

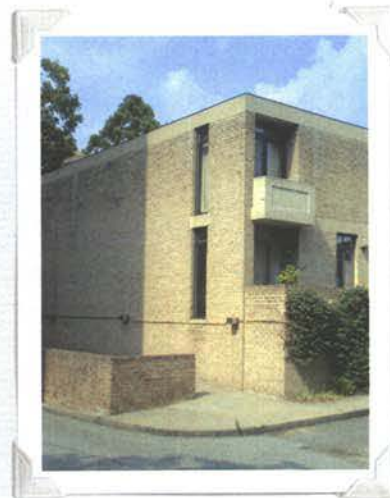


Testimony made of Carrollsburg Square Condominium Association and Henry Baker and Kathleen Beeton before the District of Columbia Zoning Commission Relative to the Waterfront First Stage PUD Modification and Second Stage PUD Case: ZC 02-38A on June 7, 2007



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- A. CSCA : Who We Are
- B. Concerns:
 - 1. M Street Buildings' Mass, Scale and Sidewalk
 - 2. Retail Strategy
 - 3. Parking, Circulation and Access
 - 4. On Record and of Concern
- C. Summary





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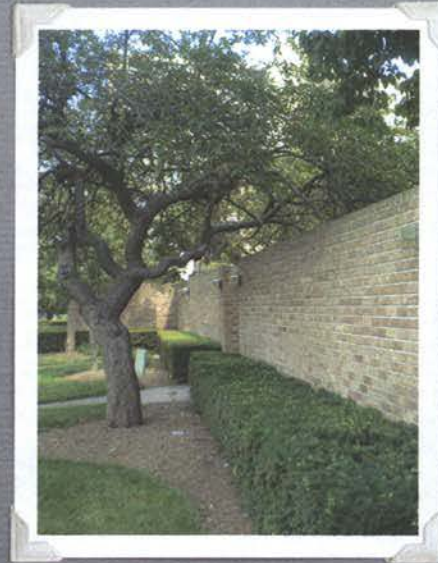
CSCA: Who we are

We are a Neighborhood

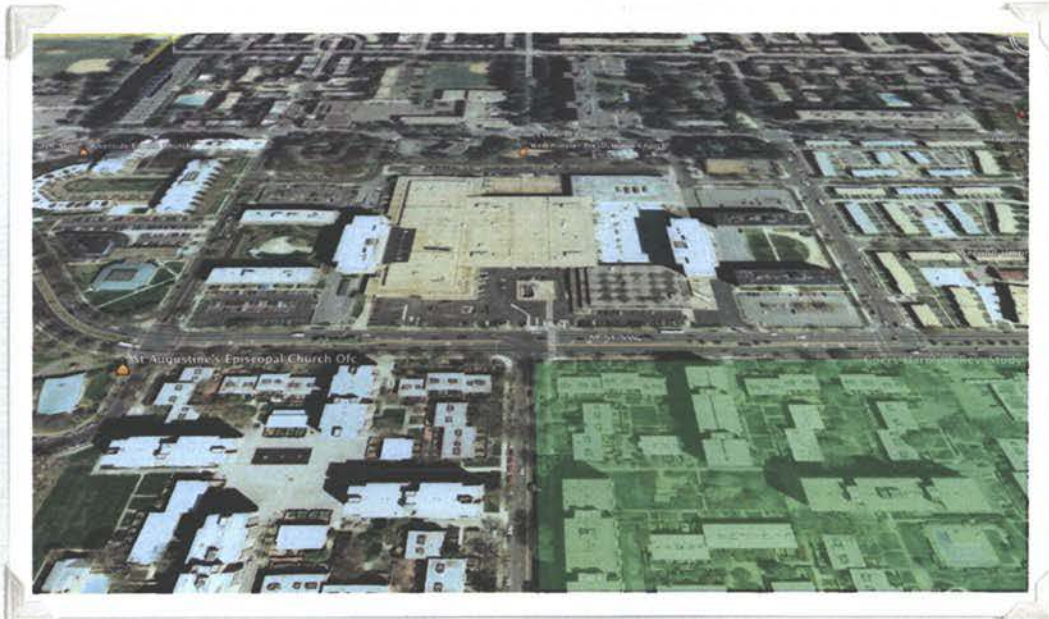
Carrollsburg Square Condominium Association, Inc. (CSCA), is a residential cooperative containing 102 town homes in the middle of a leafy, quiet part of SW DC. A number of our residents are the original owners of our c1966 buildings.

Our residents are of all ages from newborn to senior citizen. We are homemakers, lawyers, builders, designers, government workers, retired professionals, contractors, and many other careers of life. We represent a wide cross-section of race, color, religious creed, national origin, sexual orientation, and ancestry.

Our borders are the 200-300 block of M Street SW – east to Delaware Ave SW – west to Fourth Street SW and south to N Street SW. CSCA is across the street from the waterfront metro stop, within 200 feet of the Waterside Mall project.

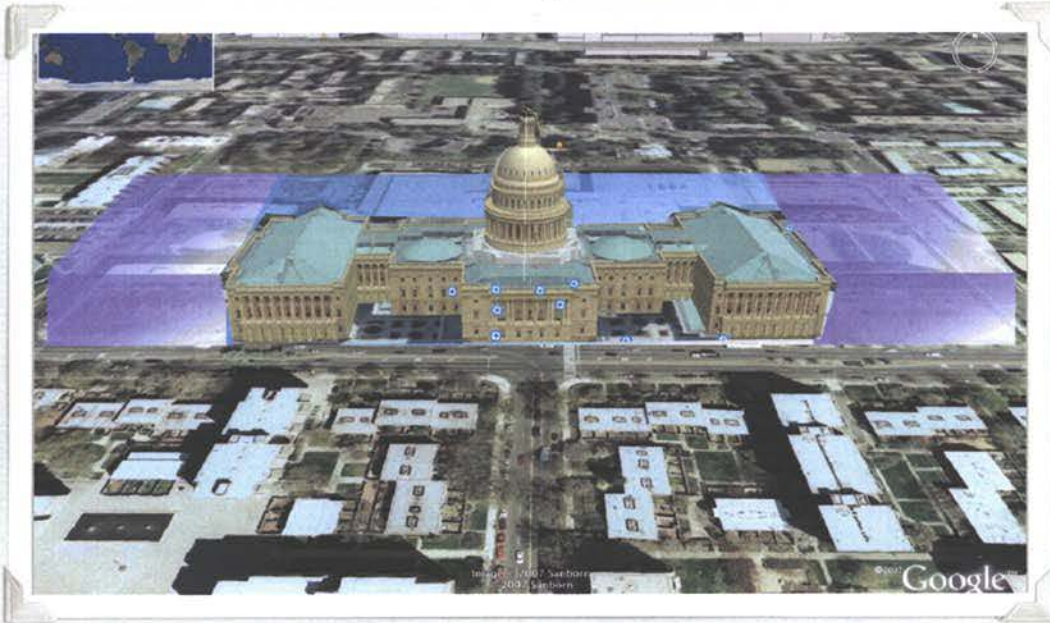


Our SW Neighborhood



Ariel view of proposed site showing partial view of CSCA in green highlight.

Our SW Neighborhood



Aerial view of proposed site size compared to US Capitol



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We are a Neighborhood

M Street Buildings Mass, Scale, and Sidewalk

- Zoning & Height
- Setback Approved at 22 Feet
- 570 Feet of Building Wall
- Invest Creative Capital



Our SW Neighborhood



Corner of M Street and 4th Street looking northeast. June 2007

Our SW Neighborhood



Corner of M Street and 4th Street looking northeast with proposed construction Phase 2.

Our SW Neighborhood



M Street looking west from 3rd Street June 2007

Our SW Neighborhood



M Street looking west from 3rd Street with proposed buildings.



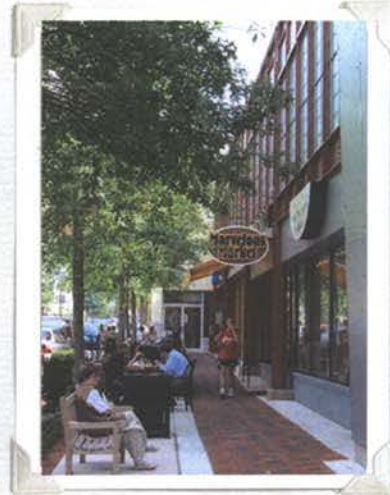
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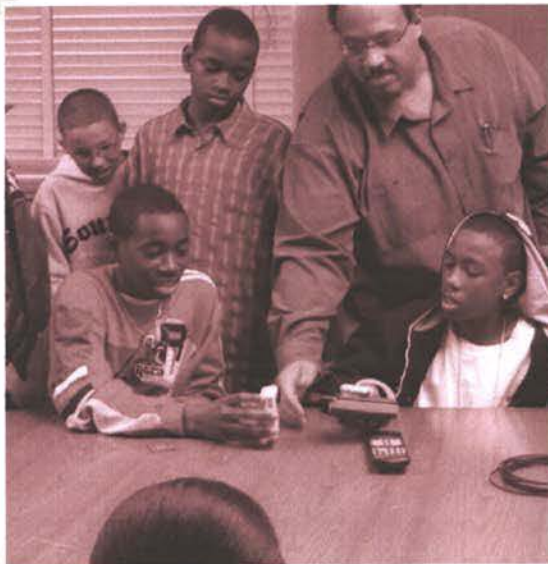
Retail Strategy

- Full-Service Grocery Store is a Must
- Engage Retail Broker
- Consider 2nd Floor Retail
- No Government Offices in Retail Space
- Against "Optional" Vendor Carts
- No Vacant Retail Storefronts

Desirable Retail Environment



Missing from our neighborhood



We lack Community Space, Medical Facilities, Health Clubs, and other neighborhood services.

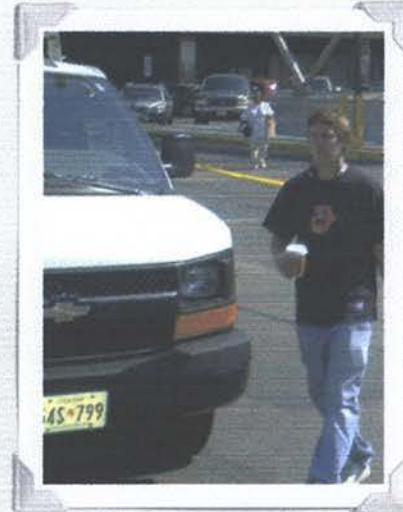


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We are a Neighborhood

Parking, Circulation and Access

- Parking & Traffic
 - Increased Traffic
 - 1 space per 4 residential units
 - Market value
 - Loss of M Street parking
- Avoid Curb Cuts for M St. Garages

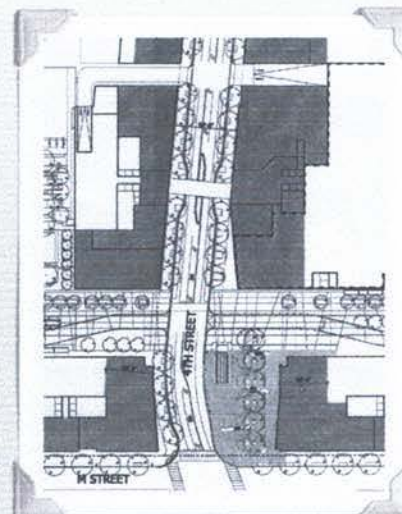


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We are a Neighborhood

Parking, Circulation and Access (con't)

- 80% Transit Rider-ship is Unrealistic:
 - Many office workers do not live in Metro-accessible locations,
 - Many residents will have at least one car,
 - Little incentive to ride transit is offered by the applicant
 - Neighborhood streets already serve as overflow parking for area attractions
 - Morning commute already has overflowing trains
- Further Traffic Studies





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We are a Neighborhood

On the Record and of Concern

- Loss of Current Green Space
- Public Access Easements
- Plaza Space
- Additional Pedestrian-scale Lighting
- Abatements for Rodent and Dust

Existing Green Space



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We are a Neighborhood

Summary

Main Concerns

- ❖ M St. Buildings be modified from “fortress” to “inviting”
- ❖ Parking and transportation elements need further study and improvement prior to phase 2.
- ❖ This project be expedited as prudently possible.

Secondary Concerns

- ❖ Increased Public Lighting
- ❖ More Public Green Space
- ❖ Reduce Median & Curb Cuts
- ❖ Engage Retail Broker
- ❖ Bring Retail Online ASAP
- ❖ Consider 2nd Floor Retail

- ❖ Against vendor carts
- ❖ Against Gov. Use in Retail Space
- ❖ For Full Service Grocery Store
- ❖ For Increased Residential Use
- ❖ Abatements Needed

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