

July 20, 2011

**SUPPLEMENT TO GENE SOLON'S TESTIMONY  
AT THE JULY 18, 2011 ZONING COMMISSION HEARING  
ON THE HOFFMAN-MADISON PROPOSED  
SOUTHWEST D.C. WATERFRONT REDEVELOPMENT PROJECT (CASE 11-03)**

1. I point out that the 3.87 FAR to which developer representatives referred at the July 18<sup>th</sup> Zoning Commission hearing, is clearly shown in the Stage 1 submittal document to be an "aggregate" project FAR, an indication that it applies to the *collection* of buildings throughout the planned project. The planned 130+-foot-high buildings have, of course, a higher FAR.

2. Here's my good natured rendition of a prevailing argument for an "exciting" water's edge that will be "vibrant" with "animation": Cars will somehow become "friendly" entities and won't want to move fast because so many people are surrounding them, but genial trolleys will somehow run, *on time*, through the swarms of milling cars, bikes, pedestrians and pets, – and convivial ambulances will swiftly waft through it all to deal with emergencies. Serious suggestion: Prohibit all cars, trolleys and buses except for a well-controlled locally-owned-and-operated jitney service (and, of course, emergency vehicles).

3. The glowing references to Hoffman-Madison's "outreach" efforts cloaked the reality that these efforts were, to a *great* degree, sales events -- replete with idealized graphics.

4. It's been known that I've had keen interest in, and ability to analyze, inter-modal transportation patterns and traffic impact study reports, and had been, for many years, constantly reminding ANC 6D about the need for a comprehensive Near SE/SW traffic study. (I even produced a table showing the locations and sizes of the over 60 development projects planned for this area.) Sadly, ANC 6D did *not* widely announce the availability of the June-delivered Gorove/Slade traffic study (and Southwest library staff didn't know it had a copy of it – hidden within a Holland & Knight binder). At its open meeting on the evening of July 11<sup>th</sup> ANC 6D announced its 3PM receipt of the DDOT comments on that study. After a period of my communication with Southwest neighbors, none of whom knew of the actual existence of such documents, on the morning of Sunday, July 17<sup>th</sup> I telephoned ANC 6D chairperson McBee, who, on *Sunday evening*, provided me copies of both of them. I thanked him for doing so.

I'd appreciate your consideration of the above, and of the material I've submitted to the Army Corps of Engineers, a copy of which is attached.

Gene Solon  
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(202) 484-1184

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ZONING COMMISSION  
District of Columbia  
CASE NO. 11-03  
EXHIBIT NO. 92

July 20, 2011

**TESTIMONY ON THE HOFFMAN-MADISON PROPOSED SOUTHWEST D.C.  
REDEVELOPMENT PROJECT'S IMPACT UPON THE  
WASHINGTON CHANNEL WATERWAY**

**By Gene Solon, Southwest D.C. Waterfront Homeowner**

**I, Gene Solon, present to the U.S. Army Corps of Engineers the following concerns about the impact of the redevelopment plan as currently proposed:**

**1. The developers propose to erect 45-foot-high townhouses on Pier 4.**

**I and many of my neighbors object to such construction because (a) it will block treasured views of Washington Channel water, East Potomac Park shoreline, Virginia-D.C. bridges, and the Washington Monument, views we now enjoy when looking northwestward from our housing complex, (b) the proposal leaves unclear how Pier 4 townhouse residents would travel by car past each other along adequately wide passageways to and from the their homes on the pier, (c) the proposal leaves unclear whether such passageways would cause harmful interference with on-land northwest-southeast pedestrian pathways and roadway traffic, (d) the proposal leaves unclear where Pier 4 townhouse residents would park their cars at home base, (e) a proposal for the construction of below-townhouse underwater parking garage space seems, for many reasons (e.g., leakage, fresh-air circulation) absolutely untenable.**

**2. The developers propose to extend boat slips and piers too far out into channel waters: two of the planned multiple slips extend well over half way out, and three of the planned five piers extend (respectively, from northwest, approaching our homes) three-fifths, one-half, and, yes, two-thirds out into the channel. (See the four-section "WATERSIDE PHASING" developers' submittal page dated June 28, 2011.)**

**I and many of my neighbors object to such construction because (a) again, treasured views, including water reflections of awe-inspiring sunsets, will be blocked by the planned excessive extension of piers into the Washington Channel, (b) barely adequate current water circulation will be further hindered by the planned excessive extension of piers, (c) the planned excessive extension of piers into the Washington Channel will severely hamper small sailboats' currently safe and pleasurable egress out of and ingress into their berths near or at channel bulkhead points – excursions during which these fun-to-sail motor-less little boats *must often do much tacking, for which wide stretches of water is needed*, and (d) channel waterway *overall safety* is jeopardized by the planned excessive extension of piers into the Washington Channel: I implore the Army Corps of Engineers to ensure that not only barely adequate, but the most *ample* east-west water expanse is provided so that even the largest of vessels navigating through the channel will have safe *side-by-side* passage as they move**

**past each other in opposite directions – even in the worst possible weather conditions and roughest possible water conditions!**

**I urge the Army Corps of Engineers to require *significantly less* construction upon piers and *significantly less* pier extension than that proposed by the developers – so that current members of our community can look forward to the preservation and enhancement, rather than the destruction, of all that is now *good* in Southwest D.C. life!**

**We fervently wish that what is being called a “Legacy Project” will provide a *human scale, humane* legacy to current residents and to those who come behind us.**

**Thank you.**

**Gene Solon  
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# FAX

**Date:** 7/20/2011

**Time:** 3:31 PM

**To:** Donna Hanousek, Sharon Schellin

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**From:** Gene Solon gsolon@verizon.net

**Fax:**

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**Regarding:** Fax message

