICE-CHAIRPERSON HOOD: Okay.

6 MR. SPONSELLER: -- an enlarged
7 elevation detail if you bear with me a moment.

8 As you can see on the slide now
9 I've put on the wall, to begin with, the hotel
10 is actually not terra cotta. The hotel is a
11 combination of metal panels forming the grid
12 lines that you see here on the building with
13 wood panel insets. It's a very unusual
14 exterior material for a very unusual hotel
15 brand and these are panels of work that can be
16 installed in a rain screen manner as I
17 mentioned for exterior application. Require
18 no maintenance.

19 For the residential building, what
20 we're showing and you can compare the pattern
21 and texture we're showing on the terra cotta
22 panels is a blended terra cotta that have a

1 slight color range to it and the tan color
2 range you can see here.

3 And at the base level, I'll let
4 Jordan speak to the colors envisioned for the
5 retail which is the white and the --

6 MR. GOLDSTEIN: Sure. The retail
7 that we were looking at we wanted to try to do
8 a couple of things with the retail. Was
9 introduce a few materials that you start to
10 see in the base building itself, but we can
11 play up a bit at the retail level.

12 So, for instance, we've brought in
13 -- the metal panels we brought in. We changed
14 the coloration to that to a lighter color.
15 White at the base of the building which we
16 think will help kind of bring attention to the
17 retail and also start to bring up more of a
18 human scale level down to the -- to the street
19 scene.

20 We're introducing some additional
21 materials as well not just the white metal
22 panel. We also have a silver metal panel. We

1 have potential opportunities for some glazed
2 tile and also some stone cladding as well.

3 The restaurant that we're showing
4 towards the intersection of Half Street and N
5 are showing as wood paneled outside to soften
6 the corner.

7 VICE-CHAIRPERSON HOOD: Part of
8 our regulations -- I'm sure Mr. Glasgow will
9 have an answer for me, but it talks about
10 being in context with the surrounding
11 neighborhood. While I know there's not much
12 there now, I'm just wondering if this where
13 we're going here.

14 Because when I look at the glazed
15 ceramic tile, it's not that I don't -- I'm
16 just -- there are some projects -- I've been
17 here long enough that there are some projects
18 that have been built and hopefully on one ever
19 comes down and looks at the order and see that
20 I had anything to do with it and I'm hoping
21 that we don't get to this point here and my
22 only concern is the liveliness of the colors.

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1 When I look at the glazed ceramic
2 tile, you mentioned the stone cladding,
3 unfortunately for me, not being an architect
4 or, you know, it's hard for me to visualize
5 how that's all going to come together.

6 But, when I didn't hear my other
7 colleagues mention anything about it,
8 obviously it must -- obviously, it's going to
9 be looking pretty good I guess. I don't know.
10 But, that's -- just want to raise that
11 concern.

12 I don't know if I can ask you to
13 revisit it or if anybody else shares my
14 concern or interest. But, anyway, I don't
15 hear anything. So, let me go ahead.

16 The other thing is help me
17 understand again if I come out of the Metro
18 station on game night, how would I get to the
19 hotel? And I think you went over that, but I
20 just -- I need to understand.

21 MR. SPONSELLER: Let me go to the
22 ground plan. If you come out of Metro, you

1 would enter Half Street about midway down the
2 office building frontage. You would walk down
3 to Monument Place and there would be a
4 dedicated walkway as Jonathan mentioned to the
5 lobby which is right here.

6 You would see the hotel with some
7 type of signage and articulation of the second
8 floor uses at the corner with its prominent
9 bay structure, but the entrance would be
10 midway down monument place here.

11 VICE-CHAIRPERSON HOOD: And is
12 that going to be shared by vehicles, too?

13 MR. SPONSELLER: There would be
14 vehicles allowed through that. That's a 30-
15 foot wide pass through. So, there's room for
16 vehicles and walking.

17 VICE-CHAIRPERSON HOOD: Because
18 that's where the turnaround is to the -- in
19 front of the hotel.

20 MR. SPONSELLER: No, the
21 turnaround -- the turnaround is actually --

22 MS. PHILLIPS: I was going to say

1 on game day, it should -- all the traffic will
2 be coming down Cushing Place.

3 VICE-CHAIRPERSON HOOD: Right.

4 MS. PHILLIPS: And that is the
5 purpose for the turnaround for -- at least
6 this is our intention actually while we're
7 still working with DDOT to make sure that
8 there's no traffic -- vehicular traffic on
9 Half Street and then all traffic in cars will
10 be coming down Cushing Place with -- utilizing
11 the turnarounds on Cushing and for some --
12 potentially some staging on Monument Place,
13 but minimal.

14 VICE-CHAIRPERSON HOOD: On game
15 day only Cushing Place is --

16 MR. SPONSELLER: Correct.

17 MS. PHILLIPS: Correct.

18 VICE-CHAIRPERSON HOOD: -- and
19 that's been converted now to -- it's a close
20 alley. So, it's going to be a public street.

21 MR. SPONSELLER: Cushing Place
22 will remain a public alley. Cushing Place --

1 VICE-CHAIRPERSON HOOD: It's going
2 to remain a public alley.

3 MR. GLASGOW: Right.

4 VICE-CHAIRPERSON HOOD: Okay.
5 But, it's a closed public. It's --

6 MR. SPONSELLER: No, Half Street
7 will be closed on game day.

8 MR. GLASGOW: No, Half Street will
9 be closed.

10 MR. SPONSELLER: So, the access-
11 way that I just mentioned to you is only --
12 pedestrian only on game day from the Metro
13 station. No vehicles on game day we're hoping
14 would be allowed up and down Half Street.
15 Just all pedestrian.

16 VICE-CHAIRPERSON HOOD: And what
17 kind of education process is that going to be?
18 Or it's just going to be closed? I mean, you
19 know, if I'm used to coming down Half Street
20 and on game day and I'm used to doing that,
21 what kind of educational process for the
22 people who are going to be using the hotel and

1 the residence? What kind of educational
2 process is in place?

3 MS. PHILLIPS: Well, to be honest,
4 we haven't set that up yet. I think that will
5 be part of the overall game day traffic plan
6 that DDOT is pulling together for the entire
7 neighborhood. You know, together with the
8 parking and shuttles with Metro, et cetera.
9 There will be some education. I think
10 postings in the Metro center, online. We'll
11 be educating our guests, of course, at the
12 hotel and the residents.

13 VICE-CHAIRPERSON HOOD: Because
14 part of our regulations in 1610.3 does again,
15 I think this was alluded to already, it does
16 say minimize conflict between vehicles and
17 pedestrians and really need to I think nail
18 that down.

19 MR. GLASGOW: Yes, we've been
20 working with that because we believe what's
21 going to be happening is Half Street's going
22 to be closed and N Street is going to be

1 closed from Van Street to 1st Street on game
2 days.

3 VICE-CHAIRPERSON HOOD: Yes, I
4 think in accordance with our regulations we
5 really need to nail that down. At least, I'm
6 going to be looking for that before we do any
7 final approval. I am.

8 CHAIRPERSON MITTEN: Could you
9 submit for the record since it's difficult for
10 us to get things from DDOT what the plan is in
11 terms of how traffic will be handled on game
12 days so that we have a sense of how cars and
13 pedestrians will be moving? That would be
14 very helpful.

15 Anyone else?

16 VICE-CHAIRPERSON HOOD: Then again
17 -- I haven't finished.

18 CHAIRPERSON MITTEN: Sorry.

19 VICE-CHAIRPERSON HOOD: And again
20 on game day, my other concern is on game day
21 we're going to be using Cushing Place, but we
22 still have the turnaround for the hotel.

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1 But --

2 MR. GLASGOW: Right. That's so
3 that you don't have to go out onto Half
4 Street.

5 MR. SPONSELLER: Right and that's
6 so it doesn't become a dead end on game day.
7 We want to be able to get in there and get
8 out.

9 VICE-CHAIRPERSON HOOD: Okay. The
10 other thing is, Mr. Glasgow, you mentioned --
11 for the commercial component, the DDOT report,
12 I think I heard you correctly. They mentioned
13 provide bicycle park and storage facilities
14 and shower facilities for employees and
15 visitors. I can understand the visitors for
16 the commercial, but if you're going to -- you
17 agree to providing bicycle parking and storage
18 facilities. Those hot summer days, how are
19 the -- what are the young ladies and guys
20 going to do to get the sweat off? Not that
21 they're going to have that much sweat, but I
22 just don't see. The recommendation here. You

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1 said you'll provide bicycle parking storage
2 facilities. What about the showers? At least
3 for the employees.

4 MR. GLASGOW: For the employees,
5 let us go back and look at that and respond on
6 that part. I'm very concerned about visitors
7 because --

8 VICE-CHAIRPERSON HOOD: Right. I
9 agree with the visitors.

10 MR. GLASGOW: -- how do you
11 protect that?

12 VICE-CHAIRPERSON HOOD: Right, but
13 my problem is you said you're fine with the
14 parking -- bicycle parking and the storage
15 facilities.

16 MR. GLASGOW: Correct. That's
17 correct.

18 VICE-CHAIRPERSON HOOD: But, to
19 me, you need a shower. Well, not you, but I'm
20 just saying. You would need one if you, you
21 know, but anyway. We either need to strike it
22 all or revisit that.

1 MS. PHILLIPS: Okay. And I think
2 we will look at it as in context of providing
3 showers in the tenant build-out spaces rather
4 than in the garage where I think that is
5 typically done because we do have safety
6 concerns about showering in the garage.

7 VICE-CHAIRPERSON HOOD: Okay.
8 That's pretty much all I have. It's just
9 didn't have time to be able to look at the
10 DDOT report. Okay. Thank you. Thank you,
11 Madam Chair.

12 CHAIRPERSON MITTEN: Thank you,
13 Mr. Hood. Mr. Jeffries?

14 COMMISSIONER JEFFRIES: Well, I
15 actually have more observations than
16 questions.

17 First of all, I actually thought
18 it was very good urban design solution. I
19 very much agreed with the decision to put
20 Monument Place in. I think it would be a very
21 long walk and I think the facade along Half
22 Street really needed to be broken up and so,

1 I thought that was very good and particularly
2 the creation of these corners. I think it
3 creates, you know, much more interest as it
4 relates to design and then it provides for
5 pretty interesting retail as well.

6 And I think that given that this
7 is a mixed-use building and just sort of the
8 actual shape of the site, I think in terms of
9 how the uses have been stacked up, I think it
10 seems to work pretty well to me.

11 As it relates to design overall
12 architecture, I mean given that there's not
13 much in this neighborhood, not much of a
14 context, I think it's good that the
15 architectural community does look at a
16 different vocabulary for an area that does not
17 have a lot of context. I don't think we have
18 to continue to create the same type of design
19 throughout the city. So, I sort of welcome a
20 departure and something different. Some
21 variety as people walk along and drive along
22 the District.

1 So, I had some concerns about the
2 screen. I think it looks very nice, but I
3 guess as was further explained that it's
4 really part of control here, so, I will pull
5 back from that.

6 I do have two questions. You
7 answered the second floor retail question.

8 I still don't get this retail
9 shuttle. I don't understand it. What does it
10 do?

11 MR. SPONSELLER: The public
12 parking route backed up to the street. If
13 you're parking and you're going to the retail
14 or the hotel or just going to visit Half
15 Street or the stadium, you need a way back to
16 the street. It's simple and straightforward.

17 So, this is a shuttle just for the
18 public parking folks that are not going up
19 into the office building.

20 COMMISSIONER JEFFRIES: So, it's
21 an elevator that will --

22 MR. SPONSELLER: It's two

1 elevators --

2 COMMISSIONER JEFFRIES: Okay.

3 MR. SPONSELLER: -- that service
4 all three parking levels and connect to the
5 street and then you go out into the street
6 first. There's no direct connection to any
7 tenants from that lobby. Just directly out to
8 the street. That's for the public --

9 COMMISSIONER JEFFRIES: Okay. So,
10 if you park your car, you just get in the
11 elevator and come up and put you up.

12 MR. SPONSELLER: Right. Right.

13 COMMISSIONER JEFFRIES: That's all
14 it is.

15 MR. SPONSELLER: Same -- same --
16 same -- if everybody's been to the parking on
17 the Georgetown Ritz-Carlton, it's works the
18 same way.

19 COMMISSIONER JEFFRIES: Okay.
20 Okay. I think the retail -- I mean this is
21 what you're calling it. It's probably
22 somewhat of a misnomer or perhaps --

1 MR. SPONSELLER: It is. It --

2 COMMISSIONER JEFFRIES: -- serves
3 the retail to call it an elevator. Maybe you
4 could just call it -- what's a retail shuttle?

5 MR. SPONSELLER: Yes.

6 COMMISSIONER JEFFRIES: Then --

7 MR. SPONSELLER: It serves the
8 retail essentially.

9 COMMISSIONER JEFFRIES: Okay. And
10 then the other question I have and this really
11 ties to Mr. Glasgow comments.

12 Also, I just -- I want to say for
13 the record that I thought some of DDOT's
14 commentaries or recommendations for the
15 transportation demand management was somewhat
16 excessive and I sort of agree with the
17 Applicant that some of the things that were
18 being requested such as showers and things I
19 just thought had gotten a little -- they got
20 a little ahead of themselves there, but I do
21 have -- in terms of parking requirements, I
22 just want to make certain and, Mr. Glasgow,

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1 you did talk about this. You know, a couple
2 of us including myself, you know, we are
3 concerned about the level of parking and over
4 parking sites that are right on top of Metros.

5 MR. GLASGOW: Right.

6 COMMISSIONER JEFFRIES: And I
7 think you commented that this is .8 for the
8 residential.

9 MR. GLASGOW: Correct.

10 COMMISSIONER JEFFRIES: So, each
11 residential unit is not dedicated one parking
12 space. I mean there's going to be -- okay.

13 MR. GLASGOW: That's correct.

14 COMMISSIONER JEFFRIES: And then
15 the remainder -- the remainder is really for
16 retail use?

17 MR. GLASGOW: It is for the --
18 between the office, hotel and retail, we
19 essentially meet the minimum -- well, we meet
20 the minimum requirement. It's 273 spaces for
21 those uses. We're providing 273 spaces.

22 COMMISSIONER JEFFRIES: Okay.

1 MR. GLASGOW: So, all of the
2 excess that DDOT is talking about is to
3 provide market parking for residential use.

4 COMMISSIONER JEFFRIES: Right.
5 Right. Okay. Okay. That's it. That's all
6 I have. Thank you, Madam Chair.

7 CHAIRPERSON MITTEN: Thank you,
8 Mr. Jeffries. Anyone else? Commissioner
9 Turnbull.

10 COMMISSIONER TURNBULL: Thank you,
11 Madam Chair. I just had one last question.

12 The lighting, the street lighting,
13 it's not your typical twin 20. In your review
14 process, is that -- are the other powers to be
15 finding that acceptable or where are you in
16 getting that approved?

17 MR. GOLDSTEIN: Well, as Amy
18 Phillips from Monument mentioned, we had a
19 meeting with DDOT that was scheduled and
20 canceled. So, we are on for next week to walk
21 them through it.

22 COMMISSIONER TURNBULL: So, they

1 haven't seen your lighting?

2 MR. GOLDSTEIN: That's correct.

3 COMMISSIONER TURNBULL: Okay.

4 Okay. Thank you.

5 CHAIRPERSON MITTEN: All right. I
6 think we're ready to move on then. Thank you
7 all very much.

8 Mr. Jesick.

9 MR. JESICK: Good evening, Madam
10 Chair and Members of the Commission. My name
11 is Matt Jesick.

12 The Applicant has requested design
13 review approval under the Capitol Gateway
14 Overlay and the Capitol Gateway Overlay seeks
15 to create a pedestrian friendly environment,
16 seeks to promote the use of transit. It also
17 seeks to create a mixed-use environment with
18 an active streetscape and in general, to
19 enhance the entire near Southeast, Anacostia
20 Waterfront and South Capitol Street areas.

21 And the Office of Planning feels
22 that the development program proposed by the

1 Applicant begins to meet those objections.
2 They have a mix of uses which will provide
3 activity at all times of the day. They are
4 providing retail in every location that is
5 possible along M, Half and N Streets. So,
6 they are moving towards an active streetscape
7 in that area and they're providing density
8 near Metro. So, they will certainly be
9 promoting transit use and we also feel that
10 they will create an attractive gateway for the
11 baseball stadium and encourage visitors to the
12 area which is another goal of the Capitol
13 Gateway Overlay.

14 But, as we review the proposal
15 under the Capitol Gateway criteria, there were
16 areas where OP felt that the Applicant needs
17 to provide a little more information, a little
18 more detail and I think we've touched on most
19 of those already this evening in our
20 discussion.

21 A few things I'd like to point
22 out. On the hotel lobby, although I don't

1 think the Applicant mentioned this evening, on
2 the plans, there is an option for the hotel
3 lobby to move to the first floor and
4 certainly, we were encouraged by having the
5 corner of Monument Place and Half Street be
6 retail. I think we would object to the loss
7 of retail space at that corner and the loss of
8 street activity if that were to become hotel
9 lobby space.

10 Now, if the hotel chain and the
11 Applicant seek to -- if they would like to
12 provide the lobby on the ground floor, we
13 would need to see detailed drawings of how
14 that space will work in conjunction with the
15 proposed hotel lounge which would be part of
16 that design.

17 We did ask the Applicant for
18 additional detail on the hotel sign and I'm
19 pleased to see that there's some of that
20 information in the plans that we received this
21 evening including the size of the sign and how
22 it will be illuminated.

1 We also had questions about the
2 Metro entrance screen which we've discussed at
3 great length this evening. We've seen several
4 iterations of the design throughout the
5 different plans that OP has received and we're
6 glad to see that I think the Applicant has
7 settled on one design. We will take a look at
8 that.

9 And we are also very concerned
10 about that corner because it is a prominent
11 corner. I believe the Applicant used the
12 phrase front door to their development and we
13 are concerned that that may become a dead
14 space.

15 The screen, it sounds like it will
16 be an active visual draw for the eye. We are
17 concerned, however, that the truss element
18 maybe to bland for that corner and that is
19 especially important because that is the site
20 of the Metro station and there's no retail at
21 that corner.

22 I think one of our biggest

1 concerns remains the streetscape that is shown
2 in the plans. The Applicant has added
3 significant detail about the architecture at
4 street level and we appreciate them providing
5 that. We can now discuss the materials that
6 are shown on the Half Street facade and I
7 think we've reached a greater level of comfort
8 with the architecture, but there are still
9 questions about how the street will function
10 and the Commission touched on some of those
11 such as how will pedestrians get the hotel
12 entrance, how much space is allotted to
13 outdoor seating and the width of the travel-
14 way and parking. These sorts of issues. We
15 do want to get DDOT's comments on that plan.

16 And we would also be curious -- we
17 also would like to know what the interim
18 condition of the street will be as this street
19 section will likely not be in place by the
20 time -- by opening day for baseball and so,
21 we'd like to see the interim plan for the
22 street.

1 But, we definitely appreciate the
2 Applicant's desire to make this a very
3 pedestrian friendly street and we feel that
4 they're moving in the right direction.

5 Now, regarding the relief that
6 they requested to Zoning regulations, we don't
7 have -- we do not object to the relief for
8 things like lot occupancy, rooftop structures
9 and loading space.

10 For the specific relief under the
11 CG Overlay, the Applicant went into some
12 detail about the ground floor preferred uses
13 and the height of the ground floor preferred
14 uses. The 13 foot ceilings that are shown in
15 some of the retail spaces are a recent
16 addition to the plans and we'd like to get a
17 little more detail on those spaces.

18 I would also like to note that the
19 second floor retail at the north side of
20 Monument Place and Half Street and at the
21 corner of N and Half Street is shown as
22 optional. We would encourage that to be

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1 retail, but we understand that the Applicant
2 may or may not make that retail space
3 depending on market conditions.

4 We'd also like to note that the --
5 in regards to the building step back the
6 Capitol Gateway Overlay specifically allows
7 the special exception in order to permit
8 reasonable development footprints as the
9 Applicant described to provide a functional
10 residential space and so, OP has no objection
11 to granting that relief either.

12 I think the bottom line is OP
13 views the project very favorably. We feel
14 that the Applicant is moving in the right
15 direction. We like the modern architectural
16 vocabulary as the Commission said. We feel
17 that the mix of uses will be a great
18 contribution to the community.

19 I think where we're having a
20 little bit of trouble is that we would like to
21 have more certainty about the character of the
22 development and more confidence that the

1 development will meet the criteria and the
2 objectives of the CG overlay. So, we're
3 recommending approval of the application
4 subject to the submission of additional detail
5 as we've discussed this evening and as
6 described in the OP report.

7 And we'd be happy to take any
8 questions.

9 CHAIRPERSON MITTEN: Thank you,
10 Mr. Jesick. Any questions?

11 COMMISSIONER JEFFRIES: I have a
12 question.

13 What exactly do you mean by the
14 character of the development?

15 MR. JESICK: I think one of the
16 most important aspects of the CG overlay is
17 its promotion of a pedestrian friendly
18 environment and that involves not just the
19 sidewalk, but the design of the street, the
20 retail facade, the interaction between the
21 retail space and the public space and I think
22 the lack of some of the detail to this point

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1 still leaves us a little uncertain as to
2 whether that pedestrian experience will be
3 maximized.

4 COMMISSIONER JEFFRIES: So, what
5 kind of detail would you look for? Are you
6 looking for sort of large scale sort of blow-
7 ups of just sort of the retail area? I mean
8 how much detail would you need?

9 MR. JESICK: I think what the
10 Applicant has submitted and the Commission
11 discussed it on sheets A14 and A16. I think
12 that's the level of detail that we are looking
13 for for the street-level architecture.

14 Where we're having more of a
15 concern is with the streetscape itself. Some
16 of the plans we've seen so far -- the one
17 submitted tonight seemed to be a little more
18 detailed.

19 COMMISSIONER JEFFRIES: What page?

20 MR. JESICK: I believe it's L1
21 through L3. They're showing some of the items
22 that we'd asked for such as dimensions of the

1 sidewalk.

2 COMMISSIONER JEFFRIES: Oh, so,
3 they have responded.

4 MR. JESICK: Yes.

5 COMMISSIONER JEFFRIES: Just that
6 -- okay.

7 MR. JESICK: We're making
8 progress.

9 COMMISSIONER JEFFRIES: Okay.

10 MR. JESICK: We haven't -- we've
11 just seen these plans tonight. So --

12 COMMISSIONER JEFFRIES: Okay.

13 MR. JESICK: -- we haven't had a
14 chance to really look at them in detail.

15 COMMISSIONER JEFFRIES: Okay.
16 Okay. Thank you.

17 CHAIRPERSON MITTEN: Anyone else
18 questions for Mr. Jesick? Anyone else? Mr.
19 Glasgow, did you have any questions?

20 MR. GLASGOW: No questions.

21 CHAIRPERSON MITTEN: Okay. Then I
22 would note for the record that we have the

1 DDOT report as we've all discussed and I don't
2 think I've seen anyone here from the ANC. No.
3 But, I would note that we do have in the
4 record at Exhibit 22 a letter from ANC 6D
5 noting their support for this application.

6 So, now, we're ready to take folks
7 in support. If we -- you can make a little
8 room at the table, we could have anyone who
9 would like to testify in support come forward
10 please. Anyone else who would like to testify
11 in support? Mr. Brandes doesn't want to be
12 all by himself. Okay.

13 MR. BRANDES: Good evening --

14 CHAIRPERSON MITTEN: Good evening.

15 MR. BRANDES: -- Chairwoman Mitten
16 and the Members of the Commission.

17 My name is Uwe Brandes. I'm Vice
18 President for Capitol Projects and Planning
19 for the Anacostia Waterfront Corporation.

20 And as the Applicant, Ms.
21 Phillips, stated before, the inception of this
22 project really came through a request for

1 expressions of interest that the Anacostia
2 Waterfront Corporation issued to the
3 development community on behalf of the
4 District of Columbia at the direction of Mayor
5 Williams and Monument Realty was selected for
6 the exclusive rights to negotiate a
7 development project on this site which
8 included a significant portion of land owned
9 by WMATA.

10 And in those subsequent
11 negotiations and coordination, this design
12 ensued and it is with strong, very strong and
13 enthusiastic support that I'm here tonight on
14 behalf of the Waterfront Corporation.

15 I can't think of another project
16 which is as intricately woven together in
17 urban design terms. Certainly not in this
18 neighborhood and as kind of carefully carried
19 out in architectural terms.

20 I've got a couple of comment or
21 responses to some of the discussion tonight
22 and then I'll be available for any questions,

1 but I wanted to highlight a couple of things.

2 First of all, the entrance to the
3 Metro is an extraordinarily difficult design
4 problem vis-a-vis the many, many design
5 constraints that WMATA placed on the design of
6 that entrance. So, one could easily imagine
7 an open corner to this building that allowed
8 for pedestrians to move into the Metro station
9 from all directions, but that was immediately
10 taken off the table by WMATA for a variety of
11 very specific pedestrian flow reasons and the
12 solution to that design piece of the project
13 was really highly directed by WMATA itself and
14 the elements that I think you see in the
15 design are really a way that the architectural
16 team has taken those design constraints and
17 really transformed it into a major civic
18 statement for the building which we wholly
19 support.

20 I think the challenge that we face
21 in this project as we do on many of the sites
22 around the ballpark is how to balance this

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1 extraordinary surge of pedestrians that are
2 going to come down these streets to the
3 ballpark on event days with the day-in/day-out
4 vitality that we hope to achieve on many of
5 the streets and I think that the way in which
6 the circulation has been organized including
7 the elements such as the Monument Place
8 element are really about accommodating those
9 very high levels of pedestrian movement on
10 game days. But, then also designing them in
11 a way such that on non-game days this is an
12 interesting place to be.

13 And I think that the elevator down
14 into the parking is one of those elements that
15 really celebrates the kind of movement into
16 Half Street especially on non-game days and I
17 think that's an important consideration here
18 to think about how this street will function
19 on days where there is no ball game.

20 I think other elements that were
21 raised and I think correctly identified such
22 as the banner on M Street really have to be

1 thought of in urban design terms with
2 development that will likely happen on the
3 other side of Half Street. Marking this as
4 such an important gateway and really a
5 monumental and civic space that links M Street
6 down into the main area of the ballpark itself
7 and so, those are elements that I think you
8 saw in the design, but I'm not sure if the
9 proper context was given for why they're
10 included in the project.

11 And then I'd like to also just
12 make two more points. One is, again --

13 CHAIRPERSON MITTEN: Briefly if
14 you could.

15 MR. BRANDES: Yes.

16 CHAIRPERSON MITTEN: Thank you.

17 MR. BRANDES: On the materials in
18 context and I think as the Commission knows
19 there are several new buildings in the
20 neighborhood, but none of them have the kind
21 of care and attention paid to how materials
22 come together to really demonstrate and really

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1 kind of communicate the exuberance of the
2 different kinds of uses that are present in
3 this project.

4 And then finally, just for the
5 record, it is not DDOT that is responsible for
6 the circulation planning around the ballpark,
7 but it is, in fact, the Sport's Commission and
8 that's a process that has been dynamic and I'd
9 like to just, you know, communicate special
10 appreciation to the Applicant for following
11 that very dynamic process and designing their
12 project to the best that they could in the
13 context of that.

14 Thank you.

15 CHAIRPERSON MITTEN: Thank you.
16 Any questions for Mr. Brandes? Anybody have
17 any questions? Mr. Glasgow, did you have any
18 questions? Okay. Thank you very much.

19 Okay. Anyone else who would like
20 to testify in support? Anyone who would like
21 to testify in opposition?

22 Okay. Mr. Glasgow, we're back to

1 you.

2 MR. GLASGOW: Thank you, Madam
3 Chair and thank you, Members of the Commission
4 for giving us an opportunity to go forward
5 tonight with our presentation and hopefully,
6 we've given the Commission the opportunity to
7 see that we can meet the burden of proof of
8 the regulations that are in effect today with
9 the relief that's been requested.

10 We understand that there are a
11 number of things that are needed before the
12 Commission can -- so, I'd like to try to get
13 decisions as quick as I can and I understand
14 tonight is not one of those evenings to --

15 CHAIRPERSON MITTEN: There you go.
16 Thanks. Thanks for not asking.

17 MR. GLASGOW: And I couldn't
18 resist. But, in any event, we know that there
19 are a number of things that we have -- we need
20 to submit for the record so the Commission can
21 deal with this case. We are very anxious that
22 the Commission can deal with this case

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1 February 12th. So, we do want to get that
2 list of items that are needed that we can
3 address.

4 And we appreciate the Office of
5 Planning, the work that they've done, the
6 Commission here tonight and other D.C.
7 agencies that we've been working with almost
8 at breakneck speed since I will call it mid-
9 summer to get this project to the point where
10 it is tonight and then hopefully where it can
11 be February 12th.

12 So, we're ready at this point in
13 time to go over what it is that we need to
14 provide so that you all can make a judgment as
15 to what it is that we've done here and whether
16 it can move to approval.

17 CHAIRPERSON MITTEN: Okay. Did
18 you want to -- I haven't been as responsible
19 as I often am in keeping --

20 MR. GLASGOW: I know. I've been
21 trying.

22 CHAIRPERSON MITTEN: Okay. Why

1 don't you go through and then --

2 MR. GLASGOW: Okay.

3 CHAIRPERSON MITTEN: -- Mrs.
4 Schellin will --

5 MR. GLASGOW: Let me see what I've
6 got.

7 CHAIRPERSON MITTEN: -- fill in.

8 MR. GLASGOW: Part of it is going
9 to be on the basis of some of the things that
10 we are -- I guess one question that we had is
11 did you want a further -- because I've got it
12 in there and out. Is there further
13 explanation needed as to how it is that we
14 technically meet the burden of proof for the
15 variances and special exception that we have
16 requested and if so, do you want it under the
17 old regs -- I mean I'll call it the existing
18 regs or the proposed regs? Because we really
19 have done both. Technically, a lot of the
20 things don't apply today.

21 CHAIRPERSON MITTEN: Right. Well,
22 I thought for -- I just wrote a note to myself

1 a little bit earlier to talk to the Commission
2 about it. You know, we can get the order
3 written and out and then that would be enforce
4 or we can slow it up and it's kind of -- I
5 think you should try and meet the standard of
6 the new regs and then we'll decide whether or
7 not --

8 MR. GLASGOW: Right.

9 CHAIRPERSON MITTEN: -- we're
10 going --

11 MR. GLASGOW: We will submit
12 everything on both.

13 CHAIRPERSON MITTEN: Okay. Yes,
14 that would be -- that's good.

15 MR. GLASGOW: Okay. That's why we
16 -- as you can tell, we are very cautious about
17 that part and we didn't want to take anything
18 for granted.

19 CHAIRPERSON MITTEN: The one point
20 I want to make just so it's not lost is it's
21 very important to the Commission and it's a
22 point that we often make at the BZA that the

1 test starts with the unique circumstance and
2 it builds and it doesn't start with well, it's
3 going to be okay and then let's justify that.

4 MR. GLASGOW: No. No. No.

5 CHAIRPERSON MITTEN: So, that's
6 why we're trying to --

7 MR. GLASGOW: Sure.

8 CHAIRPERSON MITTEN: -- you know,
9 we very much want to respect the variance
10 standard.

11 MR. GLASGOW: We'll get to the
12 uniqueness of the site and the practical
13 difficulties --

14 CHAIRPERSON MITTEN: Okay.

15 MR. GLASGOW: -- and all of that.
16 We'll cover that.

17 CHAIRPERSON MITTEN: Thank you.

18 MR. GLASGOW: All right. Then so,
19 we will submit that.

20 Let me see. With respect to the
21 plans, we had a number of comments and I'm
22 going to go through the Commission Members as

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1 I have my notes and I think the first one that
2 was commenting specifically about that was Mr.
3 Parsons.

4 There was a question as to who
5 will build out Half Street. I don't know
6 whether there's anything further on the record
7 that's needed on that or not. Okay.

8 CHAIRPERSON MITTEN: There was one
9 suggestion that Mr. Jesick made which I don't
10 know if the Commission's interested in it
11 which is what's going to be the interim
12 condition of Half Street and I don't know if
13 that's something that we're going to concern
14 ourselves with or not.

15 COMMISSIONER PARSONS: Well, yes.

16 CHAIRPERSON MITTEN: Okay. And
17 how long do you think that would -- that
18 interim condition would exist?

19 MR. GLASGOW: All right.

20 COMMISSIONER PARSONS: It probably
21 depends on how fast you can buy the property
22 across the street.

1 MR. GLASGOW: Right. Right.
2 Right. The Applicant owns part of it and then
3 the question is do we get the rest of it and
4 move forward or is it someone else and there's
5 an historic preservation issue across the
6 street with that bus garage and what does that
7 do to all of this.

8 CHAIRPERSON MITTEN: There's an
9 historic preservation issue with the bus
10 garage?

11 MR. GLASGOW: Yes. Oh, my
12 goodness.

13 CHAIRPERSON MITTEN: Okay.

14 MR. GLASGOW: I don't know what
15 impact that does.

16 CHAIRPERSON MITTEN: Well, good
17 luck with that.

18 MR. GLASGOW: Thank you. That's
19 -- those can be annuity things, you know.
20 Legal perspective. So, that when you ask how
21 long it's going to be in place, Mr. Parsons,
22 it depends on things that are just totally out

1 of our control.

2 CHAIRPERSON MITTEN: So, the
3 interim condition could last awhile. So, it's
4 all the more reason why we should understand.

5 MR. GLASGOW: Yes, that's fine and
6 we're happy to --

7 CHAIRPERSON MITTEN: Thank you.

8 MR. GLASGOW: -- you know, to
9 provide that.

10 CHAIRPERSON MITTEN: Okay.

11 MR. GLASGOW: Okay. Just so that
12 we all know what we're dealing with here.

13 CHAIRPERSON MITTEN: Yes.

14 MR. GLASGOW: Then with respect to
15 the Metro entrance, I think we've beat that
16 around about as much as we can I think.

17 CHAIRPERSON MITTEN: Yes, I think.
18 Yes. We don't question.

19 MR. GLASGOW: Right.

20 CHAIRPERSON MITTEN: We don't
21 understand Metro, but we don't question it
22 once, you know.

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1 MR. GLASGOW: And we don't know
2 what we can -- what else we can do there.

3 Now, there was a question as to --
4 because I heard two different things coming
5 from the Commission on this particular issue
6 and we need some guidance here as to how to
7 respond.

8 With respect to Monument Place,
9 we've heard that it's a good idea. We've
10 heard that there's a question as to that.

11 CHAIRPERSON MITTEN: Um-hum.

12 MR. GLASGOW: And what it does
13 with the retail street frontage. Obviously,
14 we've made a choice as to what we're doing.
15 I'm looking at the two gentlemen over here.
16 Where there are two -- there are two different
17 views and so, we need to know if we should
18 submit something, you know, post-hearing on
19 that. I mean we think we know what --

20 CHAIRPERSON MITTEN: Well, you
21 don't intend not to have it. Right?

22 MR. GLASGOW: We -- it is not our

1 -- yes, we want it badly.

2 CHAIRPERSON MITTEN: So, if you
3 want to take a shot at convincing Mr. Parsons
4 and whoever might share his view, then please
5 do, but, you know, I think the submission --
6 the submission's not going to change. So.

7 MR. GLASGOW: That's right. We
8 don't know what else to do there with the
9 hotel and the windows and the whole bit. All
10 right.

11 We will explain what it is that
12 we've done and why.

13 COMMISSIONER JEFFRIES: Just give
14 your best shot as relates to explaining why
15 it's there and so forth.

16 MR. GLASGOW: Um-hum.

17 COMMISSIONER TURNBULL: We think
18 we are expecting some greater detail on the
19 streetscape --

20 MR. GLASGOW: Yes.

21 COMMISSIONER TURNBULL: -- of what
22 really happens with the street.

1 MR. GLASGOW: Right. Detail on
2 the street.

3 COMMISSIONER JEFFRIES: Unless, of
4 course, Commissioner Parsons has convinced you
5 to rid yourself of Monument Place, then you
6 should make that case.

7 CHAIRPERSON MITTEN: They're in a
8 hurry. They don't have time for this.

9 VICE-CHAIRPERSON HOOD: That's the
10 last time you ask us for direction.

11 CHAIRPERSON MITTEN: He'd probably
12 be willing to trade that roof sign for it
13 though.

14 MR. GLASGOW: Let's see. Then
15 with -- I think the retail -- the elevator, I
16 think we've explained what it is that we need
17 on that and what is it --

18 CHAIRPERSON MITTEN: The shuttle.

19 MR. GLASGOW: Yes, the shuttle.
20 I'm not going to call it a retail shuttle.

21 CHAIRPERSON MITTEN: No. Well, I
22 -- Mr. Jeffries didn't know what it was. I

1 don't think it -- I don't think the issue that
2 Mr. Parsons and I had about where it is has
3 been satisfied.

4 MR. GLASGOW: Okay.

5 CHAIRPERSON MITTEN: I mean
6 anybody who goes there in a car is going to go
7 -- is going there for the retail -- then can
8 walk around the corner. If you can do that,
9 I think it would be preferable to have retail
10 instead of that shuttle. It's not like
11 they're going to -- they need to come out and,
12 you know, there's no place else to go. If --
13 you know, they've driven there.

14 MR. GLASGOW: Um-hum.

15 CHAIRPERSON MITTEN: So, I think
16 -- I don't think it needs to -- I don't think
17 it needs to come out on Half Street myself.
18 It's not like they're coming up from, you
19 know, the --

20 MR. GLASGOW: All right.

21 CHAIRPERSON MITTEN: -- great
22 unknown. But, anyway.

1 MR. GLASGOW: We'll see how it --
2 all right. We're trying to accommodate -- you
3 know, you've got people coming there for the
4 retail. You got people there coming to the
5 baseball. I'm thinking about a couple of the
6 garages that where you go down to MCI Center
7 and --

8 CHAIRPERSON MITTEN: Um-hum.

9 MR. GLASGOW: -- you come out and
10 there's a little passageway and you just --
11 you're out on the street right at the MCI
12 Center. You don't have to meander around
13 anywhere.

14 CHAIRPERSON MITTEN: Well, I think
15 it's -- well, I happen to think it's worth
16 considering and plus you just -- it brings
17 people past that much more -- you know, it's
18 just one more retail store, but --

19 MR. GLASGOW: Okay. Because we're
20 trying to think. We've got -- you've got M
21 Street. There's not going to be anything up
22 there to get people out of the garage readily.

1 I mean because we do have a 500 -- well, we've
2 got 270 --

3 CHAIRPERSON MITTEN: I'm talking
4 about just moving it around the corner.

5 MR. GLASGOW: Okay.

6 MS. PHILLIPS: It's probably a
7 function of how we're going to -- we'll study
8 it obviously.

9 CHAIRPERSON MITTEN: Okay.

10 MS. PHILLIPS: It's probably a
11 function of how the ramping works and how the
12 security areas work. Between different uses
13 and --

14 CHAIRPERSON MITTEN: Yes, we're
15 asking you to study it. We're not asking you
16 to like ruin your design --

17 MR. GLASGOW: Right. Right.

18 CHAIRPERSON MITTEN: -- if that's
19 what is the result.

20 MR. GLASGOW: What I'm hearing is
21 we study it and if we come to -- if we don't
22 come to a different -- if we come to a

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1 different conclusion, we explain that
2 conclusion and why and if we don't come to a
3 different conclusion --

4 CHAIRPERSON MITTEN: Right.

5 MR. GLASGOW: -- we explain why.
6 That's what I'm hearing.

7 COMMISSIONER JEFFRIES: And you do
8 this all the time.

9 CHAIRPERSON MITTEN: We're
10 reasonable people.

11 COMMISSIONER JEFFRIES: I mean
12 this is no different than any other time, Mr.
13 Glasgow. So.

14 MR. GLASGOW: Right. Okay. All
15 right. All right. We will work on that.

16 Then we had the Half Street. Mr.
17 Turnbull raised the issues of how it is that
18 -- where Half Street and Monument Place
19 intersect how does that work and operate and
20 what is the design for that?

21 CHAIRPERSON MITTEN: Um-hum.

22 MR. GLASGOW: Okay. All right.

1 And then the lead certification.

2 CHAIRPERSON MITTEN: That's one of
3 the requirements of 1610.something.

4 MR. GLASGOW: Yes, we need to have
5 a submission on that. What it is that we're
6 doing and how and how we're responding to
7 that.

8 Then with respect to the question
9 raised by Commissioner Hood is -- either we're
10 going to do the showers or not do the showers
11 and explain what it is you're doing and why.

12 CHAIRPERSON MITTEN: For
13 employees.

14 MR. GLASGOW: Yes, for employees.
15 Right. Then Commissioner Jeffries, we talked
16 about the elevator and then I think we've
17 covered everything on --

18 COMMISSIONER JEFFRIES: And no
19 discussions about parking anymore.

20 CHAIRPERSON MITTEN: I'm very
21 pleased to know that .8 spaces per unit is the
22 market. We're getting all this good market

1 information for those people who come over
2 parking. So, thank you for that.

3 MS. PHILLIPS: I depends upon the
4 Metro.

5 CHAIRPERSON MITTEN: Well, yes, I
6 mean come with -- they over park and they're
7 on top of a Metro. So, we need ammunition to
8 fight that.

9 COMMISSIONER PARSONS: Yes, last
10 week, you had, what, 1.3.

11 CHAIRPERSON MITTEN: Something
12 like that.

13 COMMISSIONER PARSONS: Mr. Glasgow
14 was defending that I think.

15 Mr. Glasgow, your notes missed a
16 couple of things.

17 We were going to talk about the
18 penthouse I thought.

19 MR. GLASGOW: Yes.

20 COMMISSIONER PARSONS: Did you
21 mention that? I missed that.

22 CHAIRPERSON MITTEN: Not yet.

1 MR. GLASGOW: No, I haven't gotten
2 to that part yet.

3 COMMISSIONER PARSONS: Oh.

4 MR. GLASGOW: I've still got
5 another three pages of notes. So, I think
6 we'll get there. I wanted to make we didn't
7 -- Mr. Turnbull had the street lighting. As
8 to what it was that we were doing there and
9 where we are in the approval process. I think
10 we'll give an explanation on the street
11 lighting.

12 Did the Commission need
13 explanation with respect to the truss element?
14 That was raised as a --

15 CHAIRPERSON MITTEN: Who had asked
16 about that?

17 MR. GLASGOW: That was from OP.

18 CHAIRPERSON MITTEN: Oh.

19 MR. GLASGOW: That it was too
20 bland a design feature. I mean do we need to
21 defend that or is --

22 COMMISSIONER JEFFRIES: I'm sorry.

1 I missed that.

2 MR. GLASGOW: The truss element
3 was described as being too bland a design
4 feature for that --

5 CHAIRPERSON MITTEN: For the
6 corner.

7 MR. GLASGOW: -- for that corner.

8 COMMISSIONER JEFFRIES: I mean if
9 you don't think that it is, simply justify it
10 or --

11 MR. GLASGOW: Um-hum.

12 COMMISSIONER JEFFRIES: -- I don't
13 know what else to tell you. I mean --

14 MR. GLASGOW: No, it's fine. I --

15 COMMISSIONER JEFFRIES: Yes.

16 MR. GLASGOW: -- I'm looking for
17 is there an issue there. If the Commission is
18 satisfied, I don't -- we got enough to explain
19 right now.

20 CHAIRPERSON MITTEN: Right. I
21 think it's a valid observation.

22 MR. GLASGOW: I didn't hear --

1 CHAIRPERSON MITTEN: But, I don't
2 know that we have to --

3 COMMISSIONER JEFFRIES: I don't
4 think any of us mentioned that.

5 MR. GLASGOW: Right. Okay. All
6 right. Well, that does bring us then to the
7 roof structure. Particularly -- and my
8 understanding was it was the roof structure
9 that was on the low portion of the roof on --
10 I can't remember the alley. On the alley
11 side. Cushing. Thank you. On Cushing and
12 whether or not in effect we could invert that
13 and push that over to the west was my
14 understanding on that roof. Okay. All right.
15 That was my understanding of that part of the
16 issue.

17 And that we -- on the 13-foot high
18 ceilings, that we provide some more detail and
19 explanation where that is.

20 CHAIRPERSON MITTEN: Yes. And if
21 -- could you address the likelihood of moving
22 the hotel lobby to the first floor? Because

1 I think all of us would be distressed by that
2 alternative.

3 MR. GLASGOW: Okay. That is not a
4 favored alternative moving the hotel lobby to
5 the first floor.

6 CHAIRPERSON MITTEN: What would
7 cause that to happen?

8 MR. GLASGOW: All right.

9 CHAIRPERSON MITTEN: And you could
10 just write that in the submission.

11 MR. GLASGOW: Okay. All right.

12 CHAIRPERSON MITTEN: You're also
13 going to give us a sense of how all the
14 circulation will be handled on game days.

15 MR. GLASGOW: Yes, to the extent
16 that we can get an answer to that --

17 CHAIRPERSON MITTEN: Yes.

18 MR. GLASGOW: -- we will provide
19 it.

20 CHAIRPERSON MITTEN: We understand
21 it's not generated by you.

22 MR. GLASGOW: Right. I've

1 exhausted what I had in my notes.

2 CHAIRPERSON MITTEN: Did you have
3 anything else, Mrs. Schellin?

4 MS. SCHELLIN: I had one.
5 Actually, I think he may have hit it.
6 Monument Place showing how the pedestrian and
7 vehicle passageway -- how they were going to
8 share that or have some difference maybe
9 showing on the color of the pavement or
10 whatever.

11 CHAIRPERSON MITTEN: Right. Yes.

12 MS. SCHELLIN: And was there any
13 issue about the signs? I know Mr. Parsons
14 usually --

15 MR. GLASGOW: Oh, the sign. Yes.

16 MS. SCHELLIN: Yes.

17 COMMISSIONER PARSONS: Yes, the
18 one at the corner over the Metro.

19 MR. GLASGOW: Right.

20 COMMISSIONER PARSONS: I just --
21 well, let your architect think about that.

22 MS. PHILLIPS: Would you object to

1 something if it was more abstract, more
2 iconic? Because part of the purpose of it
3 being there is to, you know, highlight that
4 corner and to make it changeable so that it is
5 lively as well, but it doesn't necessarily
6 have to be an image such as what was shown
7 here. So, we'll probably look at it more in
8 detail and come back to you with an
9 explanation.

10 COMMISSIONER PARSONS: Nothing's
11 worse than trying to design things like this,
12 but somehow if it related to the truss
13 structure.

14 MS. PHILLIPS: The architecture.
15 Um-hum.

16 COMMISSIONER PARSONS: Possibly.
17 You know, that would do it. It's got the
18 weight to handle it, but it goes up the whole
19 side of the building and just seems really out
20 of -- well, you think about it and I can tell
21 you I have no support, in case you missed the
22 point, on a sign on the roof. That's me and

1 we'll see what --

2 MR. GLASGOW: We got the drift on
3 that. We'll see what the response -- if there
4 continues to be such a sign, then we will
5 explain it and we have to go back and talk
6 about that. Yes, that's in the notes.

7 CHAIRPERSON MITTEN: I think
8 that's it and, you know, just to bring home
9 the point that Commissioner Jeffries made and
10 that Mr. Brandes made which is, you know,
11 we've been kind of -- we've been struggling
12 with the quality of the design that we've been
13 seeing down in this area and, in fact, we have
14 one applicant who has to come back with a
15 better design because it wasn't satisfying us.

16 So, this has set a new standard
17 for quality and so, I thank you for that
18 because it will help overall. It will help
19 the Commission. It will give a new standard
20 for the Commission to hold other applicants to
21 it. So, thank you very much for that.

22 MR. GLASGOW: Thank you.

1 CHAIRPERSON MITTEN: So, how long
2 do you need to make the submissions or should
3 we work backwards from --

4 MR. GLASGOW: Can we work
5 backwards from the 12th?

6 CHAIRPERSON MITTEN: Yes, let's do
7 that.

8 MS. SCHELLIN: February 1st.

9 MR. GLASGOW: Okay.

10 CHAIRPERSON MITTEN: February 1st.

11 MR. GLASGOW: All right. Okay.

12 CHAIRPERSON MITTEN: And then --
13 so, we have to give that to the ANC for
14 comment and then --

15 MS. SCHELLIN: Oh, actually, we
16 need to back up another week then. They would
17 need to do it in two weeks which would be
18 January 25th and then the ANC would have until
19 February 1st.

20 CHAIRPERSON MITTEN: Will that
21 work for you? You know, Mr. Sponseller is
22 such an easy going accommodating fellow.

1 COMMISSIONER TURNBULL: Architects
2 always say sure.

3 CHAIRPERSON MITTEN: It's nice to
4 see. Nice to see.

5 MR. GLASGOW: Okay. So, our
6 filing's January 25th.

7 CHAIRPERSON MITTEN: Yes.

8 MR. GLASGOW: All right.

9 CHAIRPERSON MITTEN: Okay. And
10 I'll dispense with any further closing and
11 thank you all for your participation this
12 evening and answering all our questions and we
13 look forward to the additional submissions.

14 MR. GLASGOW: Thank you.

15 CHAIRPERSON MITTEN: We're
16 adjourned.

17 (Whereupon, at 9:35 p.m., the
18 hearing was concluded.)

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21

22