Gene Solon Testimony on Case 02-38, Waterside Mall (Waterfront), March 31, 2003

Good evening. This is Gene Solon, trying to get an 8-part reality check done in 3 minutes.

1. Misleading OP Testimony
a. Unlike Mr. Altman's February *selective* history presentation, and his *edited* Comprehensive Plan text, my Exhibits 1 and 2 are *complete* – and they show that a *mockery* was made of our mayor's NAI stress on true community consultation, that "high rents and poor marketing" hurt Waterside Mall, and that, *contrary* to Mr. Altman's, Ms. Ambrose's and others' repeated hokum (exposed early by Gottlieb Simon and me), the **Comprehensive Plan does *not* require a roadway cut-through! b.** Exhibits 3 and 4 show that the Altman-cited **2001 MOU is *non*-binding, and that its cosigning without notice to our ANC flouts the D.C. Home Rule Act!**

2. "Trends"
a. Sneering at the '60's *fails* to hide that the applicants first planned *no* roadway, and that applicant Forest City *recently* advertised "The More Malls The Merrier!" and boasted of its *newly built,* and other glass-roofed, no-roadway U.S. malls! (See Exhibits 5, 6 and 7.) Forest City's Ballston Common, Mills Corp. profitable *new* malls, and Pentagon Row, Santa Monica and *new and planned centers worldwide* show why experts like Patrick Siegman *rightly* say **"Most pedestrian malls have succeeded." and, "pedestrian malls can be a fine *urban* planning strategy." b.** Old 4th St. failed! Bowie cut-through and Bethesda disappointments have surfaced! Failure has *many* intrinsic and exogenous causes. **c. Prerequisite, full, *site-specific* analysis was not done here! A claimed back-to-the-streets "trend" *itself* hasn't been scientifically analyzed, or even proven to *exist!* d.** Recently, on other projects, council-member Mendelson said "The last thing we need is more roads." "Our city is already congested as it is." and Benjamin Forgey wrote "... the insistence that the site be broken up into traditional urban blocks ... could exercise a significant drag on architectural and urban design innovation" (and) "to divide this acreage into conventional urban blocks may not be the most imaginative ... way to establish historic vistas and to tie this development to the surrounding city."

3. The Community
a. Southwesters have rightly chastised Mr. Altman for his 17 month display of maps already showing the roadway; for his repetition of the *falsehood* that our community had accepted the ULI-hired panel's roadway idea; and for his broken promises to show alternatives. **b. At two key community meetings, only one Southwester, all told, indicated acceptance of the hi-risers at 4th and M Sts.! d. *Please* respect:** the *strong* anti-PUD ANC vote, Safeway's anti-PUD position, the *strong* anti-PUD result of a (flawed) survey, a *strong* Harbour Square *residents'* anti-PUD stance* – and the **over 700** names on an anti-PUD petition (Exhibit 8) signed by a SWNA board majority, *including* Greenleaf's Tracey Hooks! The developers' Thanksgiving event *may* have had a tiny effect, but our community has held strong in the face of their well financed, *misleading* campaign. *(See Exhibit 9 on Harbour Square *board* confusion.)

4. Configuration
a. Instead of long sought renovation, we got a *radical* neighborhood character changer, another Crystal City! **b. Exhibits 10 and 11 prove there are at least two *evolutionary* TEA-21 fundable alternatives that preserve the ability of children, seniors and the handicapped to move from store to store without having to cross a new traffic stream! Such alternatives -- providing *more* people-facing store frontage and *more* close-in surface parking -- *cost less*, and can be built more quickly, with *less* community disruption! c.** Security data show that the existing walkways, so easy to light and patrol, are the *safest* part of the site! In contrast,

ZONING COMMISSION
District of Columbia
CASE NO.02-38
EXHIBIT NO.88

the PUD has crime-*attracting* nooks, crannies and "private roads." "Back to the *streets*?" *Street* crime and *open-air* drug markets are *realities!* Streets provide *more* get-away routes! **d. *Please* don't sacrifice our safety and convenience for PUD mirages** -- like a so-called plaza that sits on key pedestrian circulation paths, and is so vulnerable to vandalism! **Don't accept trinkets of dubious value and durability in exchange for insidious zoning concessions that help *embed* both brutal over-development, and a merit-less, problem-producing roadway! Don't make us give up so much, for nothing at *all* justifiable! e.** OP's old absurd claim that car riders can't easily visit places south of the mall, *something they've always done*, is even more absurd now -- the PUD group has, *at last*, accepted our idea to enhance *overlooked* close-in, north-south connector roads. **They should now give back the safe, convenient walkways a roadway cut-through would *take away* from us!**

5. Tenancy
Mr. Altman did *not* responsibly answer Ms. Mitten on office and retail mix. Nor did the applicants. They *very belatedly* admitted to the community that they would provide no more retail space than is *now* available, and that *market* forces, would determine the retail mix. They openly courted government agencies HSA and TSA. **We *rightly* fear that commuter-serving retailers will leave us with an evening and weekend dead zone.**

6. Density
a. On Altman's February "boulevards" bunkum: *Many* cities have wide boulevards flanked by low buildings – and the PUD high-risers would lie along a 4th St. *canyon* as well as an M St. "boulevard"! **b. Please keep *current* height controls on this PUD!** Southwesters face three planned 12-story buildings between our homes and our waterfront – yet the PUD backers, *blaming the width of the planned roadway*, ask you to permit four *additional* hi-risers to be built nearby! That's not humane development, that's **brutal, over-development!** Pity drivers seeking parking spaces, or trying to enter rush hour traffic flows!

7. Traffic
a. The way-late "traffic study" has earned wide disrespect – only 4 Southwesters attended the final DDOT community meeting. (*Please* see Exhibit 12, and ask about *totally ignored study requests*, stop signs, queues, inadequate parking space, and faux-brick asphalt and other frilly "traffic calming" patter.) **b.** After 17 months of PUD backers' confused replies to queries about the roadway's *purpose*, DDOT's Ken Laden limply replied that the roadway is "a given." **c. DDOT *admits*** that the planned cut-through means ***less* safety** for shoppers and that **it will be an inducement for drive-through commuter traffic that will exacerbate *existing* 4th St. rush hour gridlock. d. OP and DDOT have *not* taken the initiative to *divert* Buzzard Point, S.E. Federal Center and other traffic from our residential streets.** (I have. Please inquire.)

8. Reality
a. Chairperson Mitten was right – lines on drawings *can* blur hard reality! In *reality*, the PUD would *aggravate* existing safety, mobility, divisiveness and other problems, and add more! **b.** We need a new, low-rise, ***true*** town center that retains our walkways, and that is *attractive* enough for folks to come *to*, not just drive *through*! **c.** Such a project would bring *ample* income to the applicants and our city. • Commissioners, you've already granted the applicants a concession. Please don't grant them any *more* until the roadway cut-through plan is withdrawn, and a more humane, reality-based PUD is proposed, one that ***honestly*** brings ***real*** benefit to our community! Thank you.

Exhibit 1

NEIGHBORHOOD PLANNING: HOW NOT TO DO IT
The Waterside Mall Mockery of The Neighborhood Action Initiative and the D.C. Home Rule Act.
-- by Gene Solon

Here are easy-to-follow, three-step instructions on how not to do neighborhood planning for a nation's capital: First, ceremoniously launch a Neighborhood Action Initiative program that loudly champions the thorough involvement of residents in the development of their neighborhoods. Second, get naïve folks like me excited enough to attend workshops, walkarounds and other events all over the city at which we spend hours trying hard to make resident involvement effective, and make development both remunerative -- and humane. Third, when you get to near-Southwest D.C., forget all about steps one and two, and, in fact, do everything you can to violate the essence of Mayor Williams' Neighborhood Action Initiative -- and Section 738 (d) of the D.C. Home Rule Act.

Many Southwest community residents, I included, had been trying for many years to get the uncooperative managers of Waterside Mall to thoroughly reconstruct the place they had allowed to become drab into a community-approved, attractive new mall/office/residence complex, and to market and manage the new entity more conscientiously than before. Two central events occurred: First, for some $150,000 raised by our community, the Urban Land Institute (ULI) issued a 1998 report listing recommendations a group of temporarily-convened planning consultants made, the most controversial of which was that a roadway be cut through the center of Waterside Mall (completely encircling our Waterfront Metro station, no less!). Second, the federal government warned that, when long-term tenant EPA moved elsewhere, it would provide no new federal tenants until massive renovation took place -- and the Mall managers hired planners and then began to invite Southwesters to peek at their renovation plans. Plans exhibited in early and late 2000 contained no provision for the controversial roadway. After all, many Southwesters wanted renovation that would preserve the pedestrians-only character of their shopping center.

Although we Southwesters tried mightily, we failed to extract any further significant information on Mall renovation for about a year. D.C. Office of Planning officials would tell us only that "sensitive negotiations are taking place." There was not one mention of plans for a roadway.

Suddenly, in October 2001, at a meeting chaired by former Southwest councilmember Jack Evans, he, developers, and the Office of Planning imposed upon us Southwesters a plan, a plan they called "Waterfront," a plan featuring a roadway cutting through the center of our shopping center. They celebrated "the reopening of 4th Street" -- a street "closed," with no ill effect, for some 40 years! When Evans was asked what had happened in the year between late 2000 and October 2001, he stated that he, Evans, in a close call, had decided that a roadway was what Southwesters needed. A decision for roadway construction had been made without any traffic study. A baseless hunch had become a fait accompli. A dubious legacy had been left Southwest D.C. by a redistricted councilmember. Community participation indeed! Neighborhood Action Initiative indeed!

No one at the meeting of October 2001 mentioned the pivotal fact I discovered by accident in May of this year, over six months after the unveiling of the roadway project: On September 29, 2001, a Memorandum of Understanding (MOU) providing for the 4th Street cut-through had been cosigned by members of the development team and the Office of the Deputy Mayor for Planning and Economic Development. The Southwest community, including our Advisory Neighborhood Commission (ANC) and our traditional civic organization, the Southwest Neighborhood Assembly (SWNA), had been kept completely in the dark about the

contemplation, crafting and execution of this key document. What an old-style, top-down process – a process that violated Section 738 (d) of the D.C. Home Rule Act, which requires "timely notice" to ANC's! And that's not all – the behavior of developers, planners and D.C. officials has continued to be egregious from the fall of 2000 to the present, as you will see.

But, first, councilmember Evans' close call for the roadway cut-through was the wrong call – the product of the flawed process is as flawed as the process itself. Here's the scoop (not revealed in detail to us Southwesters until May of this year): The proposed project includes eight high-rise buildings, at least one130 feet (12 stories) high. (The Zoning Commission has already tentatively granted the developers' request that they be considered just one building!) Waivers of standard D.C. height regulations will be required. Except for one, they would be government office buildings. Only the last to be built would be a residential apartment complex. The buildings would loom over a school and two churches. They would form what some have called canyon walls through which 4th Street would cut Many erstwhile trusting Southwesters have rebelled against what they now see as a Crystal City, Virginia, clone – lifeless during evenings and weekends – planted in their residential community.

These trusting folks had been inundated with nonsense they heard from Office of Planning Director Andrew Altman and others throughout the top-down process, nonsense about roadways being the antidote to unworkable "1960's malls" – nonsense Altman kept repeating, even after many had reminded him that his proposed 4th Street ribbon would be a dead-ended "Road To Nowhere," even after I gave him a booklet showing that malls for pedestrians are flourishing all over the world (including here in D.C.), and even after I confronted him, on a Kojo Nnamdi radio show, with the fact that at the very time he and the developers were chanting that a well-designed, well-lighted, beautiful glass-roofed mall with mass-transit nodes like ours "won't work" – one of the Waterside Mall development firms was building, and buying, and successfully operating just such malls in California, Georgia, Kansas, Ohio, Pennsylvania, Virginia (in nearby Arlington), West Virginia and elsewhere! Altman's behavior – promising Southwesters plans alternative to a roadway plan, then showing up this past April Fools Day with no such promised plans, then repeating his baseless themes, then assuring us there's no "done deal" – has been a distressing part of the process, to put it mildly.

Southwesters are puzzled and disappointed that their new councilmember, Sharon Ambrose, has parroted the Altman lines, but they no longer succumb to fear of the "dark, dangerous walkway" fantasy (well-planned walkways, of course, are studiously well lighted), the lure of the "magic motorcar" fantasy (as though cars only bring light and salvation, and not booming stereos, and drugs, and guns) and the lure of the outdoor café fantasy. (Outdoor cafés, of course, can exist without a 4th Street roadway cut-through – at the peripheries of a new pedestrians-only mall. And, of course, patrons of such cafés must expect the possibility of rain-diluted soup, gasoline-flavored sandwiches, and hit-and-run theft from tables). Southwesters no longer believe the falsehood that the government won't fund a walkway (it's been officially verified that federal funds are now, and have long been, available for walkway construction). They no longer believe the false allegation that the D.C. Comprehensive Plan requires a roadway (it's been proven that the Plan contains no such requirement). They resent Altman's stating and repeating his egregious claim that the Southwest community supported a ULI recommendation of a roadway (it's been proven that the *neither* the community *nor* the ULI itself endorsed a roadway – the ULI report only says that a group of planners recommended one). They no longer believe in nostalgic fantasies about the "good old days" – because long-term residents here have remembered aloud that "the good old days" weren't so good after all, with sought-for 4th Street shops strung out, or on the other side of traffic. Southwesters have

educated themselves. They are tired of astonishingly crude, baseless sales pitches, and they are resentful about being strung along while the development process is sped along.

They expressed their anger about a process they labeled "backwards" at a July 1st community meeting on a shockingly late and surprisingly quick-and-dirty D.C. Department of Transportation-proposed traffic study the geographical and conceptual scope of which they found incredibly anemic, the duration of which they found too short, and the timing of which they pointedly noticed was during this vacation season when commuter and other traffic is much lighter than normal. They immediately expressed resentment at the Department's associate director's opening remarks, remarks they felt were alarmingly biased toward the roadway concept and toward the developers' desire to benefit from high-speed project processing. Later, they expressed their shock upon learning that both Southwest waterfront and mall traffic and other planning seems uncoordinated (there are three separate traffic studies now planned) such that overall "density" and "carrying capacity" questions are dangerously under-addressed. Meeting attendees agreed with me that a comprehensive, serious roadway-versus-walkway traffic study should be done, with an eye toward diverting already debilitating commuter traffic away from residential 4th Street to more commercial thoroughfares like South Capitol Street, and that only then should Waterside Mall plans be made. Now, that's logical planning! Our city officials should be ashamed of the way planning has been done for the Southwest quadrant of our nation's capital. They must overtly show that they are resisting any temptation to milk, willy-nilly, every square foot of Southwest D.C. turf for absolute maximum profit!

We have been given no good reason at all for the planned roadway. On the contrary, a roadway would encourage traffic to flow through our shopping area while making it more difficult for us to shop there. As it happens, thank goodness, the roadway scheme has feeble roots – among them a flimsy, easily rescinded MOU, the last section of which states, in capital letters, no less, that it is non-binding! The MOU should be rescinded, and the city should encourage the developers to go back to the drawing board. Last Earth Day, Southwesters applauded a model I constructed to exemplify what a new, profitable, humane shopping/office/residence complex might look like. It features the preservation of a pedestrians-only core protectively covered with an attractive glass roof, ample close-in parking space, and the utilization of already-existing peripheral asphalt lanes to connect M and Eye Streets. The developers, our city government, and our local ANC and other leadership should at long last seriously assess the value of a final product containing such features. The evaluation process should be one in which the Southwest community truly participates. True, thorough, Southwest community involvement has just recently produced a beautiful, functional design for a King-Greenleaf public housing area recreation/meeting/learning center. Southwesters can be just as successful in helping to produce a beautiful, prosperous neighborhood-friendly "town center" where Waterside Mall now stands – a place that gratifies our city officials and our community as well as developers. We want to work with planning director Altman and others toward that end. We need the D.C. government to acknowledge the error of its Southwest planning ways – and to give us Southwesters the chance to experience the promise of our mayor's Neighborhood Action Initiative.

Exhibit 2

THE D.C. COMPREHENSIVE PLAN AND THE PROPOSED ROADWAY CUT-THROUGH OF WATERSIDE MALL

-- Gene Solon, May 9, 2002

According to the D.C. Office of Planning, "The Home Rule Act required the District government to develop a Comprehensive Plan. The Comprehensive Plan is a general policy document that provides overall guidance for future planning and development of the city. The first Comprehensive Plan was adopted in 1984 and 1985, and it has been updated periodically, most recently in 1998 and 1999."

I and others have reviewed the D.C. Comprehensive Plan and have found *nothing* in it that calls for a Waterside Mall roadway cut-through. In our opinion, those who have been claiming that the proposed roadway is part of the Comprehensive Plan are wrong.

All we have found in the Comprehensive Plan are *non*committal references to the funding of, and publishing of, a report issued by the Urban Land Institute (ULI) in 1998, a report listing the "recommendations" of a "panel" of planners invited to express their opinions on Southwest D.C. development options. All but one of the ten panel members were out-of-towners. Nowhere in the ULI report does it state that the Urban Land Institute itself endorses *any* of the panel's recommendations – in the report's "Executive Summary" section on page 14, it is simply stated that "*The panel* (italics mine) recommends a plan that will reintroduce the traditional street grid to the neighborhood by reconnecting Fourth Street."

Likewise, nowhere in the D.C. Comprehensive Plan can we find any endorsement of any of the panel's recommendations for a roadway cut-through of Waterside Mall. The only roadway-relevant references to Waterside Mall I could find are as follows:

"1343.2 The Waterside Mall in Southwest has not become a vital commercial center due to high rents and poor marketing. The opening of the Metrorail Station may allow the mall to operate at least as a multi-neighborhood shopping center." *Note the reference to Metro, not roadway.*

"1345.1 ... (c) Improve Waterside Mall in Southwest to ensure that new businesses will service the adjacent residential neighborhoods." *Note the reference to "residential neighborhoods." An additional roadway would further threaten the residential character of our neighborhoods, a residential character already under assault by commuter traffic.*

"1367.3 The Urban Land Institute met with residents and other stakeholders in 1998 and recommended the following improvements; (a) reuniting the two halves of 4th Street by opening up Waterside Mall." *Note that this is a questionable statement – because of the word "halves," and because it appears that it was ULI – convened panelists, not the ULI itself, who "recommended" improvements. Most importantly, be sure to note that this is a neutral, noncommittal statement about an event – it is definitely not a Comprehensive Plan endorsement of a roadway cut-through!*

Exhibit 3

J. The Amendment, Road Reopening Agreement and CEA Designation shall be conditioned upon the consummation of Closing.

VII. MISCELLANEOUS

A. A schedule of development milestones for the ODMPED and other District Agencies and the Joint Venture to complete the activities contemplated by this MOU will be developed and mutually agreed to by the ODMPED and other District Agencies and the Joint Venture and will serve as a goal. The parties acknowledge that adherence to such schedule is critical to the Joint Venture's ability to move forward with the orderly redevelopment of Waterside Mall.

B. This MOU is composed of this document and Attachments 1 and 2.

C. Any amendment to this MOU shall be in writing, and by mutual agreement of the parties hereto. Any such amendment shall be incorporated as part of this MOU.

D. NOTWITHSTANDING THE FOREGOING, OR ANYTHING CONTAINED HEREIN TO THE CONTRARY, THE PARTIES HERETO AGREE THAT THE PROVISIONS OF THIS MOU DO NOT CREATE A BINDING AGREEMENT AND DO NOT CREATE ANY LEGAL RIGHTS IN FAVOR OF THE PARTIES HERETO, BUT MERELY SET FORTH AN OUTLINE UPON WHICH FURTHER NEGOTIATIONS MAY BE COMMENCED WITH A VIEW TOWARD TIMELY EXECUTION OF FINAL DOCUMENTS, AND THAT ANY OF THE TERMS USED IN THIS MOU WILL HAVE THE MEANINGS ASCRIBED TO SUCH TERMS ONLY AS THEY APPEAR IN SUCH FINAL DOCUMENTS. NO PARTY SHALL BE ENTITLED TO DETRIMENTALLY RELY ON THIS MOU.

[SIGNATURES ON THE FOLLOWING PAGE]

Exhibit 4

THE DISTRICT OF COLUMBIA HOME RULE ACT

Section 738 (d)

In the manner provided by act of the Council, in addition to any other notice required by law, timely notice shall be given to each advisory neighborhood commission of requested or proposed zoning changes, variances, public improvements, licenses or permits of significance to neighborhood planning and development within its neighborhood commission area for its review, comment, and rcommendation.

Exhibit 5

FOREST CITY

SELECT A PROPERTY ▶

Commercial Group

▶ MAP ▶ CONTACT US

Category

State

- Financial Information
- Corporate Profile
- Portfolio
  - Overview
  - Commercial Group
  - Residential Group
  - Land Group
  - Lumber Trading Group
- News Releases
- Job Opportunities

2002 national preservation conference

Forest City's Commercial Group, the company's largest business unit, owns, develops, acquires and manages retail, office, hotel and mixed-use projects throughout the United States. The portfolio includes regional malls, specialty retail centers, office buildings and hotels.

Forest City Enterprises, Inc. interests in the properties disclosed in our website range from 100% ownership and management to those properties where we manage and have residual ownership interest.

Throughout the country, the Commercial Group is considered an innovative developer, best known for its retail and urban centers. Its management team has extensive experience with and knowledge of the public process and has built strong public/private partnerships, creating critical links that enable

FEATURED PROJECT

The More Malls the Merrier!

Forest City's retail strategy focuses on growing regions of the United States where the Company pursues large-scale developments in large metropolitan areas and underserved growth markets. During October 2001, Forest City opened three retail centers - ***Queen Place, The Mall at Stonecrest and The Mall at Robinson*** - and acquired ***The Galleria at South Bay***. These four retail assets total more that $313.3 million in cost.

Exhibit 6

FOREST CITY

- Financial Information
- Corporate Profile
- Portfolio
  - Overview
  - Commercial Group
  - Residential Group
  - Land Group
  - Lumber Trading Group
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- Job Opportunities

Manhattan, KS

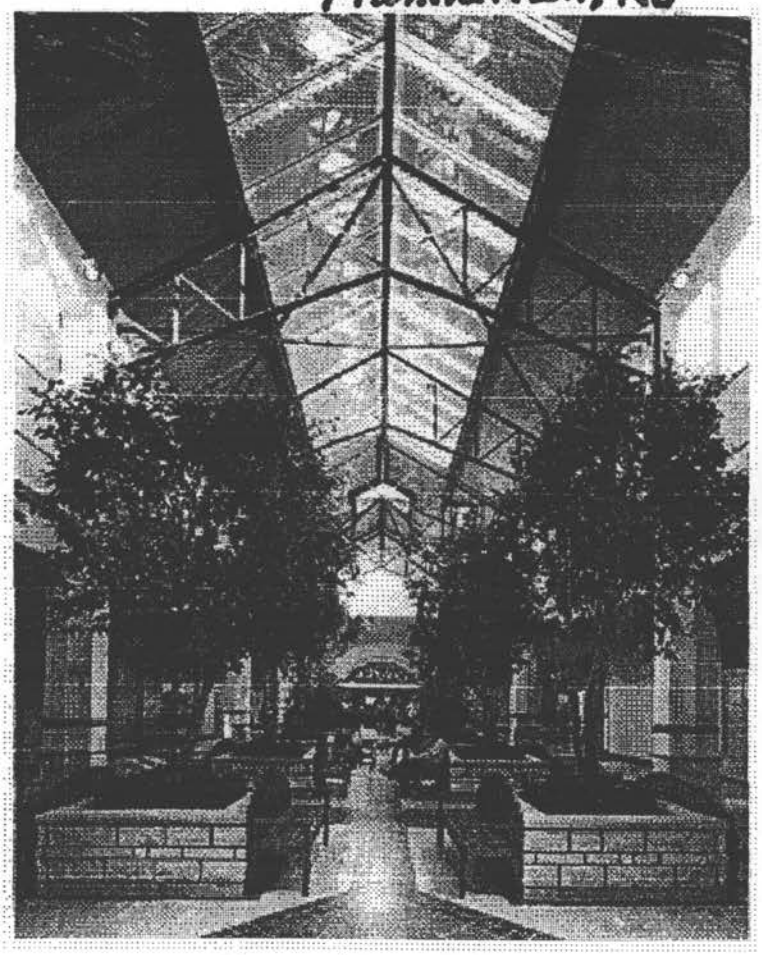


Photo by B. Taxel

2002 national preservation conference

Forest City Enterprises, Inc.
Terminal Tower
50 Public Square, Suite 1100
Cleveland, Ohio 44113-2203

Exhibit 7

FOREST CITY

- Financial Information
- Corporate Profile
- Portfolio
  - Overview
  - Commercial Group
  - Residential Group
  - Land Group
  - Lumber Trading Group
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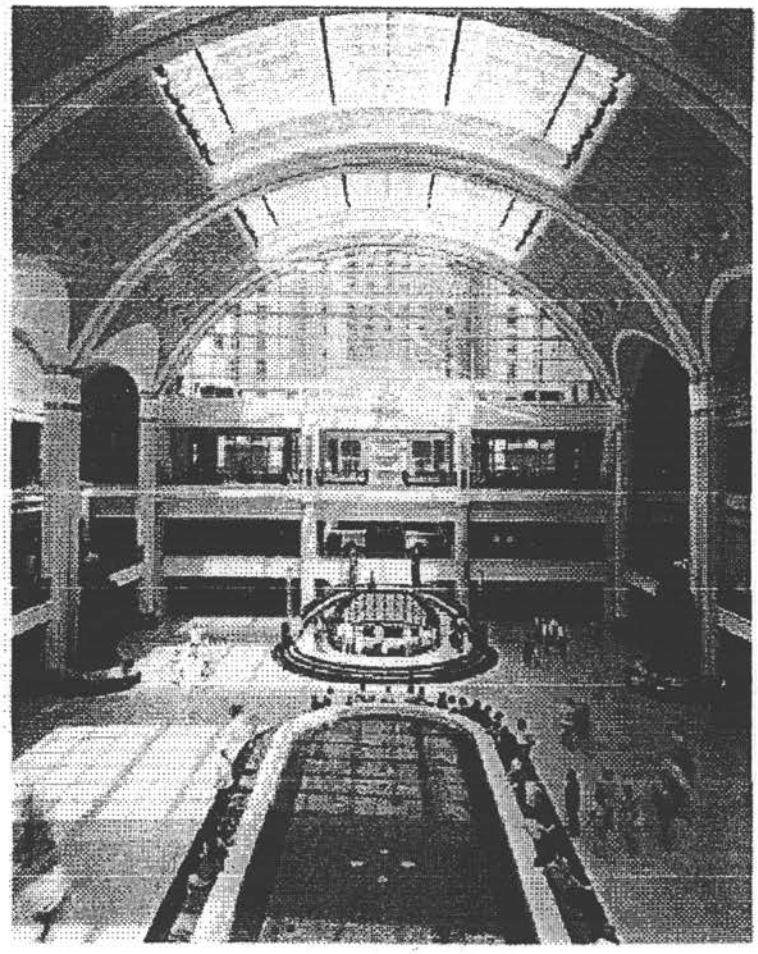


Photo by B. Taxel

Forest City Enterprises, Inc.
Terminal Tower
50 Public Square, Suite 1100
Cleveland, Ohio 44113-2203

PETITION Exhibit 8

We, the undersigned residents of Southwest D.C., strongly favor renovation of Waterside Mall that retains its pedestrians-only quality, because that quality is good for business, enhances the shopping process, prevents further traffic gridlock – and protects the safety of our children, our seniors, and our handicapped residents. **We favor ample, *appropriately placed* close-in surface parking, but we oppose unnecessary traffic** that further endangers ourselves and our neighbors, and we oppose the taking away of the shopping convenience we Southwesters now enjoy. **We therefore oppose the cutting through of our shopping center with a roadway.**

Name (print)	Signature	Address	Phone	Email
Lisa Holland Churchille	Lisa H. Churchille	907 6th St SW	202-479-2750	
~~P. St. Perry~~	~~P. St. Perry~~	~~905 6th St, S.W~~	~~202-488-8438~~	
Anya Lovette	Anya Lovette	905 6th St. SW	(202) 863-9782	
Sue P. White	Sue P. White	905-6th St. S.W.	(202) 484-1678	
Yumi H. Cooper	Yumi H. Cooper	905 6th St. SW	202-863-2624	
KEVIN WALLACE	K.D. Wallace	905 6th st SW	2025540521	
Jennifer Melchisha A		905 6th street SW	202863-7777	
Mangala Pawar		905, 6th St. SW	202-554-0024	
Jayda Heath		905, 6th St SW #310B	202-210-3914	
David Nickerson		905, 6th St. SW #309B	202-863-0255	
Brenda Hegge		905 6th St. SW 710B	202-554-0656	
Brian Cohen		905 6th St SW 708	554 9090	
Sylvia S. Shaw		905-6th St. 707B	4840501	
Linda G. Hall		905-6th Street SW 701B	202-554-4004	
Edwin Swilley		905 6th St SW 702B	202 484-3824	
Charles Huddleston		901 6th St SW #901A	202 554-3331	chuddles49@aol.com
Kevin Smith		901 6th St SW #608A	202 489-0003	
Dana Bland Nagro		905 6th St SW	—	
Josie A. Bass		905 6th St. SW. #602B	202 488-4209	
Esther Kresh		905 6th St. S.W. #605B	[redacted]	

PETITION

We, the undersigned residents of Southwest D.C., strongly favor renovation of Waterside Mall that retains its pedestrians-only quality, because that quality is good for business, enhances the shopping process, prevents further traffic gridlock -- and protects the safety of our children, our seniors, and our handicapped residents. **We favor ample, *appropriately placed* close-in surface parking, but we oppose unnecessary traffic** that further endangers ourselves and our neighbors, and we oppose the taking away of the shopping convenience we Southwesters now enjoy. **We therefore oppose the cutting through of our shopping center with a roadway.**

Name (print)	Signature	Address	Phone	Email
Barry Bellinger	Barry Bellinger	101 G St. SW #A215	202-707-1157	bbel@loc.gov
David Sommerfield	David Sommerfield	101 G St SW #D-18	202 707 4926	dsom@loc.gov
LENORE BELLINGER	Lenore Bellinger	1301 Delaware Ave. SW.	202-484-8496	
~~Eric Hepburn~~	~~Eric Hepburn~~	~~800 4th St SW~~	~~202 488-4226~~	
Phil Mehler	Phil Mehler	845 3rd St SW	202 488 7187	
Mary F. Lilly	Mary F. Lilly	240 M St. S.W.		
S. S. Thomas	S. S. Thomas	800 4th St, SW.	(202) 554-0217	
ELLENE ISTGE	Ellene Istge	301 G St SW Apt 105	(202) 554-21	
Renee H Faulk	Renee H. Faulk	800 4th St SW South 305	202 484 5534	rfaulk7@hotmail.com
RANDOLPH McFADDEN	Randolph McFadden	1101 3rd St SW.	479-4221	
ELTAYEB, AMAGID		301 G St SW Apt 105	464-161	
Gloria Barnes		125 4th St SW		
SHARON ONEIL		101 G St SW 217	703 587 9739	
Stella Green		101 G St SW 217	703-587-9739	
Ericka Carpenter	Ericka Carpenter	1435 4th St. S.W. #1351		
Allen Lewis	Allen Lewis	405 6th St	488-1831	
Diana Rumrill	Diana Rumrill	800 4th St.	554-6133	
AURELIO MENDOZ	AURELIO MENDOZ	201 O ST SW		
KAREN C. THOMPSON	Karen C. Thompson	1301 Delaware Ave SW N 425	(202) 484-6001	
JAMES C. BENTON	James C. Benton	829 3RD STREET SW	202 484 8075	jcbenton66@aol.com

SOLON N-120

PETITION

We, the undersigned residents of Southwest D.C., strongly favor renovation of Waterside Mall that retains its pedestrians-only quality, because that quality is good for business, enhances the shopping process, prevents further traffic gridlock -- and protects the safety of our children, our seniors, and our handicapped residents. **We favor ample, *appropriately placed* close-in surface parking, but we oppose unnecessary traffic** that further endangers ourselves and our neighbors, and we oppose the taking away of the shopping convenience we Southwesters now enjoy. **We therefore oppose the cutting through of our shopping center with a roadway.**

Name (print)	Signature	Address	Phone	Email
Robert TREDWAY		409 N ST, SW WASHINGTON, DC	202-484-2981	bobtredway@aol.com
DORIS MARTIN		"	"	"
Princess Jones	Princess Jones	800 4th St. wash, DC	202 554-6654	
Adele Sawicki	Adele Sawicki	1301 Delaware Ave		
GLORIA H. DAVIS		800 4th ST, S.W #5570	202 554-0795	
Ruth Jackson		901 6th St. S.W.	488-9273	
CHARLES HUDDLESTON		901 6TH ST SW #617A	554-3381	
M. Betty Brown	M Betty Brown	1311 Delaware Ave. SW.	DC 20024	
RAHEL MEMASSIE		101 G ST. S.W	(202) 863-0657	
LoETTA HARRINGTON		800 4th St. SW.	(202) 554-1120	
VIVIAN LEVI	Vivian Levi	300 M St SW #113	863-2946	
Howard C. Gibbs	Howard C. Gibbs	741 3RD St, SW	202-488-5564	hcgibbs@mindspring.;
Megan Gabauer	Megan Gabauer	338 N Street SW	202/488-3485	IceQue 5784@aol.co
ILIA THERECKA	Ilia Therecka	301 G St SW	202/484/1371	itherecka@usa.;
Patricia Boykin	PATRICIA BOYKIN	218 I St. S.W	202 249-2719	
Dexter M. Price	Dexter M. Price	701 I St SW #631	(202) 554-8697	none
Elerida Jones	Elerida Jones	850 Dela Ave SW	548-4520	
Viola E Brune	Viola E Brune	800 4th St SW	(202) 554-2283	
Leon Martin	Leon Martin	319 I ST SW	(202) 484-1414	
PAULA KRESLOVSKY	Paula Kreslovsky	101 G St SW #1103	(202) 488-0513	

PETITION

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Name (print)	Signature	Address	Phone	Email
Stephen R. Norton	Stephen R. Norton	1321 4th St.	202-530-1425	
Melissa Lee	MELISSA LEE	429 N ST. S.W.		
Faith D. Ball-Harris	Faith D. Harris	325 P St SW #100 WASH DC 20024	(202) 554-211	
Al Brown		1425 4 ST. S.W. A117		
Shadé Cornish		1100 6th St. S.W #215	(202)554-4324	
Verna Haywood-Whiten		1100-6TH ST. S.W. #215		
VIVIAN CHAPPELL		325 P ST SW #601	20024	
ESTER SAXON	Ester K. Saxon	510 N. St. SW #N426	DC20	
Nancy Dyson		1260 Delaware Ave SW	20024	
Edith Harriet		218 G ST. SW	202 554-3617	christe.AOL.c
Michael Metcalf		1243 4th St SW	488-4357	
~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
Theresa Anderson		901 6th St SW		
Roselene Tannenbaum		387 N st SW	2022460297	GLCANOLTVK@ACL.c
DANIEL B SHEA		550 N ST S W	484 5535	
James Dlugolecki		293 N St SW	DC 20024	
Ben Lemlich		293 N St SW	DC 20024	

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Name (print)	Signature	Address	Phone	Email
~~Rosemary Strange~~	~~Rosemary Strange~~	~~560 N St~~ ~~#N8904~~	~~202 484 2215~~ ~~232-3768~~	
~~Marilyn Scarborough~~	~~Marilyn Scarborough~~	~~560 N St SW~~ ~~N8907~~	~~202-863-4177~~	
ANITA LUCAS	Anita Lucas	1301 Delaware Ave N616	202-484-1487	
JAMES HARTER	James Harter	560 N St SW #517	202 554-5971	
STUART GORDON	Stuart Gordon	560 N St.	" " 5428	
KATHLEEN STEGEMAN	Kathleen Stegeman	N209	202 488 7772	
~~H. Kim Nakhaeizadeh~~	~~H. Kim Nakhaeizadeh~~	~~560 N St SW~~ ~~N8906~~	~~202-419-4004~~	
Joan Tyler	Joan Tyler	530 N St SW S410	240-447-5155	
Daniel J. Zeger		560 N Street, SW	(202) 488-8268	
John A. Mann		560 N Street, SW	(202) 314-1124	
~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	
Olivia Gonzalez	Olivia Gonzalez	510 N St SW	484-1353	
Lee Johnson		560 N St. SW	202 488-1552	
Mark Madden	Mark Madden	560 N St. N8901	202-554-9290	
Seema Kakar		560 N St #911N	(202) 554-1644	
Devon Hill	Devon Hill	" N8901	554-9293	
Autumn Wallace	Autumn Wallace	560 N St #908	2/5540477	

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Name (print)	Signature	Address	Phone	Email
[illegible]	[illegible]	901 6th St SW #901	202-554-[illegible]	TVRMALENIS@AOL.COM
ARABI HARRIS	[illegible]	1435 4th St SW #1500 WDC 20024	554-8782	
Johari Rashad		430 M St. SW #706	202-606-3822	
Dan E. Pharr		901 6th St. SW #201A	202 488-2711	elephant2@hotmail
Debora Huddleston		901 6th St S.W. #617	202/554-3231	
Elizabeth Bowey-Yates		328 G St SW.	DC 20024	
Dorothy Adams Peck		907 - 6th St, SW.	D.C. 20024	
Ardella Newman		907 6th St SW 213-C	Wash DC 20024	
Muriel Bowser		907 6th Street, SW 208C	Wash DC 20024	
Toni Billingsley	Toni Billingsley	622 4th Place		

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Name (print)	Signature	Address	Phone	Email
Mary Chase	Mary Chase	1411 Jame Crk Pkwy SW	(202) 863-0275	
Romesha Butler	Romesha Butler	800 4th St., SW Apt. N-801	(202) 554-5561	
Carmen Jones	Carmen J Jones	100 M St SW A726		
DAVID CARROLL	David Carroll	400 M ST SW (Tiber Island)		
Michelle Bueno	Michelle Bueno	203 N St. S.W # 308		
LANCE MCKEITHAN		300 M Street APT 415 SW		
BERNARD F BEHL		301 G Street, SW APT 307 WDC		
André L. Myers	André L. Myers	907 6th st. s.w. apt. #C-602		
RACHEL BERNARD		" " "		
MIRIAM VALOY	Miriam Valoy	901 6th St. SW	(202) 479-9393	
D Ellis	D Ellis	325 P St, SW	2/479-9486	
Gladys Hungerford	Gladys Hungerford	1441 4th St SW	2/488-4110	
TROY SPENCER	Troy Spencer	301 G St SW # 128		
Annette Young	Annette Young	231 2nd St SW		
Cristina Owen Sherr	Cristina Owen Sherr	619 I St SW	863-2266 csherr@hotmail.com	
PATRICE FLEMING	Patrice Fleming	201 I St, SW	863-0315	patalevis@msn.
MONA P. GUNN	Mona P. Gunn	901 6th ST, SW	202-927-2901	
David Hessong		201 I ST SW.		
YNDNAE BIA Kenley		1300 Delaware Ave SW #1153		
ERNEST BROOKS	Ernest Brooks	300 M St. SW #307	20024	

PETITION

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Name (print)	Signature	Address	Phone	Email
ED WEBSTER	Edward Webster	1250 4th SW 4H4	488-5594	
SANDRA HAWKINS		901 6th St. SW		
ERNEST REED		410 O St. SW #107	554 1770	
Gina General		1419 3rd St SW	484-1680	
Elaine Ricci		700 7th St SW		
FRANCIS O'Del-Thomas		201 L St SW #410	479017	
Colleen Stanford		810 3rd St.	554-0191	
Tawana Briscoe	Tawana Briscoe	1520 2nd St. SW.		
Judi Sitkr		1250 4th St	484-5459	
Eduardo Luna		1250 4 St.	4845458	
BRIAN BRITTELL	Brian Brittell	301 Delaware Ave SW HN-402	479-9705	
Shirley Thompson	Shirley Thompson	201 I St. S.W. #V102 Wash. D.C. 20024		
Dennis O'Connor		800 4th St SW Wash. D.C. 20024	(202) 863-4925	
AE GRIFFITH BATES JR	AE Griffith Bates Jr	1245 4st SW E308	863-0391	
Wendell Campbell		302 N ST SW		
Loren Hall		384 N St SW	202-554-3341	loardwal
MARY SANDS		1464-4th St SW 295	2000	@sprynet.com
Anita Nuñez		1464 - 4th St SW		anitanahe@ao.com
Wanda C White		1124 Third St SW	202 484 3948	
by King		49 "P" St S.W. #21 DC. 20024		

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Name (print)	Signature	Address	Phone	Email
BRENDA Edwards	Brenda Edwards	1414 First St. S.W. #2		
Amoreah Jones	Amoreah Jones	670 Reads S.W.		
John El Bach	John El Bach	116 P. St. South apt 2029		
Jan'nelle Marshall	J Marshall	65 O st SW WDC 20024		
Raphael Richmond	Raphael Richmond	71 O st SW 20024		
Christian Lynn		710 ...		
Jada Marshall		65 O ST.	863-1143	
Earl Sobol		65 O St SW	863-1143	
Jamielle Marshall		65 O St SW	863-1143	
DEREK BUTLER	Derek Butler	1420 canal St SW. Apt #32		
Jamar Canty		213 L St SW Wash. DC. 20024	2023544106	
Regina Wanzor		229 K st SW WASH DC 20024	REGINA WANZOR	
Tracy Wanzor		229 K st SW WASH DC 20024	TRACY WANZOR	
Robert Lassiter		70 K st SW	Robert Lassiter	
Brenda Wanzo		213 L st SW	248-2831	BRENDA WANZOR
Roneshia Wanzor	Roneshia Wanzo	229 K st SW		
Carnell Lassiter		116 P st SW	CARNELL LASSITER	
Jerry Edwards Jr		103 P St SW		
Ms. Jacqueline Shannon	Ms. Jacqueline Shannon	103 P. St SW		
Softon		715 O St S.W.		

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Name (print)	Signature	Address	Phone	Email
Carla Askew	Carla Askew	510 N St SW	554-9737	
William S. Jones	William S Jones	429 N St SW		
William C Bruneman	William C Bruneman	1100 6th ST, SW		
Cynthia Rodriguez		217 P Street, S.W. #20		
Marguerite Montague		1414 3rd St SW #11	(202) 554-2292	
Joseph Allen	Joseph A. Allen	1413 Carrollsburg Pl SW	202-484-1033	
Willie Blakey	Willie Blakey	1405 half st S.W #31	484-9259	
DA Redmon	DA Redmon	Southwest	202/554-4006	
R. Gosling	R. Gosling	800 4th St SW		
Tia Green	Tia Green	1407 3rd st. S.W.	2/554-1210	
Louise A. Shinn		212-0 St SW.	202-484-1171	
Linda P. Brooks		560 N ST SW	(202) 488-8196	
Sarah F Smith	Sarah F Smith	560 N St, SW	202-484-3188	
~~Jurgen Pohle~~	~~Jurgen Pohle~~	~~510 N St SW~~	~~202-863-1654~~	
Linnea Beatty	Linnea Beatty	560 N St. SW	lbeatty@iri.org	
Enid M. Pinkwicz	Enid M. Pinkwicz	356 N St SW	202 484 [illegible]	
~~B. Asley~~	~~B. Asley~~	~~7 N St SW~~	~~863-239~~	
Craig Gillin	Craig Gillin	620 N St SW	554-2055	
Miriam Raymond		723 Delaware Ave S.W.		

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Name (print)	Signature	Address	Phone	Email
DAVID F. ABBOTT	David F. Abbott	510 N ST. SW. #430 WASHINGTON, D.C.	202-554-8014	
AARON PLEDGER	Aaron Pledger	2 I Att AW	479-044,	
Albert & White		800 4th St SW	N-24-202-554-5503	
JONATHAN MILLER	Jonathan Miller	560 N St SW Apt 304	202-488-3885	WAYNE65@aol
Geraldine Mirabella-Miller		560 N Apt 304	202-488-3885	"
Gralida Italia-Yowe		510 "N" St SW.	801 831 06	
VIRGINIA RANDOLPH VP		347 O St SW	863-0544	
RORY PAREDES	Rory Paredes	560 N St SW #803N	1615 202 488-	rrps42@hotmail.
Ann Marie Thro	Ann Marie Thro	700 4th S.W.	202-401-6702	
William Raymond	William Raymond	723 Delaware	202 554-2427	—
MICHAEL RUSSELL	Michael Russell	1425 4th St.	202 484-5926	

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Name (print) Signature Address Phone Email

Samuel Ollin 1311 Delaware Ave SW D.C. 20024

DORIS BALDWIN, 301 G St SW DC 20024
Doris Baldwin

Rudolph B Pruden 709 6th St, SW DC 20024
Lillie Pauers

1301 Delaware Ave SW. #421N - 20024

Eileen M. Anderson, 1311 Delaware Ave.

Frederick Herbold, 1301 Delaware Ave SW, DC

PETITION

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Name (print)	Signature	Address	Phone	Email
LECOUNT	Lecount	38-6 2nd SW	4881180	
Mike		800 4th ST SW	2027778218	
MARLEN Huet	Marlen Huet	240 M ST E-811		
SHERIA ALLEN	Sheria Allen	3016 St. SW	488-4927	
REENE HABTE		(301) 942 6466	(202) 5124246	
CYNTHIA BOUTON	Cynthia Bouton	821 Third ST., SW	(202) 554-7984	
Ron McBee	Ron McBee	827 3rd St SW	(202) 554-2021	
Gabriel Solano	Gabriel Solano	800 3rd St. SW.		
Rene Decker	Rene Decker	209 G. St S.W.	202-554-6547	
ANNA MARSH	Anna Marsh	1253 Md. Av. SW.		
Clydie Price	Clydie Price	101 G St. SW #A617	202-488-3347	
MARGE MACEDA	Marge Maceda	560 N St SW		
PHILIP BATEN	Philip Baten	429 N St SW #111	202 554-8274	
T. Clarence Harper	T. Clarence Harper	700 7th St. SW.	(202) 488-3718	
A. M'MARI		201 I ST SW	202 488 4051	
N. Hogan	Nancy Hogan	800 4th St., SW	202-554-9151	
BERTHA HALL	Bertha Hall	809 Third ST. SW		
William J. Brawner	William J. Brawner	217-O-St SW #22E		
DANIEL AMADEO	Daniel Maceda	560 N St. SW Apt N605	202-554-1779	

PETITION

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Name (print) Signature Address Phone Email

Samuel Ollin 1311 Delaware Ave SW D.C, 20024

DORIS BALDWIN, 301 G St SW DC 20024
Doris Baldwin

Rudolph B. Prudew 709 6th St., SW DC 20024
Lillie Tawes

1301 Delaware Ave SW. #421N - 20024

Eileen M. Anderson, 1311 Delaware Ave.

Frederick Herbold, 1301 Delaware Ave SW, DC

Exhibit 9

Gene Solon

From: "catherine sheppard" <c7thy@hotmail.com>
To: <gsol@erols.com>
Sent: Saturday, February 01, 2003 6:35 PM
Subject: Re: MEMO ON HARBOUR SQUARE BOARD VOTE

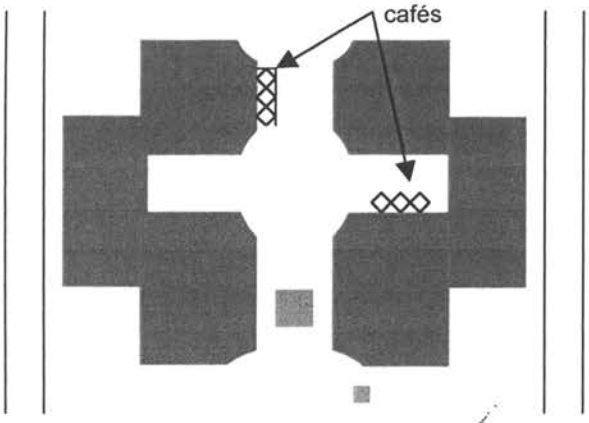
Gene, the vote was unanimous.

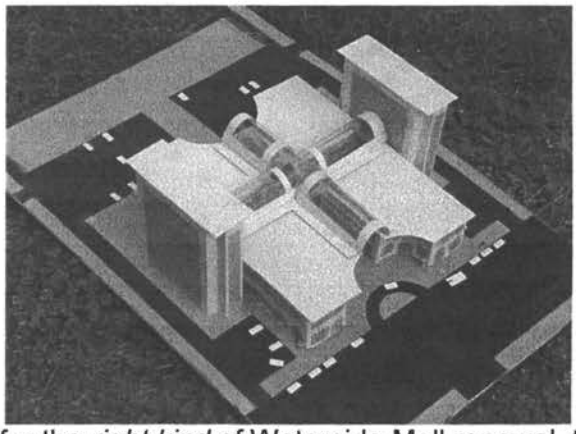
The vote did not endorse a roadway cut through. There was discussion of this vote -- if you recall, Christine Godson and Paul Barnette engaged in a colloquy on this subject to provide clarification on what we were trying to accomplish with our vote. We felt that by voting for this proposal we supported giving the neighborhood an opportunity to weigh in on what actually is planned and built at the Waterfront Mall. The alternative is to have no input, so it seems. We didn't create such a scenario; just trying to determine what is the best next step for all of us. Again, the Board does not endorse a roadway cut through and some of us are opposed to such a plan. Myself, for one. I would really like to see a Pentagon Row kind of thing for the Waterfront Mall.

>From: "Gene Solon" <gsol@erols.com>
>To: <Undisclosed-Recipient:;>
>CC: "Gene Solon" <gsol@erols.com>
>Subject: MEMO ON HARBOUR SQUARE BOARD VOTE
>Date: Wed, 29 Jan 2003 13:25:10 -0500
>
>MEMORANDUM, 1/29/03
>
>
>
>To: Harbour Square Owners, Inc
>
>From: Gene Solon, Member, Harbour Square Owners, Inc.
>

Exhibit 10

LET'S SAVE SOME SPACE FOR PEDESTRIANS – BECAUSE IT'S BEST FOR SOUTHWEST AND BEST FOR OUR CITY!





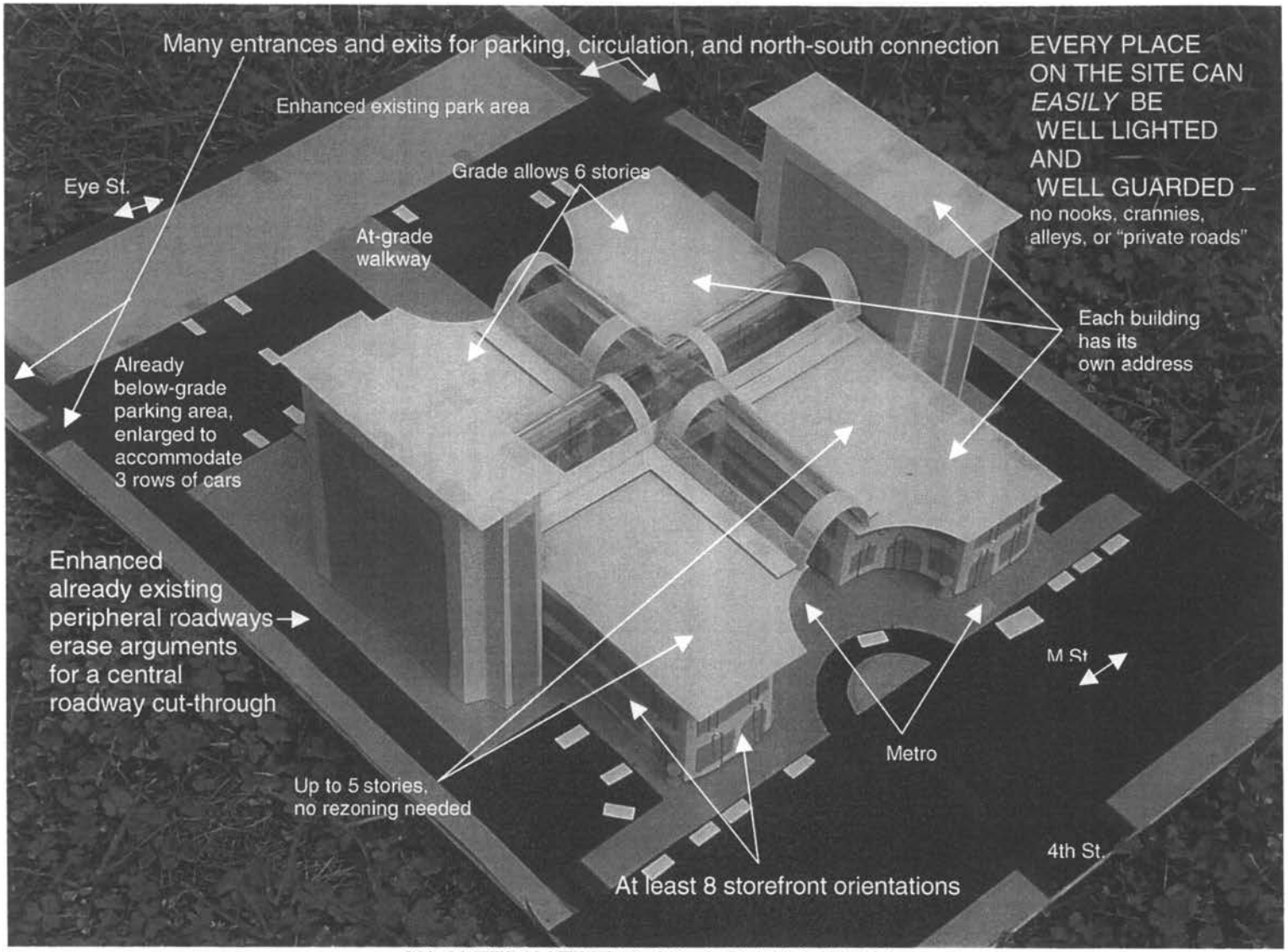
The Right Kind of Redevelopment. We have long asked for the *right kind* of Waterside Mall renewal, the kind that preserves a sense of community, that is "neighborhood friendly," that **protects schoolchildren and seniors (including those who are handicapped) from commuter and other unnecessary automobile traffic, and that preserves shoppers' ability to go from store to store without having to cross yet another street. We never asked for a roadway cutting through our mall – or for a massive "federal center" here.** We welcome visitors to shop and recreate here, but we should not do anything to encourage them to commute through our residential streets. **We say, "Come *to* our shopping center, don't just drive *through* it!"**

Good For Southwesters, New Neighbors, Tourists and Businesses. The pictures above show **an example** of how our mall can be renovated so that it remains compact, and so that, with its central "rotunda," it would be **a beautiful attraction** to visitors and to those who will be our new neighbors as Southwest waterfront and other development occurs. A structure like the above is good for business – it features "just right" retail, office and residential densities. **Easy to keep well lighted and well guarded at all points,** it can accommodate two five-story buildings, and two six-story buildings, along with the two existing towers -- each building with its own address. There are no nooks and crannies as in the developers' plan. As the pictures show, many planes of storefronts beckon both riders and walkers. Café tables can be located outside, or under a protective glass roof.

Convenient Frontages, With Ample On-Site Parking Areas Accessible Via *Already-Existing* North-South Connector Roadways. Note, in the pictures, how the structure is "pulled" right up to M Street – strollers can shop when the spirit hits them. The north side of the structure is "shortened" to provide ample parking space -- easily accessible via close-in peripheral roadways that already exist but that have been underutilized. THE DEVELOPERS HAVE FINALLY AGREED TO ENHANCE THESE TWO ROADWAYS – THERE IS NO LONGER ANY ARGUMENT AT ALL FOR A NEW ROADWAY CUT-THROUGH! Based on the *existing* "footprint," this *evolutionary* kind of redevelopment is less costly, and can be accomplished more quickly than the massive, Crystal City-like project they have planned for us! This *evolutionary* kind of redevelopment saves the northside park area – it brings less overall disturbance to our community!

A Metro Station No Longer Surrounded By Traffic (And No Longer Afflicted By Bad Weather). Offices, restaurants and shops would be easily accessible to Metro riders, who would find it hard to resist shopping as they approach or leave the station. And, with a glass roof over the walkways, Metro users, office workers, and others would be protected against foul weather! Note the M St. pick-up/drop-off area for Metro users and others.

A Pedestrians-Oriented Shopping Center Is The Humane, Intelligent Way To Go. "It won't work" theories have been thoroughly refuted by experts -- planning expert Patrick Siegman attests "Most pedestrian malls have succeeded." **While the developers were telling us that "malls don't work," they were advertising on the Internet, "The More Malls The Merrier," – boasting that they had just built beautiful glass-roofed malls for pedestrians in other cities, and were operating prosperous such malls all over this country, including in their headquarters city, Cleveland, Ohio!** Let's convince them to build one here, covered or uncovered! **We have all the necessary ingredients, including "alternative" transportation modes (Metro subway and buses), to make a pedestrians-oriented shopping center a resounding success!** We don't need a gray blocky downtown cavern here. **Let's redevelop our Southwest shopping center the right way – with a walkway, not a roadway!** -- Gene Solon, (202) 484-1184, gsol@erols.com



AN ALTERNATIVE PLAN, A BETTER PLAN

The model above represents a *humane* approach to Waterside Mall (now Waterfront) redevelopment that retains shopping convenience and safety for Southwest D.C. residents and visitors, including schoolchildren, seniors, and handicapped persons – an *evolutionary* approach that Southwesters strongly prefer over the massive, high-rise, ultra high density, Crystal City-type plan thrust upon us without the required advance consultation with our community. Please write letters (not email) to Mayor Anthony Williams, Deputy Mayor Eric Price, all city councilmembers, *and* Jerrily Kress, Director, D.C. Office of Zoning, and Andrew Altman, Director, D.C. Office of Planning. Tell them that you *oppose* the plan the developers have submitted to the Zoning Commission! Tell them you're *for* keeping the *current* 6-story limit on mall area building heights, and *against* waivers or rezoning! And tell them you're *for* walkways, and *against* a 4th St. roadway cut-through! (Please refer to Case 02-38.)

Gene Solon, (202) 484-1184, gsol@erols.com

Exhibit 11

Exhibit 12

2. With PUD Level of Development at Waterside Mall and without a Vehicular Connection Along 4th Street Between I and M Streets
3. With PUD Level of Development at Waterside Mall and with a Vehicular Connection Along 4th Street Between I and M Streets
4. With PUD Level of Development at Waterside Mall and with a Vehicular Connection Along the Eastern and Western Waterside Mall Service Roads Between I and M Streets

Why the omission of the developers' own plans for these roads to be two-ways each?

At the request of citizens, the Study Team conducted evaluations of three more options. One option assumed that an extension of 4th Street would be constructed to 6th Street via K Street. Another option assumed that the proposed service roads at the site would be operated as a one-way pair. The last option evaluated assumed that 3rd Street and 6th Street would be operated as a one-way pair. The Study team found that these three options would have significant detrimental effects on traffic operations in the study area and therefore are not recommended for implementation.

The Study Team included in the analysis of future conditions all other area developments between Independence Avenue and Buzzards Point and between Washington Channel and 4th Street SW. The Southeast Federal Center and the Anacostia Waterfront Initiative are expected to be the largest trip generators. Table ES-1 summarizes the existing, by-right and Planned Unit Development (PUD) levels of development at Waterside Mall.

Table ES-1
Summary of Waterside Mall Development Levels

Land Use	Existing	By-Right[1]	2010 PUD	2022 PUD
Office	1,117,500 Sq. Ft.[2]	1,754,100 Sq. Ft.	1,693,500 Sq. Ft.	2,051,500 Sq. Ft.
Retail	104,500 Sq. Ft.	554,700 Sq. Ft.	75,000 Sq. Ft.	75,000 Sq. Ft.
Residential	0 Units	584 Units	200 Units	400 Units
Supermarket	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.	30,000 Sq. Ft.

[1]Likely scenario based on existing zoning. The by-right scenario represents the maximum level of development that may be constructed with the existing zoning. However, based on the PUD application, it is highly unlikely that the property would be developed at the by-right levels.
[2]1,000,000 Sq. Ft. of existing office space is vacant.

— Note the reduction of existing retail space

The Waterside Mall PUD development is expected to generate 3,732 and 4,870 daily trips in 2010 and 2022, respectively. The likely by-right scenario would generate 19,860 daily trips.

SUMMARY OF FINDINGS

Scenario 1

The Study Team conducted a full evaluation of the scenarios listed above for 2010 and 2022. The assessment of the scenario with background growth, other area development and no new development at Waterside Mall indicates that for 2010 and 2022, several

intersections are expected to operate at LOS F during the peak hours. Therefore, mitigation measures would be needed to address the expected deficiencies in the study area even without new development at the Waterside Mall.

Scenarios 2 and 3

The scenarios with and without a 4th Street vehicular connection have different effects on traffic operations in the study area and on pedestrian conditions. The vehicular connection on 4th Street between M and I Streets would help minimize the impact of new development on traffic operations in the study area. The implementation of the 4th Street vehicular connection would help reduce traffic on 3rd, I and 6th Streets. While pedestrian movements would be safer with the scenario that does not include a vehicular connection, the conflicts between vehicles and pedestrians can be minimized with the implementation of mitigation measures throughout the connection.

If so, then so would the use of enhanced, unnamed peripheral roadways.

Note admission of decrease in safety level.

Scenario 4

The analysis indicates that traffic conditions under the scenario that uses service roadways east and west of 4th Street as an alternative to a vehicular connection of 4th Street between I and M Streets are significantly worse than under the scenario with a 4th Street vehicular connection. The proximity of the service roads to 3rd and 6th Streets precludes the installation of traffic signals at the intersections of the service roads with M and I Streets. The lack of traffic signals would result in long queues forming on the service roads and poor levels of service for study area intersections.

Not so! With stop signs, not lights, traffic would flow at a safe speed, with no "long queues."

RECOMMENDATIONS

Because of improved levels of service, reduced delay and queue lengths, and reduced traffic on local residential streets, the Study Team recommends that 4th Street be connected between I and M Streets and that this connection be made available to vehicles. Mitigation measures would have to be implemented to accommodate future growth in background traffic, other area developments and development at the Waterside Mall site. Figures ES-2 and ES-3 summarize existing transportation issues and recommended improvements. Figure ES-4 summarizes recommendations to mitigate the effects of future development on transportation operations in the study area. The preliminary planning cost estimates for these mitigation measures are presented in Appendix K of the report.

What nonsense! 4th St. south of the mall already experiences rush-hour delay and long queues. A roadway cut-through will invite more commuters to use 4th St. — instead of S. Capitol and other wide streets — to move to and from Ft. McNair, Buzzard Point, S.E. Federal Center and other worksites! This has already been admitted by the "study team" at community meetings! —GS