

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

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PUBLIC HEARING

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IN THE MATTER OF:
Hoffman-Struever Waterfront,
LLC - First-Stage PUD &
Related Map Amendment at
Southwest Waterfront
=====

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Monday,
July 18, 2011

Hearing Room 220 South
441 4th Street, N.W.
Washington, D.C.

The Public Hearing of Case No. 11-03 by the District of Columbia Zoning Commission convened at 6:30 p.m. in the Office of Zoning Hearing Room, 441 4th Street, N.W., Washington, D.C., 20001, Anthony J. Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD Chairman
KONRAD W. SCHLATER Vice Chairman
MICHAEL G. TURNBULL Commissioner FAIA,
(AOC)

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Board of Zoning Adjustment
District of Columbia
CASE NO. Transcript
EXHIBIT NO. null

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN Secretary
JAMISON WEINBAUM, ESQ., Director

OFFICE OF PLANNING STAFF PRESENT:

HARRIET TREGONING, Director
JENNIFER STEINGASSER
MATT JESICK
JOEL LAWSON

DISTRICT DEPARTMENT OF TRANSPORTATION
STAFF PRESENT:

CHRIS DELFS
JAMIE HANSEN
MARTIN PARKER

DISTRICT DEPARTMENT OF THE ENVIRONMENT
STAFF PRESENT:

NINA ALBERT

This transcript constitutes the
minutes from the Public Hearing held on July
18, 2011.

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

2 6:35 p.m.

3 CHAIRMAN HOOD: Okay. Let's
4 begin. Good evening, ladies and gentlemen.
5 This is a Public Hearing of the Zoning
6 Commission for the District of Columbia for
7 Monday, July 18, 2011.

8 My name is Anthony Hood. Joining
9 me are Vice Chairman Schlater and Commissioner
10 Turnbull.

11 Commissioner May will be reading
12 the record and participating in this case.

13 We are also joined by the Zoning
14 staff, Mr. Weinbaum and Ms. Schellin. Office
15 of Planning, Mr. Lawson, Mr. Jesick. We have
16 new members of DDOT, so I have a list here,
17 Mr. Martin Parker. Can you raise your hand?
18 I know you, Mr. Parker. Mr. Jamie Hansen, who
19 is going to be our presenter, and Mr. Chris
20 Delfs. I think we know you.

21 Okay. This proceeding is being
22 recorded by a Court Reporter and is also

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1 webcast live. Accordingly, we must ask you to
2 refrain from any disruptive noises or actions
3 in the hearing room.

4 The subject of this evening's
5 hearing is Zoning Commission Case No. 11-03.
6 This is a request by Hoffman -Struever,
7 hopefully I pronounced that correctly,
8 Waterfront, LLC for approval of a First-Stage
9 PUD and Related Map Amendment for property
10 located at Square 390, 391, 471W, 472, 473 and
11 503.

12 Notice of today's hearing was
13 published in the DC Register on June 3, 2011
14 and copies of that announcement are available
15 to my left on the wall near the door.

16 The hearing will be conducted in
17 accordance with provisions of 11 DCMR 3022 as
18 follows: Preliminary matters, applicant's
19 case, report of the Office of Planning, report
20 of other Government agencies, report of ANC-
21 6D, organizations and persons in support,
22 organizations and persons in opposition,

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1 rebuttal and closing by the applicant.

2 The following time constraints
3 will be maintained in this meeting: The
4 applicant 90 minutes, organizations 5 minutes,
5 individuals 3 minutes.

6 The Commission intends to adhere
7 to the time limits as strictly as possible in
8 order to hear the case in a reasonable period
9 of time. The Commission reserves the right to
10 change the time limits for presentations, if
11 necessary, and notes that no time shall be
12 ceded.

13 All persons appearing before the
14 Commission are to fill out two witness cards.

15 These cards are located to my left on the
16 table near the door. Upon coming forward to
17 speak to the Commission, please, give both
18 cards to the reporter sitting to my right
19 before taking a seat at the table.

20 When presenting information to the
21 Commission, please, turn on and speak into the
22 microphone, first, stating your name and home

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1 address. When you are finished speaking,
2 please, turn your microphone off, so that your
3 microphone is no longer picking up sound or
4 background noise.

5 The decision of the Commission in
6 this case must be based exclusively on the
7 public record. To avoid any appearance to the
8 contrary, the Commission requests that persons
9 present not engage the Members of the
10 Commission in conversation during any recess
11 or at any time.

12 The staff will be available
13 throughout the hearing to discuss procedural
14 questions.

15 Please, turn off all beepers and
16 cell phones, at this time, so not to disrupt
17 these proceedings.

18 Let me just note that we have also
19 been joined by Ms. Jennifer Steingasser from
20 the Office of Planning.

21 Would all individuals wishing to
22 testify, please, rise to take the oath?

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

3 MS. SCHELLIN: Yes. Please, raise
4 your right hand.

5 (Whereupon, the witnesses were
6 sworn.)

7 MS. SCHELLIN: Thank you.

8 CHAIRMAN HOOD: Okay. Thank you .

9 At this time, the Commission will consider
10 any preliminary matters.

11 Does the staff have any
12 preliminary matters?

13 MS. SCHELLIN: Yes, sir. I have a
14 disclosure to read from Commissioner May and
15 we have several party status requests. The
16 applicant has proffered expert or has
17 proffered some expert witnesses and Mr. Troy
18 is here from DMPED to testify prior to the
19 applicant's presentation.

20 CHAIRMAN HOOD: Okay. If Mr. Troy
21 would just indulge us for a moment, I would
22 like to do the party status first and also the

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1 disclosure by Commissioner May, which
2 shouldn't take us long, and then we will go
3 right into Mr. Troy. Where is Mr. Troy? If
4 you can come on up to the table, so we will
5 hear from you third, but we should be able to
6 go through these procedures.

7 Were those the only three?

8 MS. SCHELLIN: Proffered experts.

9 CHAIRMAN HOOD: Okay.

10 MS. SCHELLIN: We will get to
11 those after.

12 CHAIRMAN HOOD: We can do that.
13 We can do that after we hear from Mr. Troy.
14 Okay. Let's take up party status applications
15 first. And I would ask everyone to indulge
16 us. We have a number of applications and we
17 are going to try to go through them as quickly
18 as possible.

19 Okay. Commissioners, let's begin
20 with Exhibit 27. This is an individual who is
21 in opposition, it states, who lives on M
22 Street. We also had another person on M

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1 Street, Exhibit 28. I'll try to get them all.

2 Exhibit 33. I think I'm missing a few o n M
3 Street. Okay. Exhibit 27, which I have
4 stated, Exhibit 28, Exhibit 32, Exhibit 33 and
5 I believe this is Exhibit 30, Alice Wender.

6 All live on M Street in the 4000
7 or so Block of M Street for the most part. I
8 mean, I'm sorry, 400 Block of M Street.

9 Commissioners, my recommenda tion
10 is that this group hopefully they will conform
11 to one party and I'm not sure if we would call
12 them the M Street Neighbors or if they have a
13 name, but I would recommend, Commissioners ,
14 that they form into one party.

15 Is there a representative for M
16 Street? If you can come forward and introduce
17 yourself? Oh, your mike is not on.

18 MS. RANDOLPH: Sorry. I'm Le slie
19 Randolph, resident of 462 M Street. And I'm
20 an individual party, but I'm going to be
21 speaking for the three residents, Bill McLin,
22 Alice Wender and Susie Humphreys. And even

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1 though our homes are on M Street, our homes
2 are physically on 6th Street, S.W., within 50
3 feet of Parcel 11.

4 CHAIRMAN HOOD: Okay. I was
5 trying to get th e addresses in front of me.
6 You say 458 M Street, that's what I'm going
7 by.

8 MS. RANDOLPH: Do you need our
9 addresses?

10 CHAIRMAN HOOD: No, I don't need
11 them. I'm going by the submission.

12 MS. RANDOLPH: Okay.

13 CHAIRMAN HOOD: The su bmission
14 says M Street, so that's what I'm going by.
15 If the house turns another w ay, we can -- if
16 these are the people, Alice Wender, William
17 McLin --

18 MS. RANDOLPH: Correct.

19 CHAIRMAN HOOD: Okay. So Leslie
20 Randolph.

21 MS. RANDOLPH: And Susie
22 Humphreys.

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1 CHAIRMAN HOOD: And Susie
2 Humphreys. Thank you. So that group, I'm
3 asking to join together and become one party
4 and you can call it M Street or 6th Street or
5 whatever. Okay? Are we all in agreement on
6 that?

7 Okay. Come to the mike and let's
8 make sure we have it straight.

9 MS. RANDOLPH: We will refer to
10 ourselves as the 6th Street Homeowners.

11 CHAIRMAN HOOD: Okay. I'm going
12 to be very interested to find out exactly how
13 that works, because on the submission it has M
14 Street, but we can talk about that. I'll be
15 asking that question.

16 Okay. The 6th Street Homeowners.
17 Ms. Schellin, I would move that we grant the
18 6th Street Homeowners party status as a party
19 in opposition and ask for a second.

20 COMMISSIONER TURNBULL: Second.

21 CHAIRMAN HOOD: Any further
22 discussion? Do we have any discussion? Are

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1 you ready for the question?

2 All those in favor aye.

3 ALL: Aye.

4 CHAIRMAN HOOD: Not hearing any
5 opposition, Ms. Schellin, would you, please,
6 record the vote?

7 MS. SCHELLIN: Yes. Staff records
8 the vote 3 -0-2 to grant party status in
9 opposition to the 6th Street Homeowners.
10 Commissioner Hood moving, Commissioner
11 Turnbull seconding, Commissioner Schlater in
12 support. Commissioners May and Selfridge not
13 present not voting.

14 CHAIRMAN HOOD: Mr. Glasgow, I did
15 not mean to overlook you, but did you have a
16 party or a problem with what we just did?

17 MR. GLASGOW: What I wanted was --

18 CHAIRMAN HOOD: Turn your
19 microphone on.

20 MR. GLASGOW: Thank you. With
21 respect to just clarification, we have a site
22 that is about three-quarters of a mile long.

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1 From what I've read from their statement,
2 those things that were most impacted were on
3 Parcels 10 and 11. And so we would like to
4 make sure that they are -- that those
5 comments/cross-examination where they have
6 relevancy is to the southern end of the site
7 and not things that are three-quarters of a
8 mile away.

9 CHAIRMAN HOOD: I think this is
10 going along just fine, because I see a nod in
11 agreement. So thank you for bringing that up.
12 And, Mr. Glasgow, if you could stay there
13 while we go through the rest of the party
14 status applications?

15 MR. GLASGOW: Thank you.

16 CHAIRMAN HOOD: Again, we have a n
17 application, Exhibit No. 37, this is
18 Gangplank, Jason Kopp, I believe is the party,
19 who is requesting party status. This
20 application, colleagues, was not -- I think
21 this was timely. Okay. This one was timely.
22 But I was not in favor of giving him party

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1 status.

2 I think that he can actually go --
3 hold on one second. M s. Schellin, if you
4 could help me, is this the applicant that they
5 first filed in opposition and now they are in
6 support?

7 MS. SCHELLIN: Correct. Their
8 initial application was in opposition and then
9 they then filed in support. That was Exhibit
10 29 that was in opposition. And then Exhibit
11 37 is in support.

12 CHAIRMAN HOOD: So now they are in
13 support. Mr. Glasgow, do you have any
14 objections?

15 MR. GLASGOW: No.

16 CHAIRMAN HOOD: I didn't think so.
17 Okay. Commissioners, I would rule that we --
18 I would make a motion that we approve this
19 Gangplank Slipholders Association as the
20 applicant in this case -- I mean, as a party
21 in this case in support and ask for a second.

22 VICE CHAIRMAN SCHLATER: Second.

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1 CHAIRMAN HOOD: Moved and properly
2 seconded. Any further discussion? Are you
3 ready for the question?

4 All those in favor aye?

5 ALL: Aye.

6 CHAIRMAN HOOD: Not hearing any
7 opposition, Ms. Schellin, would you, please,
8 record the vote?

9 MS. SCHELLIN: Yes. Staff records
10 the vote 3 -0-2 to grant party status in
11 support to the Gangplank Slipholders
12 Association. Commissioner Hood moving,
13 Commissioner Schlater seconding, Commissioner
14 Turnbull in support. Commissioners May and
15 Selfridge not present not voting.

16 CHAIRMAN HOOD: Okay. Next, let's
17 go to the Tiber Island Community Residents in
18 opposition. I'm trying to remember the
19 exhibit. Okay. Let me do this. Let me look
20 at what I have in front of me. I have the
21 cooperative there in support. They are going
22 to be represented by Mr. Cornish Hitchcock and

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1 I believe they have spoken with the applicant
2 to try to mitigate their presentation.

3 So I would be in support of giving
4 the Tiber Island Cooperative Homes party
5 status in support.

6 Mr. Glasgow, do you have any
7 opposition?

8 MR. GLASGOW: No, sir.

9 CHAIRMAN HOOD: Okay.
10 Commissioners, any discussion? Okay. I would
11 move that we grant party status to the Tiber
12 Island Cooperative Homes in support in this
13 case and ask for a second.

14 VICE CHAIRMAN SCHLATER: Second.

15 CHAIRMAN HOOD: Okay. It has been
16 moved and properly seconded. Any further
17 discussion?

18 All those in favor?

19 ALL: Aye.

20 CHAIRMAN HOOD: Not hearing any
21 opposition, Ms. Schellin, would you, please,
22 record the vote?

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1 MS. SCHELLIN: Yes, staff records
2 the vote 3 -0-2 to grant party status in
3 support to the Tiber Island Cooperative Homes,
4 Inc. Commissioner Hood moving, Commissioner
5 Turnbull seconding, Commissioner Schlater in
6 support. Commissioners May and Selfridge not
7 present not voting.

8 CHAIRMAN HOOD: Okay. Next, let's
9 do the Vestry of St. Augustine's Parish in
10 support. They are represented by Jacques
11 DePuy and Kate Olson from the Law Firm of
12 Greenstein DeLorme & Luchs. And I think they
13 have asked for five minutes, so, Mr. Glasgow,
14 do you have --

15 MR. GLASGOW: No objection.

16 CHAIRMAN HOOD: Okay. No
17 objection. Okay. We will grant party status
18 to Vestry of St. Augustine's Parish in support
19 of this application. I move that we give them
20 party status and ask for a second.

21 VICE CHAIRMAN SCHLATER: Second.

22 CHAIRMAN HOOD: Okay. It has been

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1 moved and properly seconded. Any further
2 comments? Any further discussion?

3 All those in favor?

4 ALL: Aye.

5 CHAIRMAN HOOD: Not hearing any
6 opposition, Ms. Schellin, would you, please,
7 record the vote?

8 MS. SCHELLIN: Yes. Staff records
9 the vote 3 -0-2 to grant party status in
10 support to the Vestry of St. Augustine's
11 Parish. Commissioner Hood moving,
12 Commissioner Schlater seconding, Commissioner
13 Turnbull in support. Commissioners May and
14 Selfridge not present not voting.

15 CHAIRMAN HOOD: I need to go back
16 to the -- I want to go to the Tiber Island
17 Community Residents. Which exhibit?

18 MS. SCHELLIN: That was the group
19 that you guys combined together.

20 CHAIRMAN HOOD: That's the 6th
21 Street group?

22 MS. SCHELLIN: Yes.

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1 CHAIRMAN HOOD: Okay. Okay.

2 MS. SCHELLIN: They changed their
3 name now, yes.

4 CHAIRMAN HOOD: 6th Street, okay.
5 Okay. Next, we have -- the last request we
6 have is from Kay Williams for Harbor Square
7 Cooperative. And actually, I think, we
8 received a letter from them this evening
9 explaining why the filing was late.

10 I would not be in favor of
11 granting them party status. I think that the
12 submission did not really warrant for them to
13 rise to the occasion of party status. But I
14 will also note that they will be able to
15 testify when it's time for individuals to
16 testify or organizations to testify in that
17 capacity.

18 Mr. Glasgow?

19 MR. GLASGOW: No objection.

20 CHAIRMAN HOOD: Okay.

21 Commissioners, any comments? Okay. I would
22 move that we deny Kay Williams for Harbor

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1 Square Cooperative for party status with the
2 caveat that they will be able to testify when
3 we get to organizations and persons in support
4 or opposition. So that's my motion. I ask
5 for a second.

6 COMMISSIONER TURNBULL: Second.

7 CHAIRMAN HOOD: It is moved and
8 properly seconded. Any further discussion ?
9 Are you ready for the question?

10 All those in favor?

11 ALL: Aye.

12 CHAIRMAN HOOD: Not hearing any
13 opposition, Ms. Schellin, would you, please,
14 record the vote?

15 MS. SCHELLIN: Yes. Staff records
16 the vote 3-0-2 to deny party status in
17 opposition to Kay Williams for Harbor Square
18 Cooperative. Commissioner Hood moving,
19 Commissioner Turnbull seconding, Commissioner
20 Schlater in support of denial. Commissioners
21 May and Selfridge not present not voting.

22 CHAIRMAN HOOD: Okay. Let's take

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1 the disclosure from Commissioner May.

2 MS. SCHELLIN: Yes, sir. "I would
3 like to disclose the following information for
4 the record of tonight's case.

5 As the National Park Service
6 representative, I was briefed on the
7 developers' early plans for the site and have
8 also participated in information presentations
9 at the National Capital Planning Commission. I
10 believe these presentations were preliminary
11 in nature, focused primarily in the overall
12 arrangement of the site and building massing
13 with some discussion of NPS property adjacent
14 to the development.

15 There was no discussion specific
16 to the zoning of the property and I have not
17 participated in any discussions with the
18 applicant since the zoning case was filed.

19 I cannot be present for tonight's
20 hearing due to another commitment, but I do
21 plan to participate in the case and I will
22 review the record and participate in

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1 subsequent hearings, if any. Commissioner
2 May."

3 CHAIRMAN HOOD: Okay. Thank you,
4 Ms. Schellin. Let me ask the parties and ANC,
5 included, or applicant, does anyone have any
6 comments on the disclosure that you heard from
7 Commissioner May who will be -- who would like
8 to participate in this case?

9 Does anyone have any comments?
10 Okay. Not hearing none, so noted. Okay.
11 Okay. Mr. Troy, hopefully, that wasn't too
12 long. We appreciate you coming down to
13 testify and we will now take your comments.

14 MR. TROY: Thank you for having
15 me. Can everybody hear me okay? Okay. Good
16 evening, Members of the Commission. My name
17 is Matthew Troy and I am a Project Manager in
18 the Office of the Deputy Mayor for Planning
19 and Economic Development.

20 I'm here to discuss with you today
21 the Planned Unit Development for the Southwest
22 Waterfront Redevelopment Project.

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1 The District of Columbia in
2 partnership with the Hoffman-Struever
3 Waterfront, LLC, the applicant, planned to
4 redevelop the 23 acres of publicly-owned land
5 and adjacent riparian rights along the
6 Southwest Waterfront.

7 The project is planned to be a
8 LEED-Gold neighborhood development mixed-use
9 project with world class residential, retail,
10 hotel, cultural, institutional and office
11 space.

12 The importance of this project to
13 the District of Columbia and particularly to
14 the southwest neighborhood cannot be
15 understated. It is a legacy Anacostia
16 Waterfront Initiative project, which, like all
17 AWR projects, is intended to increase the
18 access to the District waterfront, provide new
19 cultural and recreational opportunities and
20 prioritize environmental sustainability.

21 The Southwest Waterfront
22 redevelopment also has specific economic

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1 development benefits. It will serve as a
2 gateway between downtown and the emerging
3 Capitol Riverfront neighborhood and connect
4 the National Mall to the waterfront.

5 The redevelopment project will
6 create a new cultural and entertainment
7 destination for the city, bookended by the
8 historic fish market to the west and Arena
9 Stage to the east.

10 Finally, the project will vastly
11 increase the economic productivity of a
12 currently under-utilized deteriorating and
13 District-owned asset.

14 Since being awarded the project in
15 2006, the applicant has worked tirelessly with
16 the District to craft a disposition package
17 that is acceptable to both parties and meets a
18 variety of specific policy goals that the
19 District wants to achieve.

20 I would like to highlight for the
21 Commission some of the public benefits the
22 District will receive should the Stage One PUD

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1 be approved and the project is able to
2 expeditiously move forward through the
3 remaining entitlement steps towards closing.

4 The first and perhaps most
5 important benefit to the District is the
6 amount of affordable housing and work force
7 housing that will be delivered as part of the
8 project.

9 160,000 gross square feet of
10 residential development on the site will be
11 set aside for households after 30 and 60
12 percent area median income levels. In
13 addition to that, 20 percent of all additional
14 residential development, over 500 units, will
15 be set aside for households at the 100 and 120
16 percent AMI levels.

17 This is by far one of the most
18 aggressive affordable and work force housing
19 goals in the District's history. There will
20 also be a significant amount of public open
21 space within the development.

22 Currently, over 10 acres of the

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1 land site area is reserved for open or park
2 space, including a central lawn on the eastern
3 part of the project. All of the open spaces
4 are designed to maximize the viewing corridors
5 to the water with the hope of drawing
6 pedestrians to the site from points north,
7 east and west and also minimizing the impact
8 of the development and the impact the
9 development has on the views of the nearby
10 stakeholders.

11 Thirdly, the applicant must comply
12 with a number of District hiring and leasing
13 requirements. For example, 20 percent of the
14 total amount of retail delivered at the site
15 will be set aside for unique non-national,
16 meaning five locations or less, or locally -
17 owned retail businesses.

18 Also, 51 percent of all new jobs
19 created by the project will be reserved for
20 District residents and 30 percent of all
21 construction apprenticeship opportunities will
22 be reserved for District residents living east

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1 of the Anacostia River.

2 This is in addition to the usual
3 District LSDBE contracting equity
4 participation requirements.

5 Lastly, the redevelopment of the
6 Southwest Waterfront will generate a
7 significant amount of annual tax revenues for
8 the District. Current estimates of sales,
9 property, hotel and income taxes are between
10 \$30 and \$40 million per year. And even after
11 the annual debt service for the TIF/PILOT
12 bonds, the amount the District will achieve in
13 tax revenues will be significantly higher than
14 what it receives today.

15 This is especially important in
16 the budget-constrained environment that the
17 city is currently in.

18 In conclusion, I would like to
19 state my support for the proposed PU D. This
20 project, as planned, meets all the District's
21 economic development and public policy goals.

22 It has been vetted extensively with the

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1 community and restores a deteriorating
2 waterfront area with a development that will
3 be at the forefront of sustainable design.

4 Therefore, I urge the Zoning
5 Commission to approve both the PUD and the
6 Zoning Map Amendment changes and I am happy to
7 answer any questions you may have, at this
8 time.

9 CHAIRMAN HOOD: Okay. Thank you.

10 MR. TROY: Thank you.

11 CHAIRMAN HOOD: Thank you very
12 much, Mr. Troy. We appreciate your comments.

13 Commissioners, any questions?
14 Okay. I have my list now of how we are going
15 to cross-examine. Actually, Mr. Troy, we may
16 have some cross-examination for you, so let me
17 see.

18 Mr. Glasgow, does the applicant?

19 MR. GLASGOW: No, sir.

20 CHAIRMAN HOOD: ANC-6D? Vestry of
21 St. Augustine? Tiber Island? Gangplank
22 Slipholders? 6th Street Homeowners? You have

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1 to come to the table.

2 I was just getting ready to say
3 that we have never had anybody ask questions,
4 but I shouldn't have started to say that. So
5 you can go ahead.

6 MS. RANDOLPH: I'll be very brief.

7 CHAIRMAN HOOD: Okay.

8 MS. RANDOLPH: One question.

9 CHAIRMAN HOOD: Ms. Randolph?

10 MS. RANDOLPH: It is apparent to
11 me that the original PUD did not mention that
12 the church, Parcel 11, was originally zoned as
13 residential R-3. And did the city consider
14 the impact on the residents who live within 50
15 feet of the PUD Parcel 11, particularly in
16 regard to what is an inadequate traffic study?

17 MR. TROY: So the particular
18 parcel you are talking about is all the way to
19 the east of the site, correct?

20 MS. RANDOLPH: Correct. We are
21 speaking about Parcel 11, which technically
22 belongs to the Vestry.

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1 MR. TROY: Right. I can tell you
2 that I personally -- my main concern is as the
3 project moves east, the density decreases
4 substantially. With the impact on your
5 particular home, I cannot say that I
6 personally have thought about that. I am more
7 than happy to meet with you.

8 MS. RANDOLPH: Most --

9 MR. TROY: As you --

10 MS. RANDOLPH: -- importantly, the
11 traffic is a significant issue.

12 MR. TROY: Okay.

13 MS. RANDOLPH: And the closure of
14 our street and a partial closure from two-lane
15 traffic to one-lane traffic.

16 MR. TROY: And you are talking
17 about?

18 MS. RANDOLPH: We're speaking
19 about 6th Street.

20 MR. TROY: 6th Street.

21 CHAIRMAN HOOD: Okay. I want to
22 make sure -- let's make sure we just ask a

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1 question. We don't want to get into a
2 presentation.

3 MS. RANDOLPH: Okay.

4 CHAIRMAN HOOD: Just ask a
5 question. If you can answer it now or if not,
6 you can give a --

7 MS. RANDOLPH: Did the city --

8 CHAIRMAN HOOD: Hold on. Let me
9 finish. Ask a question. If you can give the
10 answer now, if not, you can make some other
11 arrangements.

12 MR. TROY: Okay.

13 MS. RANDOLPH: Thank you. Did the
14 city consider the traffic impacts upon the
15 Tiber Island components, including the 6th
16 Street homeowners, who reside on 6th Street,
17 S.W., which is now going to be partially
18 closed or shrunk to a one-lane, one-way
19 street emerging from a traffic circle and
20 exiting onto M Street and 6th Street, S.W.?

21 MR. TROY: So all traffic studies
22 and planning is done in conjunction with DDOT

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1 and the Office of Planning. Do you mind if I
2 circle back with DDOT and the Office of
3 Planning?

4 MS. RANDOLPH: Okay. Thank you.

5 MR. TROY: Thank you.

6 CHAIRMAN HOOD: Okay. Thank you
7 very much. We appreciate your testimony.

8 Also, let me announce we are
9 joined by the Director of the Office of
10 Planning, Ms. Tregoning. I didn't see her
11 when I first called down and so welcome.

12 Okay. Let's ask the applicant to
13 come forward. Thank you very much, Mr. Troy.
14 We appreciate it.

15 Mr. Glasgow, you have some
16 proffered witnesses. Let's run through that
17 list.

18 MR. GLASGOW: Yes, sir. I have
19 three proposed for expert witness status. And
20 I believe that their information has been
21 submitted for you in your packet. We have Mr.
22 Stan Eckstut of EEK Architects, Mr. Dan

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1 VanPelt of Gorove/Slade Associates and Steven
2 Sher, Director of Land Use Services of Holland
3 & Knight. And I believe all their information
4 is in order.

5 CHAIRMAN HOOD: All except for the
6 first one. The last -- I think the last
7 three, Mr. VanPelt, Mr. Sher and you named one
8 other person. What was it?

9 MR. GLASGOW: No, there is just --

10 CHAIRMAN HOOD: Okay. Mr. VanPelt
11 and Mr. Sher, I think, have been previously
12 accepted. I don't think we need to go back
13 through that again. They have been accepted
14 on more than one occasion by this Commission,
15 unless there's any objection.

16 Mr. Eckstut, is that how you
17 pronounce his name?

18 MR. GLASGOW: Yes, Eckstut.

19 CHAIRMAN HOOD: Eckstut.

20 Commissioners, let's open it up. When I
21 looked at or reviewed the resume, I thought it
22 was very substantial and actually it met our

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1 requirement. I was kind of sorry Commissioner
2 May is not here, because it talked about all
3 the projects they have done that mirror this
4 project that is in front of us tonight.

5 So let me open it up for any
6 discussion.

7 COMMISSIONER TURNBULL: I'm fine
8 with all of them, Mr. Chair.

9 CHAIRMAN HOOD: Okay. We have to
10 let Commissioner May know this is one for the
11 record. So thank you, Mr. Glasgow, they all
12 have expert status. So you can bring them up
13 and I guess we can begin.

14 MR. GLASGOW: All right. If the
15 development team would come forward?

16 CHAIRMAN HOOD: Mr. Glasgow, let's
17 work this out now. How much time did you work
18 out with the other parties that are in
19 support?

20 MR. GLASGOW: Well, there are five
21 minutes that we are giving to the Vestry of
22 St. Augustine. Gangplank, I think, will need

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1 two or three minutes.

2 CHAIRMAN HOOD: So three minutes?

3 MR. GLASGOW: Yes. I think we can
4 do our presentation in 50. We should be able
5 to do it in 50 for us. Tiber Island, I don't
6 know whether they requested any parti cular
7 time or not.

8 CHAIRMAN HOOD: Could we clear
9 that up? Mr. Hitchcock, if you could just
10 come -- Mr. Hitchcock is telling me five
11 minutes.

12 MR. GLASGOW: That's fine. All
13 right. So that would leave us with 47
14 minutes.

15 CHAIRMAN HOOD: Okay. Okay. We
16 just want to make sure w e stay within our
17 regulations. So okay, you may begin.

18 MR. GLASGOW: All right. T hank
19 you, Mr. Chairman.

20 Good evening, Members of th e
21 Commission. For the record, my name is Norman
22 Glasgow, Jr. of the Law F irm of Holland &

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1 Knight. Here with me this evening are Mr.
2 Monty Hoffman of PN Hoffman representing the
3 applicant in the case, Mr. Stan Eckstut of EEK
4 Architects, Mr. Dan VanPelt, Mr. Steven Sher.

5 Also here this evening is Ms.
6 Elinor Bacon who has spent substantial time
7 and effort in community meetings on this
8 project.

9 First, I would want to mention t o
10 the Commission that in my over 30 years of
11 practice, I have never been involved with a
12 project where there has been more time, energy
13 and effort associated with site planning for a
14 First-Stage PUD.

15 There has been over four years o f
16 preparation and over 300 community mee tings,
17 in which representatives of the applicant
18 either made presentations or were available
19 for questions and discussion of the project
20 with attendees.

21 These are reflected in the list
22 which Ms. Bacon has compiled, so that there

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1 has been extraordinary community outreach
2 involved in this case and I think the previous
3 witness, Matt Troy, mentioned that also.

4 Also, there have been significant
5 efforts by the applicant reflected in its
6 diligence with the District of Columbia
7 Government, both with the Executive Branch and
8 the Council in this application and I would
9 like to note briefly the support of the
10 following:

11 The Office of Planning in its set-
12 down and public hearing report, DDOT's report
13 on recommending First-Stage PUD approval with
14 additional information and coordination to be
15 provided as Second-Stage applications are
16 submitted.

17 We also have letters in the record
18 from several Council Members and the support
19 of the Deputy Mayor's office, which was
20 evidenced here this evening.

21 With respect to the community, we
22 have a support letter from ANC-6D with their

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1 comments and matters which they want further
2 discussion on, which we have responded to
3 those comments and that will be submitted for
4 the record this evening. And we will continue
5 to coordinate with ANC-6D and have since the
6 issuance of their letter.

7 There are numerous neighbors, both
8 residential and institutional, who are either
9 parties in support or persons in support, and
10 those that have written letters in support for
11 the record.

12 From these collected efforts has
13 evolved an extremely well-integrated plan and
14 vision for the Southwest Waterfront for your
15 consideration this evening.

16 This plan is fully consistent with
17 the Comprehensive Plan, including the Land Use
18 Map, which designates most of this site for
19 high density commercial, high density
20 residential.

21 Those areas are proposed for C-3-C
22 Zoning, but with only a 3.87 FAR total for the

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1 site and for those areas not so designated, we
2 are proposing W-1 and R-5-B Zones. And those
3 are the areas which are closest to Tiber
4 Island and the Waterside, which is also
5 proposed to be W -1, which would have much
6 lower scale of development.

7 In summary, our request to the
8 Zoning Commission this evening is for approval
9 of the Stage One application for the PUD,
10 including the rezoning to C-3-C, W-1 and R-5-
11 B, the riparian areas, which would be Zoned W-
12 1.

13 Next, we are withdrawing the
14 request that the First-Stage be valid for a
15 period of 18 months. We are moving very
16 quickly with the District of Columbia with
17 perspective tenants and with this project and
18 we will be back within the one year period.
19 We don't need the 18 months for that.

20 Next, that lot occupancy for
21 Parcel 11 be permitted to exceed 60 percent
22 and we have requested flexibility for a mix of

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1 uses. But in that regard, we have been
2 mindful of the Commission's comments during
3 set-down and we think that we have provided a
4 range which meets that request in our
5 prehearing submission.

6 If there are no preliminary
7 questions, I would like to now call Mr.
8 Hoffman to discuss in more detail the vision
9 and nature of the proposed development at the
10 Southwest Waterfront.

11 Mr. Hoffman, would you, please,
12 identify yourself for the record and proceed
13 with your testimony?

14 MR. HOFFMAN: Chairman Hood and
15 Zoning Commission, thank you for your time
16 tonight. I am Monty Hoffman and I'm the
17 principal of PN Hoffman, the managing member
18 of Hoffman-Madison Waterfront, LLC along with
19 St. Augustine Church and the District of
20 Columbia, we are the applicant for this PUD.

21 Individual members of the Hoffman-
22 Madison team include Trident Development, ER

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1 Bacon Development, City Partners, Paramount
2 Development, Struever Bros., Eccles and Rouse
3 and Madison Marquette.

4 Madison joined our team about 1 4
5 months ago and the rest of us have been
6 together since 2006, that's when we were
7 awarded the privilege to develop this world
8 class waterfront.

9 We were drawn to this opportunity
10 because we saw enormous potential and its
11 immense importance to the District of
12 Columbia. There are 26 miles of waterfront in
13 the District of Columbia, yet, not one truly
14 active waterfront community.

15 Yet, urban renewal of years ago
16 isolated this piece of land and its shoreline
17 and squandered a real chance of embracing a
18 robust active waterfront that truly serves and
19 elevates the quality of life in the southwest
20 community, in the District of Columbia, in the
21 Washington region and the world. That of
22 course, is our mission today.

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1 Our efforts thus far have resolved
2 political, technical and legal and economic
3 obstacles. From the beginning, we have worked
4 nonstop through the economic downturn over the
5 past few years to fulfill our promise of
6 implementing this bold vision to the District
7 of Columbia.

8 Since we began, this land has gone
9 through several inner city transfers. From
10 the NCRC to AWC and then to the Deputy Mayor's
11 office. In the beginning, the city only
12 controlled actually about 60 percent of the
13 waterfront. The rest belonged to five
14 independent long-term lease holders for which
15 Hoffman-Madison had to negotiate transaction
16 agreements with in order to develop the
17 waterfront.

18 This process was difficult and it
19 took over 2.5 years to complete. We also
20 approached the existing slipholder live -
21 aboards to work with them to provide a
22 transition plan during development in the

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1 live-aboard community and help give in put for
2 the live-aboard community when we were
3 complete.

4 We also recognized the adjoining
5 church, St. Augustine, that was struggling
6 with its maintenance. A religious presence is
7 part of the fabric of a truly mixed -use
8 redevelopment of this scale is important. So
9 this became an opportunity not only to
10 reposition the church to serve the southwest
11 community for generations to come, but its
12 redevelopment also assists with transitioning
13 to the well-established neighborhood. This is
14 why they are a part of this PUD.

15 And while the fish market next to
16 the bridge is not part of this PUD, it is an
17 important historic marker and a lifestyle, so
18 which that we worked with the city to
19 reposition its future, so its viability is
20 protected and, in fact, becomes a key part of
21 the District of Columbia's world class
22 waterfront.

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1 We also worked closely with the
2 Office of Planning and the Deputy Mayor in
3 Planning Economic Development. We established
4 the District's largest TIF/PILOT in the amount
5 of \$198 million in order to rebuild the city's
6 bulkhead and its shoreline and many large
7 public piers, so that everybody has access to
8 the water and add the Wharf and all the public
9 infrastructure necessary for world class
10 waterfront.

11 The PUD before you provides over
12 \$40 million in annual tax revenue to the
13 District and pays for these bonds. This TIF/
14 PILOT and the plans for public improvements
15 was unanimously approved by Council in 2009.

16 In fact, we went before City
17 Council five separate times, as was needed, to
18 approve our Land Disposition Agreement and
19 various other matters and we received
20 unanimous approval every time.

21 Our approach to the plans you have
22 before you has been to engage all

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1 jurisdictions and all stakeholders and to
2 examine best practices throughout the world
3 and hire the very best planners and
4 consultants.

5 We have a large field office on
6 site next to what is now Kastles Stadium and
7 we have opened it to the public on Fridays, so
8 people can ask questions and see the evolution
9 of our plans.

10 We have given deep consideration
11 to all aspects of our plans, but also recognize
12 that redevelopment of the Southwest Waterfront
13 is vast in scope and with many competing
14 interests making it impossible to resolve
15 every single concern, but we tried.

16 All told, over the past five
17 years, we have conducted over 300 meetings
18 with outside parties, hired numerous
19 consultants and planners and invested over \$30
20 million.

21 So our plans before you have
22 evolved over time with considerable input from

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1 all these sources. There are several big
2 ideas, but probably the most significant is to
3 place the parking below grade.

4 This is very expensive along the
5 waterfront, but it provides for maximum
6 flexibility above-grade. Instead of having
7 long parking structures above-grade creating
8 super blocks, we are able to provide small
9 lots, small blocks, which optimize access and
10 visibility to the water.

11 This provides abundant light and
12 air, circulation, views and connectivity
13 creating unity throughout the waterfront. It
14 also breaks down massing and opens up more
15 cafe and small retail opportunities.

16 The Wharf along the water's edge
17 is over a half a mile long and it will provide
18 access to the water for everyone while it
19 adapts to the seasons, events, programming and
20 other civic needs that people bring together--
21 that bring people together.

22 The mix of these uses such as

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1 retail, office, educational, culture,
2 hospitality, residential, religious and marina
3 will create a real community on active -- in
4 an active living waterfront.

5 Our parks and open space account
6 for over 60 percent of the site. Access to
7 and from the waterfront will be available
8 through improved pedestrian connection to the
9 tidal basin, the L'Enfant Plaza. There will
10 be bike drop-offs and lanes. We have access
11 to the Metro stops at Waterside Mall and
12 L'Enfant Plaza.

13 We have the 9th Street ramp to
14 Route 395. We will be adding water taxis,
15 circulator buses to the 7th Street and Maine
16 Avenue and eventually the trolley car. The
17 waterfront will be LEED-Gold community and we
18 will be working with Washington Gas to examine
19 the implementation of a co-generation plant to
20 serve all the electrical, heating and cooling
21 for our development.

22 The carbon savings on this are

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1 immense. And this would act and serve as a
2 model for the country. We have already
3 received recognition from the Washington
4 Sustainable Growth Alliance. And our CBE and
5 First Source Agreements are in place as well
6 and we are ahead of those targets.

7 We have a million dollar
8 commitment towards work force intermediary and
9 we have already spent \$250,000 towards this
10 commitment. We are also working with the
11 Cardozo-Shaw Design and Trade Academy for
12 apprenticeship training and vocational network
13 opportunities.

14 We will be protecting and adding
15 on the fish market and we have studied Pike's
16 Place, The Ferry Building and San Francisco
17 and other markets around the world to help us
18 create a better plan.

19 There are many features, but
20 another noteworthy virtue is our residential
21 mix. We have perhaps the most aggressive
22 affordable housing and work force housing and

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1 market rate housing mix of any development.
2 This will be a real i nclusive community
3 comprised of all social and economic
4 backgrounds.

5 Our community outreach has been
6 extensive. We have met individually in groups
7 or in large forums over the past five years to
8 gain ideas, to listen to concerns and improve
9 our understanding of the neighborho od's
10 traffic patterns and local experiences.

11 We are pleased to have
12 overwhelming support, but because of the scale
13 and complexity of the site, much of the sport
14 -- much of the support is conditional. We
15 have worked with these groups to resolve these
16 conditions. I believe th e ANC-6D is a good
17 example.

18 We had our meeting early last week
19 and I believe we met with the ANC
20 Commissioners every day since that time. I
21 believe we have resolv ed -- there were 27
22 items on that conditions list . I believe we

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1 have resolved most of them or at least
2 provided information in areas where it was
3 more of a declarant statement than ask for
4 resolution.

5 Harbor Square is another example.

6 With Harbor Square, we worked with them to
7 get their support and worked with their
8 conditions as well.

9 In doing so, we reduced the scale
10 of our development plans for Pier 4 and we got
11 the support for that. So Harbor Square, which
12 is the closest property to Pier 4 and most
13 impacted, is supporting our development on
14 Pier 4, as we have modified per their request.

15 Riverside Condominium, Tiber
16 Island Cooperative, Washington Waterfront
17 Association, Riverside Baptist Church, Arena
18 Stage, Disabled American Veterans, Gangplank
19 Slipholders Association, Capitol Square
20 Townhomes, Southwest Neighborhood Assembly,
21 The Mandarin Oriental Hotel and Capital Yacht
22 Club have all given support or at least

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1 conditional support with things that they are
2 expecting of us.

3 We recognize that our meetings
4 with these groups are not complete and we will
5 continue to work with them moving forward.

6 One other point of interest I
7 would like to make is the Parcel 9 and 10, 8,
8 9 and 10, that is closest to Arena Stage.
9 There is a case where Arena Stage is the most
10 impacted from that massing and we work closely
11 with their architect in order to gain their
12 support.

13 We reduced the scale of those
14 buildings. We have reshaped the buildings, so
15 that they were more compatible with Arena
16 Stage. And in the end, we have gotten
17 acceptance from the architect and from Arena
18 Stage for our changes made. And again, they
19 were the most impacted neighbor there.

20 On the left side, as you look at
21 the screen, you can see what we are calling
22 Parcel 1 and Parcel 2. There we met numerous

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1 times with NCPC, an affected stakeholder. And
2 we have modified the design and reduced the
3 scale there to accommodate them to work with
4 the suggestions they were making. And I
5 believe we have their support for the plan as
6 it stands.

7 Of course, we take all these
8 earned relationships and trust very seriously
9 and will continue working with all the groups.
10 And we recognize our role to continue working
11 with the community as we refine our plans for
12 the Stage Two submissions to you in the
13 developing Phase 1.

14 We have certain leaseholds subject
15 to PUD approval that we would like to meet our
16 time line in breaking ground in the fourth
17 quarter of 2012. And as Mr. Glasgow said
18 earlier, we are -- we do have a time line and
19 we are hopeful that that can be taken into
20 consideration.

21 Of all of our planning experts and
22 consultants, there is no one more important

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1 than our master plan for this project. We
2 held an inter national competition for this
3 role early on in our process and there were
4 several well-known firms who competed in this
5 process.

6 But the one that stood out and who
7 met -- who we met in the District of Columbia
8 also best felt suited creatin g world class
9 waterfront authentic to the District of
10 Columbia was a firm by the name of Ehrenkrantz
11 Eckstut & Kuhn Architects.

12 They were chosen for a variety o f
13 reasons, not the le ast of which was their
14 experience and -- in complex urban mix and use
15 of master plans in waterfronts th roughout the
16 world.

17 They have since merged with
18 Perkins Eastman and this substantially
19 increases their resources that they can now
20 call upon. Most importantly, the continuity
21 remains in the principle, Stan Eckstut, who is
22 personally involved from this from the

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1 beginning and he has made the difference.

2 And I would like Stan to pick it
3 up from here.

4 MR. ECKSTUT: Thank you , Mr.
5 Chairman. Mr. Chairman, Members of the
6 Commission, thank you for giving us this time
7 this evening. If you don't mind, I would feel
8 more comfortable being next to the drawings
9 and being able to use this microphone and go
10 up.

11 Also, I don't know if there is any
12 ability to moderate the lights down a little
13 bit? That would be great. Thank you. Oh,
14 well, can you see them okay?

15 CHAIRMAN HOOD: Let's try it and
16 see what happens. Let's turn them off and you
17 let us know what works for you.

18 MR. ECKSTUT: Let's turn them off,
19 okay. I don't want anybody to go to sleep on
20 me though, that's the only thing.

21 CHAIRMAN HOOD: Oh, it's not 11:00
22 yet, so we're all right.

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1 MR. ECKSTUT: Well, thank you very
2 much. So, you know, watching this time thing,
3 I feel like I'm back in the boxing ring here
4 sort of to the end of the bout, but -- or at
5 least the ring.

6 So we want to begin with an
7 overview. Again, northwest to the left some
8 pointers, Arena Stage down to the right here,
9 7th Street, 9th Street. We will be generally
10 following the same orientation in all of the
11 drawings.

12 Can everybody hear me okay in the
13 audience? Sorry to turn my back on you.

14 The action metric is really about,
15 most of all, the big idea is bringing the
16 District back to the waterfront. This is a
17 city that grew up at the waterfront and as
18 Monty said, we are going to bring it all back
19 and it's a waterfront like some of the
20 greatest waterfronts of the world where land
21 and water are planned together. It's not just
22 land. It's the water that is the most

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1 important part and who has generated much of
2 our planning.

3 The parking below-grade, it's the
4 first time I have ever worked with parking
5 below-grade at a waterfront. No one has ever
6 been able to afford it. It opens up enormous
7 opportunities, especially with height, that
8 allows us to get many more public benefits
9 than we would ever get.

10 And the place is our object, not
11 projects. We have over, probably over, 10
12 maybe 12 different places that are all popular
13 destinations in the future and guarantee that
14 this is not a project, but a place
15 particularly set up for people that live in
16 the District.

17 If we can go to the next slide,
18 the list of principles here are very
19 important, but they come from an approach that
20 is about integrating with and enhancing what
21 already exists. It isn't that we started from
22 scratch, far from it.

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1 We have relied a great deal on
2 successful precedents, particularly from D.C.,
3 also from afar, and we have put all the
4 emphasis on the public spaces . This is what
5 really has led to the greatest cities in the
6 world. It's so much a part of your own
7 tradition in D.C. We just have to bring it to
8 the edge.

9 May I have the next slide, please?

10 The illustrative site plan is most
11 importantly a market-driven plan for both land
12 and water uses. It's a very pragmatic vision,
13 one that we know we can accomplish with all
14 the benefits. It's a pedestrian-oriented
15 waterfront for all seasons, not just the sunny
16 days or 4th of July, all days day and night.
17 It's a mix of uses and ideas, just like you
18 find in normal city fabric and it's opening up
19 an unusual amount of open space access and
20 views that we have done with the heights in
21 particular and the parking below-grade.

22 We can go forward. Like many of

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1 the cities of the world that represent the
2 greatest waterfront destinations, they have
3 brought their city right up to the water's
4 edge and they have been assured of very active
5 waterfronts adding much more to what exists
6 today.

7 Next. We have looked at all the
8 uplands, figured out, obviously, the
9 connections, all the primary streets ,
10 L'Enfant, M Street and be able to concentrate
11 development in a way that is appropriate,
12 particularly at the left end. Again, where
13 L'Enfant is here, M Street. The left end is
14 the busiest, the most dense, maybe it stays
15 open the latest. It's the most transient, the
16 most boat traffic.

17 And as you move further to the
18 right where there is more residential
19 neighborhoods, it gets quieter. It's a little
20 bit more conservative in terms of land use, a
21 little more moderate and stepping down to what
22 exists.

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1 Next. But this is w here it all
2 began. It was a place that was extremely
3 active and busy. It had a great wharf on the
4 water's edge. We have m et people that still
5 remember this as children and we are aiming
6 first and foremost to bring a wharf, a great
7 public street where the water and the land mix
8 together.

9 Next. It is also part of a bigger
10 regional draw. This is th e D.C. Waterfront.
11 This is the center of the entire region and we
12 believe will beco me one of the great
13 waterfront destinations of the world and we
14 have setup a maj or city dock to welcome the
15 ships of the world.

16 Next. The key like in Baltim ore,
17 they discovered long ago that in addition to
18 the marinas, are all the commercial boats, the
19 venues that appeal to people that do not own
20 their own boats, could go out on tours, more
21 the dinner boats, a lot of ferries back and
22 forth, Potomac Park, all kinds of sizes.

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1 There is about 20 different types
2 of maritime activities and we want to bring
3 them all here.

4 Next. We actually have a plan
5 that has sorted out a way for the Yacht Club
6 and the Gangplank to continue to grow and
7 prosper with the live-aboards, but we have
8 added many more facilities. A large day pier
9 near the fish market for many visitors.

10 We have also a major transit pier
11 where most of the people are getting on and
12 off the boats, on a regular basis, will be
13 able to be accommodated. The big city pier at
14 the end of 9th Street, this is the city dock.

15 Every great city has to have a front door.

16 L'Enfant planned the city, by the
17 way, to come from the water. The ability for
18 7th Street, the park to end in a great
19 recreational pier to concentrate all the
20 dinner boats together at the commercial pier
21 at the M Street landing.

22 Next. But the key besides water

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1 is how to organize the land. And one o f the
2 most important principles here is the size of
3 blocks are all very small compared to your
4 typical block, actuall y there is many more
5 blocks in your city that are longer than 600
6 feet and 400, we are alw ays looking for many
7 smaller blocks, that means many more streets
8 and public spaces.

9 And the short blocks make it muc h
10 more comfortable for walking and it gives an
11 urban feeling of a much smaller environment
12 and not these long commercial blocks that sort
13 of wind up in par ts of the ci ty where people
14 do not live.

15 Next. The preliminary phasing is
16 we want to be gin from 7th a little past 9th,
17 Parcels 2, 3, 4, 5, land and water together
18 and also adding in the East End Park as part
19 of Phase 1, so that we are from the beginning
20 providing the public benefits that everyone
21 wants.

22 Next. But the key, as Monty said,

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1 is the Wharf. It is typically 60 feet. It is
2 where the pedestrian flow is continuous along
3 the entire length of the waterfront, the Wharf
4 itself on the promenade. This is a place that
5 we feel is where all the glue will hold
6 together all the many places along this new
7 waterfront.

8 Next. The many examples around
9 the world where cities have rediscovered their
10 waterfronts, who choose to be exclusively
11 water and industrial, have now come back.
12 They have taken their streets, the great
13 wharfs and made them into zones that are able
14 to function year round, day and night, be able
15 to bring development right up to the edge.
16 Oslo is just one of many.

17 Next. Vehicular circulation is
18 beginning first and foremost with -- we have
19 the parking out of the way below-grade, but we
20 are relying on Maine. We have added many more
21 intersections, so people have an easier way to
22 be able to cross to and fro.

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1 We have many intersections where
2 we are able to come in through smaller streets
3 and alleyways, so that we have the convenient
4 service and parking garages, but they are out
5 of sight. And so we are able to create public
6 environments and handle this moderate density
7 in a way that people can still enjoy the
8 public environments.

9 We have certain places in traffic
10 circles to slow lots of traffic calming and we
11 have the ability, as well, for cars managed at
12 certain times to be able to come out on the
13 Wharf and go back and forth. We have certain
14 emergency zones where there is no cars or
15 vehicles allowed at all.

16 Next. We have taken many trips to
17 places, particularly even in the United States
18 where you are starting to see more shared ways
19 of dealing with cars and pedestrians. What we
20 are imagining like Pike's Place is that we are
21 doing a pedestrian environment. One where
22 cars are sometimes allowed. And when they are

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1 there, they behave themselves, because they
2 can't go fast. They can't get anywhere.

3 It's really a place that
4 accommodates all the modes: Walking,
5 bicycles, transit and cars . It's not a
6 traffic street. There is no destination
7 through. It's only for convenient drop-off.
8 I also think on really slow times when the
9 weather is really bad, it would be a lovely
10 place to drive your car and take in the view.

11 But it is very low speed, always
12 managed cars in off-hours, probably when bad
13 weather, but mostly the precedents we are
14 seeing around the world are more and more of
15 the streets where drivers actually are irked.

16 They really are annoyed because they can't
17 get to where they want to go and it's the
18 pedestrian that rules it most of all.

19 The maritime circulation will
20 continue to be provided along the wharf to get
21 to the marinas and the clubs, be able to
22 service the city pier.

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1 Next. The pedestrian though is
2 the key. A pedestrian can go in any direction
3 and everywhere. The continuous pedes trian
4 flow along the promenade. All the connecting
5 streets with direct easy access th rough
6 improved and more intersections, more traffic
7 lights, more calming.

8 Next. This is just some of our
9 first sketches of m ixing all the modes of
10 traffic together and transportation,
11 including, I forgot, the boat.

12 Next. The bicycle ci rculation
13 picking up on what the city's plans are to
14 begin to introduce much more circulation along
15 Maine itself as well as getting through to the
16 promenade. Maybe in the early hours you can
17 even drive when there is not that -- take your
18 bicycle when there is not that many people.

19 Next. The key is Ma ine. Right
20 now, Maine exists today, trees, curves, which
21 we are keeping, but we a re also setting back
22 from the property line anothe r 15 feet -- 12

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1 feet, so that we are able to get large
2 sidewalks, a 10 foot bike lane in each
3 direction, as well as parking and room for the
4 future transit.

5 Next. The streetcar circulation.

6 We are providing right now the ability for it
7 to come on the Wharf to head in the northwest
8 direction. Also, to come back, obviously, on
9 Maine, be able to go in several different
10 directions as currently being planned with the
11 red dots being the transit stops themselves.

12 Next. So here, an early picture
13 of Maine where we see a boulevard that is
14 growing up, becoming more like the boulevards
15 of the city where there is, indeed, a
16 prestigious address, a lot of animation and
17 now transit. I guess I'm getting the cue.
18 I'm not going fast enough, right? I'm running
19 out of time.

20 Ground level uses, the key is
21 animation on all streets, all fronts. There
22 is no back doors, no back sides. Maine itself

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1 retail along the entire length. That retail
2 probably much more serving the local
3 neighborhoods and the residents and office
4 workers.

5 We have a variety of uses. Clubs,
6 meaning the Capital Yacht Club, the Gangplank
7 Marina. We see a music hall in the middle for
8 more cultural uses and adding to the variety
9 of mix of uses.

10 Next. The proposed uses, as shown
11 here, blue is office. The mustard color is
12 residential. The lighter green olive is a
13 hotel color. Obviously, every block is mixed
14 use. Always ensuring that the place is open
15 all the time seven days a week day and night,
16 that along with the Arena Stage and other uses
17 nearby.

18 Much of what we have been able to
19 accomplish started with the parking below-
20 grade, which afforded an unusual opportunity
21 for maximizing the amount of open space, which
22 we have done, by doing a variety of heights

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1 that step up to 130 feet, which gives us
2 untold advantages that we normally would not
3 get.

4 It is allowing us to go up to a
5 height of 130 feet. If we can go to the next
6 slide, it gives us the ability to take a
7 waterfront that, again, first and foremost,
8 smaller blocks. That means much more access,
9 many more views, a lot more open space of
10 connecting upland with more light and air on
11 the boulevard itself.

12 The shorter blocks and the shorter
13 walls ensuring much more of a lower, smaller
14 acceptable scale to adding density to the
15 waterfront than we normally could not do.

16 And that is the key, next, to
17 being able to -- we did some design models
18 just to see how we would be able to mitigate
19 height. And the key thing is when we can go
20 up to 130, we get much more variety. So
21 instead of a uniform lower building height,
22 like a project, we are able to get enough

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1 height that it gives us the ability to get
2 setbacks, lower corners.

3 The corners are probably the most
4 visible places in all of the entire design. A
5 key public place like the pier at 9th Street
6 itself being able to accept and modulate
7 height and massing in a way that is much more
8 comfortable, must more visually appealing than
9 sticking to a lower height that doesn't give
10 us any of these benefits that we would
11 normally be able to get.

12 The most important thing about
13 this waterfront also is that we are at the
14 edge of the city. We are not putting taller
15 height in the middle of neighborhoods. We are
16 doing it at the edge and we are doing it,
17 generally, on the north and east side of the
18 public waterfront, which means we are not
19 casting shadows by a couple more stories that
20 are added to the height of the building.

21 So all of it fitting together in a
22 design that, next, gives us an opportunity to

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1 leave open 60 percent of the land for public
2 benefits and public space. This gives us a
3 full range of open spaces, particularly the
4 largest, as we get closer to where most people
5 live at the eastern end.

6 We have been able to take open
7 space to the Maine and continue it all the way
8 through out to the water. We get much more
9 land. We get much more flexibility to do many
10 more things at full range and much more
11 surface area, which is key to hide the surface
12 and the parking areas. We need more surface
13 area. We need more small alleys and streets
14 in order to be able to hide and be able to
15 create public spaces that are pedestrian-only.

16 Next. These are just some of the
17 views of the open space starting with the city
18 pier, which is bringing great hope all the way
19 out to Maine.

20 Next. At the Arena, we have been
21 able to open up the open spaces to bring the
22 full view of the Arena.

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1 Next. At the East End Park, that
2 is all green, a total oasis.

3 Next. Out of this comes a series
4 of places, each designed to be very different
5 from the next offering a full range of
6 experiences, more reason to come more often
7 and stay longer. More than a dozen different
8 environments.

9 Next. So we will walk through
10 quickly the Wharf. A very busy active place,
11 but also a place Sunday morning quiet, just go
12 and read the paper.

13 Next. The Wharf is going through
14 many proposals. Right now, it is broken up
15 into two upper and lower levels.

16 Next. We want to bring it all to
17 one, much more flexible and more usable level.
18 We begin to introduce a variety of options.
19 Right now, it is about 40 feet.

20 Next. We begin to setback
21 buildings so that we can get typical 60 feet
22 and we begin to animate much more of the

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1 environment with the piers and the total
2 waterfront setting with this wharf.

3 Next. The o ne thing, just go
4 back, I'm sorry. Again, the key thing is with
5 taller buildings, we can setback the smaller
6 buildings where most people are, where they
7 actually touch buildings, etcetera, and the
8 mitigation works to our advantage.

9 Next. At the Market Square, we
10 have a series of buildings picking u p on the
11 fish market environment adding more
12 marketplace.

13 Next. We have done a master plan
14 to be able to keep the fish market and add
15 other buildings that complime nt and add even
16 more choices of food an d beverage. We have
17 worked very hard connecting Banne ker up even
18 temporarily and being part of the NCPC plan.

19 Next. We have a vie w here from
20 Banneker of existing and proposed.

21 Next. This is the drawings that
22 represent our work with NCPC of getting view

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1 corridors through and being able to get their
2 support.

3 Next. The transit pier is a place
4 outside our music center where most of the
5 people will be arriving to and fro with
6 vessels. A full range of them.

7 Next. At the city pier, we want
8 to bring the maritime pier all the way to
9 Maine.

10 Next. This is a place which has
11 truly the opportunity to be the first real
12 true town square in Washington, D.C., a place
13 where all uses come together around the
14 maritime setting.

15 Next. This is existing and
16 proposed.

17 Next. The club plaza right where
18 we are relocating the Capital Yacht Club will
19 be like a porte-cochere for club as well as
20 hotel. It's much more of an urban setting
21 with the marina.

22 Next. The 7th Street Park is a

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1 beautiful central green place for all of the
2 neighborhoods as well as the water edge and a
3 great recreational pier for people only coming
4 out to the water's edge.

5 Next. The variety of activities
6 on land and water and even personal boating at
7 the lower level, kayaking and rowing.

8 Next. 7th Street Park today and
9 proposed.

10 Next. At the grove, right next to
11 the Gangplank Marina, a smaller scale
12 environment, next, that adds an arrival
13 experience of both urban and boating with a
14 little bit of a picnic setting.

15 Next. When we go to the -- we
16 call them mews, these are small streets that
17 are being added, next, that get us to take
18 more advantage of the smaller streets
19 knowledge that really are very successful in
20 D.C.

21 Next. The M Street landing, the
22 Arena Stage at the top being able to expand,

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1 next, and be able to create a plaza, if you
2 will. They are actually putting the Arena
3 Stage onto the waterfront with the great
4 attraction of a plaza environment , existing
5 and proposed.

6 Next. The parcels that are 10 and
7 11 next to the existing Tiber Island is the
8 whole key here was to bring the scale down to
9 what exists, next, and to take the existing
10 right-of-way, next, and being able to bring
11 the scale to about -- it is 100 feet from
12 building to building and be able to provide a
13 really beautiful entrance into the new
14 proposed East Park.

15 Next. The park itself is the
16 largest space, rightfully so. It's the lowest
17 scale.

18 Next. We see this as a wonderful
19 opportunity to work with the community as we
20 go forward in a full process of designing the
21 park.

22 Next. This is it today and this

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1 is, next, what we propose.

2 Next. The Maine Avenue is yet
3 another place. It's the edge. It's the
4 boulevard of the city. We see it as a great
5 urban destination and a place of walking as
6 well.

7 Next. Clearly, all of this --
8 well, we missed a rendering somewhere. Sorry.

9 Go forward. All of this adding up to a
10 complete sustainability program covering the
11 entire site, open space in the water,
12 buildings, utilities, stormwater, you name it.

13 There is every opportunity, next,
14 to achieve LEED -Gold at a minimum for the
15 development, LEED-Silver for the buildings at
16 a minimum. As Monty said, we are doing a lot
17 of co-gen exploration and a lot of stormwater
18 issues to get us to this high level of
19 sustainability.

20 So that's it in a nutshell, I
21 guess you would say. Sorry to have to rush
22 through this. It is about bringing the city

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1 to the edge. It's about land and water
2 together in a unique way that by putting that
3 parking below-grade and getting up to 130, we
4 can combine things in ways that get us many
5 more public benefits with a full mitigating of
6 scale that gives the variety and the visual
7 appeal that makes people comfortable.

8 And this mixed variety of really
9 bringing an active animated city, all seasons,
10 is what we think is going to make a uniquely
11 D.C. Waterfront and great places. Thank you
12 very much.

13 MR. GLASGOW: I would like to call
14 the next witness, Mr. VanPelt.

15 MR. VANPELT: All right. Thanks,
16 Chip. Good evening, Chairman Hood,
17 Commissioners Schlater and Turnbull. For the
18 record, my name is Dan VanPelt with Gorove/
19 Slade Associates, Transportation Planners and
20 Engineers.

21 I am here this evening to speak
22 with you about the transportation aspects of

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1 the PUD, Southwest PUD Stage One application.

2 I am also this evening joined by my
3 colleague, Rob Schiesel, who managed all the
4 technical analysis, so between the two of us,
5 we would be able to answer any of your
6 questions.

7 You know, we are excited about
8 this project because the team has assembled a
9 Stage One PUD with an overall transportation
10 strategy that fits with the District character
11 and policies and provides a quality multimodal
12 base development.

13 The design enhances safety through
14 several elements, promotes non-automobile use
15 and employs sustainable practices.

16 The location of the project is not
17 only physically close to downtown D.C., but is
18 adjacent to many regional roadway connections,
19 two Metrorail Stations, several significant
20 bus routes, existing and future bicycle
21 routes, Zipcar and Capitol Bikeshare
22 locations, not to mention future streetcar

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1 lines.

2 From a transportation standpoint,
3 it is an excellent location for redevelopment.

4 Gorove/Slade began working with the Southwest
5 Waterfront team in the fall of 2007 to help
6 develop a site master plan. More recently
7 over the last 12 to 18 months, we have been
8 working to help form the transportation
9 elements of the PUD and develop our
10 transportation analysis.

11 During this time, we have met with
12 DDOT on several occasions to coordinate our
13 traffic study scope and DDOT staff have also
14 participated in design team work sessions, so
15 the project could benefit from DDOT's input
16 along the way.

17 We are also pleased to see that
18 DDOT's report recommending approval of the
19 Stage One PUD. And since they have submitted
20 their report, we have already had discussions
21 on items contained within the report and we
22 look forward to working along side DDOT on the

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1 Stage Two applications.

2 Instead of going into a detailed
3 review of the site transportation design, I'll
4 just summarize transportation goals of the
5 project, which there are three primary ones.

6 First to enhance safety through
7 site design. One of the major ways this goal
8 was met was in the team's desire to change
9 Maine Avenue from a commuter-based corridor
10 into an urban boulevard.

11 Part of the PUD's recommendation
12 includes several new traffic signals that will
13 increase the number of pedestrian crossings
14 and to add curve extensions to shorten
15 crosswalk lengths. The internal streets are
16 designed in a way to promote low speeds of
17 travel and parks to allow for better
18 interaction between modes and increase safety.

19 Second, the PUD promotes non-
20 automobile use in several ways. The PUD
21 includes a dedicated grade-separated bi-
22 directional cycle track along Maine Avenue,

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1 over 1,500 bicycle parking spaces and several
2 new Bikeshare stations.

3 The parking garages will be sized
4 to reach a balance between accommodating all
5 users while not encouraging driving as a mode.

6 Each phase in parcel will be
7 accommodated -- accompanied by extensive
8 transportation demand management.

9 Third, the Southwest Waterfront
10 employs sustainable transportation practices
11 beyond just promoting non-automobile use. The
12 location of the site near the center of the
13 District is a significant sustainable feature
14 as it keeps the average trip length to and
15 from the site short.

16 The mixed-use nature of the site
17 reduces overall traffic demand as some of the
18 trip demand will be accommodated internally.
19 The project will reduce the amount of pervious
20 pavement dedicated to parking and the design
21 allows for flexibility in uses and shared
22 resources between transportation modes and

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1 facilities to help meet its transportation
2 needs.

3 Our report contains details of the
4 individual sites such as loading, access
5 parking and transit strategies. I'll be happy
6 to answer any questions you have about those
7 elements.

8 Our evaluation of the traffic
9 impacts of the project were based on national
10 standards on analysis of development impacts
11 and scoping meetings were held with DDOT.

12 The total vehicular study area
13 included 32 study area intersections and
14 details of the study, scope, methodology are
15 contained in our report. Another element
16 included in the standard traffic analysis for
17 site development are traffic, also included,
18 were queuing analysis at several freeway off -
19 ramps in the study area, a multimodal trip
20 generation analysis for vehicles, pedestrians,
21 transit riders and cyclists, maps and routing
22 for all modes of travel analyzed, pedestrian

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1 level service calculation, recommendations for
2 all modes.

3 In addition, DDOT has referenced a
4 larger near southwest/southeast a study t hat
5 they plan to con duct in the near future and
6 the scope of our efforts was developed in a
7 manner that will feed into that larger study.

8 The results of our existing
9 conditions analysis found th at Maine Avenue
10 adjacent to the PUD operates at good levels of
11 service with none of t he intersections
12 approaching the threshold unaccep table
13 condition.

14 There is congestion that occurs on
15 the corridor, but we concluded that the
16 existing congestion is due to choke points on
17 either end of the study area at M and South
18 Capitol Street to the east of the site and
19 near the connections with 395 on the east of
20 the site.

21 These results make sense when you
22 compare the average daily traffic volumes for

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1 major roadways in the District. As this table
2 shows, Maine Avenue adjacent to the PUD
3 carries less traffic than many other District
4 arterials.

5 As with all analyses of
6 development, the main comparison of the future
7 -- is of future conditions with and without
8 the PUD. Comparing these two future
9 conditions provides the determination of
10 impact.

11 For the future condition without
12 the PUD, we generated and distributed traffic
13 for 24 separate developments in the near
14 southwest/southeast area. The details are
15 contained in our report, although we would
16 point out that the total amount of trips
17 generated by these background developments was
18 over 3.5 times the amount of trips generated
19 by the Southwest Waterfront Project.

20 The results of the future analysis
21 without the project show that at intersections
22 within the study area, there is present

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1 significant capacity in traffic from beyond --
2 from background developments and uses a large
3 portion of that remaining capacity. But they
4 do not generate any results that exceed the
5 threshold of acceptable conditions.

6 The analysis of future conditions
7 with the Southwest Waterfront also includes
8 trips from the project and the proposed
9 changes to Maine Avenue adjacent to the
10 project. Including the new traffic signals,
11 there is also this analysis showed no
12 unacceptable levels of congestion at the study
13 area intersections.

14 These results are contingent on a
15 set of traffic signal mitigation measures
16 including changes to signal timings,
17 modifications to phasings and other upgrades
18 at three locations. Two of these locations
19 are at site access points for signal
20 modification work and will be necessary to
21 accommodate the changes due to the Southwest
22 Waterfront construction.

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1 As we concluded, the PUD
2 accomplishes its transportation cycles of
3 enhancing safety, promoting non-automobile use
4 and employing sustainable practices. Our
5 capacity analysis shows that the traffic
6 levels will rise at intersections within the
7 study area and in large part due to many other
8 projects anticipated in the area, but that no
9 capacity analysis results exceeded the
10 threshold acceptable conditions.

11 Thus, we can say that the
12 Southwest Waterfront Stage One PUD will not
13 have adverse impacts to the transportation
14 system and we look forward to working with
15 DDOT and the team in the future Stage Two
16 studies.

17 MR. SHER: Mr. Chairman, Members
18 of the Commission, for the record, my name is
19 Steven E. Sher, the Director of Zoning and
20 Land Use Services with the Law Firm of Holland
21 & Knight.

22 I'm going to be fairly brief in

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1 the time that is left. The Commission has my
2 full report before it and I'm certainly not
3 going to go through all that.

4 The existing zoning on this sit e
5 is a combination of W-1 and R-3. The proposed
6 zoning, is shown on Sheet 2.1 of the plans you
7 have before you, is a combination of C-3-C, R-
8 5-B, for the St. Augustine's property, and W-1
9 to remain for part of the site on the
10 southeast end and on the water side of the
11 wharf property itself.

12 The Comprehensive Plan, with which
13 zoning must be not inconsistent, is a treasure
14 trove of items that are supportive of what
15 this project is all about. In our pages 20
16 through 45, 25 pages of analysis of the
17 Comprehensive Plan, I have go ne through in
18 great detail all of the various p ieces of the
19 plan that support what is going on here.

20 We start perhaps most importantly
21 with the two maps, the General Policy Map and
22 the Future Land Use Map. The Generalized

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1 Policy Map shows the Southwest Waterfront as a
2 land use change area, a pretty significant
3 concept for taking what is there now to
4 something else.

5 The Future Land Use Map has a
6 number of different categories that apply to
7 the property. The largest part of the site is
8 in the mixed-use high density commercial, high
9 density residential category, which is what we
10 believe supports the rezoning to C-3-C.

11 The strip along the waterfront is
12 shown in green, parks, recreation and open
13 space. The St. Augustine's property is
14 moderate density commercial and the parking
15 lot to the southeast of that is mixed-use,
16 parks, recreation and open space and low
17 density commercial.

18 Within the lower Anacostia
19 Waterfront near southwest element of the plan,
20 and particularly the Southwest Waterfront
21 policy focus area, that's my analysis of those
22 as set forth on pages 40 through 45. There is

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1 a lot of very specific discussion of how the
2 waterfront is anticipated to evolve, the
3 changes that are likely to occur there and, in
4 particular, how this particular plan satisfies
5 those objectives, policies and goals.

6 As far as the PUD is concerned,
7 under Chapter 24 of the Zoning Regulations,
8 the Commission is required to take a balancing
9 test. That is you are to look on the one hand
10 on the development incentives and requested
11 flexibility that the project seeks from you
12 and on the other hand the benefits and
13 amenities that will accrue to the city and the
14 community.

15 The list of benefits was partially
16 enumerated by Mr. Hoffman earlier on, in the
17 presentation on pages 13 through 19, of the
18 outline, I have listed them all, so that you
19 have them all in one place.

20 With respect to incentives, well,
21 we have asked for height under the C-3-C. We
22 would like to get to 130 feet in places and

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1 Mr. Eckstut went through that and explained
2 what the basis for that was and why that is
3 important to the project.

4 We are not asking for any
5 additional FAR over what C -3-C allows as a
6 matter-of-right. In fact, our matter-of-right
7 FAR is about half of what C-3-C allows. So
8 high density commercial gets you to the high
9 height, but not to the high density.

10 With respect to the other
11 flexibility that we are asking for, I think,
12 Mr. Glasgow enumerated those in the beginning
13 and I'm running out of time, so I'm not going
14 to go into those in any greater detail, at
15 this point.

16 The one thing I do want to impress
17 upon the Commission as I conclude here is this
18 is a preliminary PUD only. No part of this
19 can go forward until it comes back to you for
20 Second-Stage review with a much more detailed
21 plan showing architecture, the exact parking
22 computations and all the zoning computations

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1 for each and eve ry site. All those details
2 are going to be coming back before you.

3 What this is about is setting ou t
4 an overall context/concept for this
5 development. I think Mr. Eckstut enunciated
6 that far better than I could, so I'm not going
7 to try and repeat anything that he said, but I
8 think what you have before yo u is the making
9 of a full-blown preliminary PUD suitable and
10 appropriate for your approval.

11 Thank you very much.

12 MR. GLASGOW: That concludes th e
13 applicant's direct presentation.

14 CHAIRMAN HOOD: Okay. Thank you
15 very much. You have 44 seconds. Okay. Thank
16 you very much. And, Mr. Sher, I'm glad you
17 made that last statement about this being a
18 First-Stage PUD. As I reviewed it, I kept
19 reminding myself of that when I kept asking
20 myself other questions, so I appreciate that
21 comment.

22 And also, Mr. Hoffman, it doesn't

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1 go unnoticed that I was sitting here looking
2 at all the meetings and I just -- obviously,
3 it's in alphabetical order and I'm looking
4 here at, I guess, about 10 pages of meetings.

5 And that says a lot about someone wanting to
6 come in and develop in the community.

7 So that does not go unnoticed by
8 me. I may ask some questions, but I'm going
9 to yield to my colleagues, as I've done enough
10 talking just trying to get party status
11 straight.

12 So what I'm going to do now is go
13 to my colleagues and see if they have any
14 questions. And also, tonight, I'm giving the
15 task of asking a few questions from
16 Commissioner May. So I'm asking my questions
17 and his questions, so I'm sure I'll be good
18 and mixed up when I get finished.

19 So who would like to start us off?

20 Commissioner Turnbull?

21 COMMISSIONER TURNBULL:

22 Commissioner May, he is here in spirit.

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1 CHAIRMAN HOOD: Yes, he's here.
2 I'm going to try to act in his behalf tonight.
3 Maybe I'll sit on that end.

4 COMMISSIONER TURNBULL: I just
5 have a couple. I think this is, obviously, a
6 very exciting project. I think it's something
7 that we have all been looking forward to for a
8 long time and I think there is -- you know,
9 it's one of those as M r. Troy said, it's a
10 legacy project.

11 And I guess just going over some
12 of the things. I guess I wanted to find out a
13 little bit more about the co -generation
14 aspect. Is that -- it's in its infancy, I
15 know, you are looking at it, but whereabouts
16 would that be located? How would that be tied
17 in?

18 MR. HOFFMAN: Yo u are correct.
19 The -- it is in its infancy. We actually have
20 a lot of intent w ith Washington Gas. We are
21 working with them. The location wou ld be in
22 the north and we st of the project over near

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1 Parcel 2. It could be Parcel 1. It's in that
2 general zone in that area.

3 And our goal is to provide -- not
4 only generate the electricity, but the real
5 efficiency -- the efficiency of the system is
6 about 35 percent. It's not that much
7 different than a coal generated system.

8 The difference is the off-gasing
9 and you are reproducing that or you are
10 utilizing that, I should say, for your heating
11 and even your cooling.

12 And so what we would like to do is
13 create a manifold along Maine Avenue that goes
14 into the buildings, providing the hot water
15 and cold water feature to those buildings and
16 then we simply only need fans and pumps to
17 move that energy around. And so that's where
18 of it will go.

19 COMMISSIONER TURNBULL: Okay.
20 Thank you. We didn't really -- I think Mr.
21 VanPelt kind of just glossed over the traffic
22 entry and loading. I wonder if from just, you

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1 know, like a 200 foot, could you give us a
2 brief idea of how we would access the loading
3 on a lot of the buildings? Is that -- I mean,
4 you are, obviously, coming off of Maine
5 Avenue, but -- and you have got these small
6 little roads for some vehicular traffic, but
7 how are we coordinating that?

8 I'm just -- again, I know we are
9 First-Stage, but I would like to get a macro
10 level idea of how we are going to be coming
11 in.

12 MR. GLASGOW: Mr. Turnbull, Mr.
13 Eckstut will handle that part.

14 MR. ECKSTUT: Thank you. I want
15 to use the ground level plan, if I can. So,
16 essentially, we are coming in and we would
17 have service, you can see, in blue off of this
18 alleyway. It is a right turn in and the
19 ability to service it and then out.

20 We also have coming in on these
21 other smaller streets where you would be able
22 to come in. We also can go right out again

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1 through the square, but we have these zones
2 servicing the buildings and you can see this
3 throughout the entire area where we are always
4 coming off the side streets, alleyways,
5 service areas as opposed to the primary parks.

6 COMMISSIONER TURNBULL: What's the
7 pedestrian impact coming in on those? Is
8 there -- you talked about having both --

9 MR. ECKSTUT: Well, it's like an
10 urban setting where we have Georgetown, places
11 like this, where people are walking. It's a
12 service area which is, you know, functioning
13 and certain hours may be busier than others.
14 Obviously, all screened from view, because we
15 have designed these alleyways and porte -
16 cochere entrances to buildings, the Capital
17 Yacht Club, so we are very determined that
18 while you can get in and out of the service,
19 it doesn't in any way dominate the view of the
20 service areas.

21 The streets themselves and the
22 alleyways, they become places where we hope to

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1 have small shops or bars or cafes as well.
2 But everything is done in a way that it never
3 dominates the view. It is always accessible
4 off of the smaller streets and alleyways.
5 There are no curb cuts for service or parking
6 on Maine, of course, not on the wharf either.

7 COMMISSIONER TURNBULL: On Main e
8 Avenue, looking at how that is arranged, where
9 all those streets come off of Maine that you
10 would have vehicles going in, are there lights
11 then? Can you cross? Are you making mainly
12 right hand turns or can you make left hand
13 from the other side?

14 MR. ECKSTUT: I'll go to the --
15 this is where I enjoy presenting traffic for
16 the traffic engineer. If we can go there?
17 There we go.

18 So we have traffic intersections.
19 A new one at Banneker. Obviously, at 9th, at
20 7th. We have a new one halfway here just to
21 the west of the Arena Stage and a new traffic
22 light here.

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1 When we talk about a traffic
2 circle, it's really a normal intersection with
3 a traffic signal. It's just slowing down
4 cars. So these are the places where you can
5 make left turns in and out. Whereas, these
6 smaller streets, you are basically doing a
7 right turn in and a right turn out. And
8 that's, okay, I'll just get confused with that
9 then.

10 So that's it in a nuts hell. It's
11 many streets as opposed to bundling up. If I
12 had longer blocks, then I would have bigger --

13 COMMISSIONER TURNBULL: Okay.

14 MR. ECKSTUT: -- piles of traffic
15 and trucks, etcetera, right?

16 COMMISSIONER TURNBULL: One of the
17 things you showed was the model. You had done
18 a model massing.

19 MR. ECKSTUT: Right. We have done
20 design models all through this.

21 COMMISSIONER TURNBULL: Right.

22 MR. ECKSTUT: Right.

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1 COMMISSIONER TURNBULL: Which
2 actually looks a lot more inviting than some
3 of the drawings that you show. The drawings
4 at times there is -- you have one -- you had
5 setbacks. And you mentioned setbacks, but the
6 drawings, basically, show 130 foot facades,
7 which kind of looks like it's one long sausage
8 that has just been cut for different views.

9 It's a little intimidating when
10 you see the drawings. The model actually
11 looks more exciting than the drawings that you
12 have got. Please, tell me that's the scope of
13 where you are going.

14 MR. ECKSTUT: Well, it's
15 definitely where we are going. The PUD has a
16 certain process in drawings, etcetera, that I
17 didn't do those drawings. They are done by
18 staff, because it's not, you know, the real
19 design, but it pointed out, I guess, coming
20 back for the second PUD, this is definitely
21 what we will be presenting and it will be the
22 architecture and the design and the character.

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1 But we haven't tested ourselves--

2 COMMISSIONER TURNBULL: You know--

3 MR. ECKSTUT: -- to know that even
4 though those drawings may be dry or whatever,
5 we knew that they were still correct.

6 COMMISSIONER TURNBULL: Well, they
7 are cartoons right now. I mean, until we get
8 into the actual design of the buildings.

9 MR. ECKSTUT: Yes.

10 COMMISSIONER TURNBULL: But I'm
11 just going back to an d I'm looking at a
12 comment that was made by the Commi ssion of
13 Fine Arts and they talked abo ut the porosity
14 of the site. And they also talked that one of
15 the things that -- they wanted to avoid the
16 perception of a wall along the waterfront.

17 And I think that would be one of
18 my concerns also, tha t this is a legacy
19 project. This is very exciting. I think you
20 are on a threshold of a very -- you know, this
21 will be a dynamic project fo r the city. But
22 it is how we shape that.

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1 And just echoing again the
2 concerns of the Commission of Fine Arts that
3 this is open. As I say, I like the model, the
4 setbacks, it sort of gives a richness that
5 really don't show up, I think, in the drawings
6 so far. I think that the model sort of makes
7 me feel more comfortable than what I see in
8 picture form.

9 Mr. Chair, I think that will be it
10 for me for now. Maybe I'll have -- I'm trying
11 to go through my notes as I'm talking.

12 CHAIRMAN HOOD: I understand. We
13 can always come back.

14 COMMISSIONER TURNBULL: Okay.

15 CHAIRMAN HOOD: We can always
16 circle back around. Vice Chairman Schlater?

17 VICE CHAIRMAN SCHLATER: Thank
18 you, Mr. Chairman. Well, just up front, I
19 want to say to the team that it's a very
20 impressive project that you presented tonight.
21 It is clearly one that was made with -- you
22 know, at a human scale, something that really

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1 embraces the waterfront. And I think will
2 vastly, vastly improve the waterfront.

3 And so with that said, I'll take
4 my questions. I just was trying to get
5 further information and make sure the project
6 is all it can be.

7 From -- let's see, there is a lot
8 to cover. Maybe I'll start where Mr. Turnbull
9 started in terms of the parking and loading.

10 Somewhere in the record we have a
11 discussion of a possible second Metro Station
12 entrance for L'Enfant Plaza Metro, I believe.

13 Have those discussions with WMATA begun?
14 What were the nature of those discussions?

15 MR. GLASGOW: I would rather --
16 Shawn, could you answer that?

17 MR. SEAMAN: Sure. Shawn Seaman
18 with PN Hoffman, Project Director for the
19 project. We had preliminary discussions with
20 WMATA three to four years ago regarding a
21 second entrance at the Green Line, the
22 Waterfront Station. We have never discussed

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1 opportunities at the L'Enfant Plaza Metro for
2 an additional stop.

3 I think there is a physical
4 barrier in the fact that I-395 actually
5 bifurcates our site from the L'Enfant Plaza
6 Metro, which would make it impossible to do or
7 maybe not impossible, but virtually impossible
8 to add another station entrance.

9 And we are already served by three
10 exits from the L'Enfant Plaza. It is really
11 trying to connect those exits to the
12 waterfront that I think should be the focus.

13 How long is the walk from the
14 Metro to the edge of the site?

15 MR. SEAMAN: It's about a 10
16 minute walk from L'Enfant Plaza Metro. And
17 five minutes from waterfront to the south end
18 of the site.

19 VICE CHAIRMAN SCHLATER: In terms
20 of mode splits for your transportation plan,
21 did you assume that you were going to have a
22 higher percentage, because this was transit-

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1 oriented?

2 MR. VANPELT: Yes, w e did. I
3 think what -- I mean, if you want to go into
4 what the specifics were of that, I would call
5 Rob up here and he can walk us through there,
6 but we certainly assumed that it's high mode
7 splits and working in conjunction with DDOT to
8 determine what those should be.

9 VICE CHAIRMAN SCHLATER: I just
10 wonder, you know, 8 to 10 minutes isn't
11 exactly adjacent to a Metro Station. And how
12 important is it to be on top of Metr o in
13 determining those splits?

14 MR. VANPELT: Yes, I think that
15 those -- the walk was taken in to
16 consideration, but we also have -- you know,
17 we are thinking about the circulator line that
18 serves the site today. We're thinking about
19 the future of the streetcar, thinking about
20 the bike -- the multi-use trail there, the
21 bike trail and its connec tion and Capital
22 Bikeshare Station.

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1 So we are thinking about the whole
2 potpourri of transportation, multimode of
3 transportation options.

4 VICE CHAIRMAN SCHLATER: Maybe
5 just I don't want to waste too much time on it
6 right now, but maybe after the hearing you
7 could submit something more on how many people
8 you expect to be using Metro to access the
9 site and the different mode splits.

10 MR. VANPELT: Sure. That's broken
11 out in our study, but we can get that to you.

12 VICE CHAIRMAN SCHLATER: Yo u
13 mentioned the streetcar. There was something
14 in -- maybe it was NCPC or CFA talking about
15 streetcar on the site and not -- their not
16 wanting overhead lines as part of those
17 streetcar tracks. Is that something you have
18 had discussions with DDOT and something that
19 is going to be workable in terms of bringing
20 streetcar to the site?

21 MR. HOFFMAN: We have had
22 discussions actually with some of the

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1 neighbors and, to be honest, we have had a lot
2 of meetings lately. I'm not sure which group,
3 but I think we agreed with that that what we
4 would like to do is not have exposed lines out
5 onto the wharf side. So we were aligned in
6 that opinion.

7 And my understanding is the
8 technology of this continues to improve and
9 that the span is as much as three-quarters of
10 a mile now that -- a distance that a trolley
11 can go without that outside line. I do not
12 profess to be an expert on that, but that's an
13 evolving distance is my understanding.

14 But the bottom line is we prefer
15 not to have lines out on the wharf as well.

16 VICE CHAIRMAN SCHLATER: Okay.
17 Great. One of the things I have noted going
18 by Southwest Waterfront, you know, when it was
19 occupied by H2O and all those clubs, on a
20 Thursday, Friday and Saturday night, there are
21 tremendous parking pressures there. There is
22 people spilling out onto the street, parking

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1 in the neighborhood. It's something having
2 lived in that neighborhood, it's definitely a
3 big problem.

4 So I think the idea of ac tually
5 adding a Metro Station, bringing the streetcar
6 line in with the amount of parking that you
7 are providing, which is relatively limited,
8 and it's something we certainly support that
9 notion, but it's very important to then have
10 these other modes of transportation serve the
11 project very, very well.

12 So one of the things I guess I'll
13 ask DDOT as well, I mean, you have made the
14 commitment to provide the infrastructure for
15 the streetcar line. You, clearly, can't bring
16 it to you site. But I think it's an important
17 part of it.

18 So I guess I'll ask DDOT when they
19 come up how likely is it that t hey are going
20 to be able to get DDOT down to your site.

21 This is a two stage PUD. Does
22 that mean all of the -- I understand that the

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1 buildings are going to be coming back for
2 design and architecture review. I have a
3 question about the public spaces. Are those
4 going to be further developed and then
5 resubmitted to the Commission for our review?

6 MR. HOFFMAN: Yes. The public
7 spaces as well as all of the architecture of
8 all the buildings, we will go back -- will
9 come back to you for your review.

10 We recognize that, you know, the
11 building blocks that we are showing today are
12 not what we are actually going to be building.

13 We are going to be limited, obviously, to the
14 FAR we are asking for. There are setbacks and
15 reliefs and the like that are going --
16 inherent in the FAR we are asking for.

17 What we are concerned with though
18 is becoming too formulaic and actually
19 stunting the very creativity that you want
20 from us. And so we are asking for some
21 flexibility until we can come to Phase 2 and
22 demonstrate to you that, indeed, the model and

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1 the other aesthetics that we are demonstrating
2 are real and that's what we intend to be
3 coming in with on Stage Two.

4 In addition to that, the public
5 spaces will be much more granular in terms of
6 their design, the components, the programming
7 and everything else that we --

8 VICE CHAIRMAN SCHLATER: So the
9 piers, the parks?

10 MR. HOFFMAN: Yes.

11 VICE CHAIRMAN SCHLATER: All that
12 would be in that --

13 MR. HOFFMAN: Yes, that will
14 correspond with each phase that we submit
15 with.

16 VICE CHAIRMAN SCHLATER : Okay.
17 Great. Speaking of which, so some of your
18 buildings are -- you have put forward. I
19 guess we are -- are we fixing the building
20 footprints as part of our Stage One review?

21 MR. HOFFMAN: That's what we are
22 asking for. The building footprints, the

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1 circulation, public spaces and the like. We
2 have asked for some flexibility. I don't
3 recall the exact number. It might be 20 feet
4 either way, but the concepts of what we are
5 asking for and those view corridors and the
6 connections, all of that, that would be the
7 continuity and that's what we are asking for
8 and that would remain the same.

9 VICE CHAIRMAN SCHLATER: Can you
10 go to the slide that shows the different land
11 uses of the various parcels? And while you
12 are looking for it, I guess, the question
13 there is it seems like there is a number of
14 instances where you are talking about either
15 office or residential building. And the
16 building types of residential and office are
17 clearly very different.

18 One has a wide -- you know, a
19 wider footprint and goes all the way to the
20 sky. Whereas, the residential building is a
21 little bit more narrow and sculpted. So I'm
22 wondering, maybe if you could point out on

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1 this map which buildings are seeking
2 flexibility to go office?

3 MR. HOFFMAN: Well, first, I agree
4 with you with respect to the widths and that
5 is one of the reasons we wanted that
6 flexibility 20 feet either way, because,
7 obviously, an office building, which is fatter
8 than a residential width, air and light needs
9 and all that are much different.

10 Shawn, can you from there, since
11 you are closest there, maybe point to what the
12 Commissioner is looking for?

13 MR. SEAMAN: The flexibility to go
14 office in the third phase, which is Parcel 6
15 through 11, is really reserved for Parcels 6,
16 7 and 8. Parcel 9 will always be residential.

17 And then the uses are fixed in the first
18 Phase 1 and Phase 2. Phase 1 being 2 through
19 5 and Phase 2 being Parcel 1 on its own. And
20 the office is identified as Parcel 3 and
21 Parcel 1 in those earlier phases.

22 So it's really retained for 6, 7

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1 and 8 and ju st allowing residential v ersus
2 office flexibility in the later phases.

3 MR. HOFFMAN: If I may also add to
4 this, Commissioner, you had a comment at the
5 set-down hearing with respect to flexibility.

6 And I think you will see in our amended
7 submission, we have reduced that flexi bility
8 to try to narrow that recognizing your
9 comments earlier.

10 And so what Shawn was just
11 pointing out, if you l ook at what i s to us
12 their Phase 3, it's really zero to 500,000
13 feet of office. The m ost that that could
14 possibly be would be two office buildings and
15 a mix with residential there.

16 And then, obviously, under Phas e
17 1, which we are starting, hopefully, at the
18 end of 2012, that office space is set, which
19 is what we are calling Parcel 3.

20 VICE CHAIRMAN SCHLATER: Yes. And
21 one -- and it's dangerous when I start
22 talking about this. I'm not a planner or an

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1 architect, but one concern I might have is you
2 have a 130 feet building there. So if you had
3 two office buildings that are 130 feet tall
4 and they look like they are very close to one
5 another, does that feel -- you know, is that
6 pedestrian scale development? Is that
7 something that is going to feel good walking
8 by and walking through?

9 MR. ECKSTUT: If I could answer
10 that question? The most important thing we
11 are trying to do is guaranteeing control of
12 the height and scale of walls on the public
13 environments, that's number one.

14 Whether it is a residential or
15 hotel or office, it's the public walls and
16 scale of places that count. It is true that
17 when the office buildings get next to each
18 other, they are bulkier, so you have less
19 space. In that case, we would have to adjust
20 the office building use, because we also have
21 to rent the office buildings, meaning they
22 don't want to be right up cheek to jaw either.

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1 So in this case, we are s howing
2 residential. If we were doing office, we have
3 tested sites that veer away a lit tle bit from
4 each other as well. T he reality is in the
5 end, we have to guarantee the scale of the
6 walls, the wharfs, etcetera.

7 And the uses, basically, they need
8 to first defer to the sc ale of public
9 environments. And then we ha ve the problems
10 of leasing space after th at that we have to
11 engage, but we are not going to compromise the
12 public. Thanks.

13 VICE CHAIRMAN SCHLATER: How ca n
14 we ensure that those buildings are not to o
15 close together and the scale is appropriate?

16 MR. HOFFMAN: If I may, I think we
17 are already proposing that the actual public
18 spaces are fixed. So when I say move 20 feet,
19 it's one direction or the other. It's not
20 narrowing.

21 VICE CHAIRMAN SCHLATER: Al l
22 right.

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1 MR. HOFFMAN: Yes, it's not
2 narrowing it.

3 VICE CHAIRMAN SCHLATER: What's
4 the minimum distance between those office
5 towers? I guess, is my question. Because it
6 looked like in some of those cases, those
7 alleys are 25 feet wide.

8 MR. HOFFMAN: Right.

9 MR. ECKSTUT: B ut they stay --
10 they step back once they get above the second
11 floor, so I would say they are probably
12 anywhere from 40 to 60 feet away from each
13 other.

14 VICE CHAIRMAN SCHLATER: Okay.

15 MR. ECKSTUT: That way the y get
16 the breathing space, but they are also not
17 parallel walls, which would make it a lot
18 worse. So, obviously, what we need to do is
19 get to that next level, so we can come back
20 and show you and ourselves.

21 VICE CHAIRMAN SCHLATER: And I
22 fully understand that. And I'm n ot trying to

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1 design the buildings today. I just don't want
2 to box us into a situation where we have
3 committed to providing a certain amount of
4 density and we come back and find there is not
5 a planning architectural solution that makes
6 it work.

7 One question I had at set-down was
8 about the fish market and the approach there.

9 I noticed there are some buildings programmed
10 for the fish market. It's not part of the
11 PUD. What's the relationship between Hoffman-
12 Madison and the fish market development? And
13 could you talk a little bit about how these
14 two projects are going to meet and be
15 coordinated?

16 MR. HOFFMAN: The relationship is
17 that it's actually the same team. While it's
18 not part of the PUD, it is the same ownership
19 that will be approaching the fish market. The
20 fish market, we see as an integral historic
21 marker for the area. We think it is vital to
22 the success of the waterfront.

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1 We are placing a lot of investment
2 into the waterfront, so managing the fish
3 market the right way and protecting it is
4 vital to all of our interests. So it is the
5 same ownership to answer your first question.

6 With respect to our plans for
7 that, and I think Stan had mentioned this
8 earlier, we have explored Pike's Place. We
9 have explored The Ferry Building. We have
10 explored several different marketplaces to
11 look at best practices.

12 To take the fish market for what
13 it is today, not process it, not change it,
14 but add to it and make it more into -- not
15 more, but add to that farmer's market, artisan
16 ware and other certain things, I would say
17 that that whole culture, if I had to
18 characterize it, would be more Bohemian in
19 nature. It would be a little bit more fun and
20 raw. We would take the certain DNA and
21 characteristics that it is today and just add
22 to it.

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1 And then tha t would blend into
2 what we are calling our Parcel 1, Parcel 2 of
3 the PUD that you are reviewing.

4 VICE CHAIRMAN SCHLATER: Is there
5 a grade difference between t he two? Do I
6 recall that?

7 MR. HOFFMAN: There is. And that
8 also makes it interesting. We are at 13 feet
9 on the wharf, which is r ight at the flood
10 level. And we will be dr opping down to 7
11 feet, which is where the existing wharf is
12 today. And again, we are not trying to change
13 that or over-process it.

14 So it's kind of coo l, I think.
15 Actually, the Wharf will actually bend down,
16 will incline downward into what the existing
17 elevations are. And we have actually talked
18 with some of the neighborhoods, Harbor Square,
19 in particular, with respect to the pedestrian
20 flow of enabling people to walk from the
21 Titanic Memorial on one end and all the way to
22 the fish market on the other.

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1 So we do have a continuous flow
2 without obstruction there of pedestrian
3 moving. And that pedestrian movement from the
4 fish market again into our city square or
5 market square and our city square are vital to
6 all of us.

7 VICE CHAIRMAN SCHLATER: So are we
8 going to have the same tenant? Are those
9 existing tenants going to be there? It's very
10 popular now, that's the only reason why I ask.

11 MR. HOFFMAN: There is actually
12 two main tenants. There are three tenants
13 that are there now and everyone else is sort
14 of rolled up into that. We are working with
15 them, so they would remain.

16 Our approach to the tenants there
17 are much like with the slipholders and,
18 frankly, everybody else we have come in
19 contact with. It has not been to threaten
20 their business, but to work with them and find
21 win/win solutions, you know, and integrate
22 that into our plans.

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1 So we expect those tenants to
2 remain and working with them. So again, we
3 can add on with the pieces that I mentioned
4 earlier.

5 VICE CHAIRMAN SCHLATER: Okay.
6 Thank you. With respect to open space, I saw
7 somewhere an open space exhibit in our package
8 that seemed to count all of the driveways and,
9 you know, your porte-cochere, loading, all of
10 that stuff towards open space.

11 One thing I note from the plan, I
12 can't differentiate what is green space and
13 what is not green space. And one thing I
14 would like to better understand is the
15 greening of the site and just make sure there
16 is enough trees, enough green space on the
17 site.

18 I realize it is an urban project,
19 too. You are talking about 130 feet
20 buildings, lots of people. It can't be
21 greened everywhere. But I would like some
22 more details on the greening of the site

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1 exactly.

2 And I wouldn't count, you know,
3 some of those streets and driveways towards
4 the open space.

5 MR. HOFFMAN: Commissioner, if I
6 may, the first point of your commentary before
7 the question, as Stan had mentioned earlier,
8 we have worked very hard to make the -- some
9 of those service areas on the inside of the
10 buildings and those, of course, have not been
11 counted.

12 There are parking garages,
13 entering the parking garages, we have actually
14 added side streets that parallel. You can see
15 it more towards the right if you could spot
16 that, Shawn? That would be the left, right.
17 We added that street as well as the one over
18 on the left, so that people can go to
19 signalized intersections without that right
20 hand turn issue.

21 I mean, you know, obviously, you
22 can't make a left hand turn on some of these

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1 streets where there is no traffic. So that
2 allows those nodes to work. We have steered
3 the service areas that are mostly on the
4 inside of the buildings.

5 One thing in the characteristic of
6 our development that I think does make it
7 distinctive and I certainly would like
8 consideration of this, is that there is public
9 spaces surrounding these buildings. They are
10 four-sided buildings and much of the
11 development that is in south west, and it's
12 very nice, but it is more of a campus-style
13 and those are private areas. Those are
14 private squares, so there may be open space
15 around it, but it's not public.

16 And so, you know, we do want
17 recognition, I suppose, of that. And
18 certainly, there are certain drive entrances
19 and the like.

20 With respect to green, I would
21 like to ask Shawn to respond to that in terms
22 of I don't know if you have percentages or

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1 where that is. Maybe you can point that out.

2 MR. SEAMAN: Sure. I don't have
3 specific percentages, but the major green
4 spaces are the Waterfront Park at the south end
5 of the site.

6 VICE CHAIRMAN SCHLATER: How big
7 is that?

8 MR. SEAMAN: That's about 5 acres.

9 VICE CHAIRMAN SCHLATER: That's
10 pretty big.

11 MR. SEAMAN: And then the 7th
12 Street Park is about three-quarters of an
13 acre. The intent is --

14 VICE CHAIRMAN SCHLATER: Is that
15 the porte-cochere is going around that?

16 MR. SEAMAN: This has porte -
17 cochere for the hotel, yes, on the sidewalk.
18 And then this is office and residential on
19 this side. But I'm not sure what the exact
20 size of the centerpiece is, but the real
21 intent with the wharf and I had hoped some of
22 this were conveyed in the drawing, was

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1 actually that there would be a significant
2 amount of trees along the wharf, the grove for
3 example in front of the Gangplank Marina was
4 an opportunity to do, you know, either trees
5 and sort of a bosque or trellises.

6 And then along Maine Avenue, we
7 actually purposefully set the buildings back
8 12 feet off the Maine Avenue right-of-way so
9 that we could try to maintain the oaks that
10 are out there for the length of Maine Avenue.

11 VICE CHAIRMAN SCHLATER: That's
12 great.

13 MR. SEAMAN: We talked to the
14 community about maintaining the trees between
15 Tiber Island and Parcel 11 and the East End
16 Park, there is a nice allay of trees down
17 there. So I think a lot more will be defined
18 in the Second-Stage and it's not showing up
19 right now, but the surgical addition of trees
20 into the wharf and Maine Avenue.

21 VICE CHAIRMAN SCHLATER: And I
22 think the preservation of those trees is

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1 pretty important. One of the nicest aspects
2 of southwest right now is the development of
3 those trees that have built up over the past
4 50 years.

5 Mr. Chairman, I'm almost done. I
6 have like two more questions. One has to do
7 with the, it's fairly technical, time periods
8 for what we are approving. So I heard Mr.
9 Glasgow talk about only needing a year to get
10 to the Second-Stage submission.

11 I'm wondering if does that mean
12 that this PUD will be in existence in
13 perpetuity once that deadline is met?

14 MR. GLASGOW: Well, I guess,
15 technically, under the regulations you can say
16 that, but we do have phasing and we can come
17 back with specific time lines for phasing as
18 those come back as Second-Stage PUDs.

19 VICE CHAIRMAN SCHLATER: I mean, I
20 think it would be good. I understand the
21 market drives a lot of this stuff and there is
22 a heavy up front investment that needs to be

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1 repaid. But I don't think having open-ended
2 PUDs like that is a generally good idea.

3 I didn't see anywhere in the
4 package, there was some talk about work force
5 housing. What does that mean in terms of area
6 median income?

7 MR. HOFFMAN: With respect to area
8 median income, the work force housing
9 component just to where that begins is, I
10 think it was stated earlier, after 500 units.

11 We have an affordable housing component up to
12 500 units. And it's basically about 30
13 percent of the unit counts, which is,
14 approximately, 160,000 square feet.

15 And of that affordable, 30 percent
16 or half of that is 30 percent AMI and the
17 other half is 60 percent AMI. On the work
18 force components, after you pass that
19 threshold, it is 20 percent work force housing
20 and that is at 100 percent AMI. And the other
21 half of that is at 120 percent AMI.

22 VICE CHAIRMAN SCHLATER: And this

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1 is all mixed throughout all t he residential
2 buildings?

3 MR. HOFFMAN: It's all mixed
4 throughout. It will have affordable and work
5 force throughout. We d o have, I think, two
6 provisions in buildings and it is limited in
7 its square feet that we can have all market
8 rate and that has certainly made sense,
9 because in certain market rate units where you
10 will have high-end services, high-condo fees
11 and it's just really a mismatch on that.

12 So the percentages don't change .
13 That means that what otherwise would go in
14 that one particular building is going to be
15 concentrated in all the other buildings. But
16 it allows for different experiences,
17 residential and likewise, but it also ensures
18 that there are affordable and work force
19 housing throughout.

20 VICE CHAIRMAN SCHLATER: Great.
21 The last question, a technical question. The
22 Transportation Impact Analysis, we have had a

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1 problem in some of our cases recently where we
2 have actually had the delay consideration of
3 these cases, because the Traffic I mpact
4 Analysis is submitted late to DDOT.

5 And this one was submitted when to
6 DDOT?

7 MR. VANPELT: It was submitted. I
8 have the exact date here. It was submitted to
9 DDOT on the 24th of June.

10 VICE CHAIRMAN SCHLATER: I t hink,
11 you know, this is for future reference and
12 clearly not applicable to this case right now,
13 but I think we need mor e time for some of
14 these issues to be vetted, both w ith DDOT and
15 the community, because too often DDOT comes
16 back and says we need more analysis. We can't
17 even speak to the topic on this particular
18 night.

19 And so, p articularly with Mr.
20 Glasgow here tonight, who w e see a lot, I
21 would just like to say let's see if we can get
22 these things in a little bit earlier.

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1 Thank you, Mr. Chairman.

2 CHAIRMAN HOOD: Thank you, Vice
3 Chairman. And let me just piggyback on that.

4 I think someone in here, I think DDOT has
5 already asked for a request. I can't remember
6 the time frame. Was it three months? But we
7 will get to that. I know that there is a time
8 frame that DDOT is now asking that the
9 traffic consultants get their information in.

10 And we will talk more on that when we get to
11 DDOT.

12 I'm going to go back and forth
13 some between Peter May's questions,
14 Commissioner May's questions, and my own. I
15 don't want to say anything bad about
16 Commissioner May, because he is going to read
17 the transcript.

18 So let me ask this, Mr. Glasgow,
19 we have an exhibit, which is Exhibit No. 40,
20 and it comes from someone who has the masses
21 on urban and regional planning and it struck
22 me because I look at some of the ideas.

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1 For example, one of the points it
2 has on the environment "As sea level rises and
3 the incidents of coastal storms increase in
4 frequency and severity, the waterfront area
5 will become more susceptible to flooding. The
6 development should have sufficient setback to
7 accommodate this."

8 Has that been thought through
9 already or did we already take that under
10 consideration or where are we with that
11 statement?

12 MR. GLASGOW: Well, as we go
13 through the building permit process, we will
14 be coordinating with DDOE and all the other
15 agencies that review.

16 CHAIRMAN HOOD: Okay. I will tell
17 you this. Exhibit 40 is the letter from her.
18 She has transportation and affordable
19 housing. She talks about the mixture of
20 housing units, environment and everything. If
21 you could just, for me, Exhibit No. 40, I
22 would like to have a quick snapshot response

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1 to what she has here.

2 MR. GLASGOW: This here --

3 CHAIRMAN HOOD: And she is also a
4 resident in the area, Exhibit 40.

5 MR. GLASGOW: Okay. As of r ight
6 now or post to --

7 CHAIRMAN HOOD: No, no, n o, not
8 right now, post. And it doesn't have to be no
9 more than a page, just kind of like what she
10 has. Just a snapshot, just talking about each
11 one of these issues and how you are going to
12 deal with them.

13 Okay. I have a letter also from--
14 they call themselves -- well, this particular
15 letter says "The Boating Community." And it
16 goes on to talk about, and some of this I'm
17 not too familiar with, the mooring ball and
18 not having enough space and the Wash ington
19 Challenge is an excellent spot for this and it
20 would truly be sad this opportunity was lost.

21 And I read that in a number of
22 other places how -- I don't know whether the

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1 boaters feel like there is not enough space to
2 anchor at. I don't know. What is that issue
3 all about?

4 MR. HOFFMAN: I would like to ask
5 our marine expert to come up and respond to
6 that perhaps.

7 CHAIRMAN HOOD: This is a person
8 from maritime?

9 MR. HOFFMAN: Yes.

10 CHAIRMAN HOOD: Okay. That would
11 be good.

12 MR. SLOOP: My name is Rob Sloop
13 with Moffatt & Nichol Engineers. I'm a marine
14 and waterfront engineer in the area. And the
15 -- could I get the exhibit?

16 CHAIRMAN HOOD: Are you, let me
17 ask this, familiar with some of the responses
18 that we have in the --

19 MR. SLOOP: Yes, sir.

20 CHAIRMAN HOOD: Okay. Good.

21 MR. SLOOP: What we have is we
22 have put in a request to reduce the width of

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1 the Federal Navigation Channel. I think it's
2 24. It's not in the record. And what we are
3 proposing instead of the open anchorage, we
4 are proposing putting in a mooring field in
5 this area.

6 So what we have done is we have
7 brought the channel in. We have a turning
8 basin. This is the existing fish market. And
9 what we have done is we have brought the basin
10 in here. And instead of a mooring field or
11 instead of anchoring, we are proposing a two-
12 point mooring to help control the traffic.

13 CHAIRMAN HOOD: I'm not really
14 understanding that, but maybe -- you're not
15 nervous, are you? I'm nervous all the time.
16 Every time I come up here, I'm nervous.

17 MR. SLOOP: I'm sorry, sir.

18 CHAIRMAN HOOD: That's all right.
19 Don't get nervous, because I'm nervous all
20 the time and I do this a lot. But I'm just
21 trying to understand what is written here in
22 the submission versus what -- maybe I just

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1 need to go take a maritime class.

2 But what it says here is h e is
3 talking about not having enough space. And I
4 read this in more than one area. T hey are
5 talking about anchorin g, not bei ng able to
6 anchor? Let me just read it.

7 MR. SLOOP: Yes.

8 CHAIRMAN HOOD: Yes. Ye s, if you
9 could.

10 MR. HOFFMAN: Give him the mike.

11 CHAIRMAN HOOD: Take the
12 microphone. You probably understand this much
13 more than I do.

14 MR. SLOOP: I don't know if it's
15 on. Can you go to the maritime plans?

16 MR. HOFFMAN: That's not on, Rob.

17 MR. GLASGOW: Turn the mike on.

18 MR. SLOOP: It's very hard to see
19 in here, but we have reduced the width of the
20 channel here to accommodate the larger piers.
21 And in this area, we have a 500 foot turning
22 basin. And in order t o make this s afe for

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1 navigation, we propose putting a mooring field
2 in here in an area that is a traditional
3 anchorage.

4 VICE CHAIRMAN SCHLATER: What is a
5 mooring field?

6 MR. SLOOP: A mooring field has a
7 fixed ball or a fixed weight at the bottom
8 with a float at the top that you attach the
9 boat to, so that you don't have to anchor.

10 VICE CHAIRMAN SCHLATER: And you
11 leave your boat there?

12 MR. SLOOP: Yes.

13 VICE CHAIRMAN SCHLATER: Will you
14 be able to anchor your boats anywhere?

15 MR. SLOOP: You will be able to
16 anchor your boats from here all the way down
17 outside the navigation channel.

18 CHAIRMAN HOOD: And this
19 particular boater said that he fears that this
20 proposed development will end up like National
21 Harbor. And that's what he is basically
22 alluding to, according to this boater. And

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1 actually, there is a couple from the boating
2 community.

3 The boating community felt as
4 though they were left out, Mr. Hoffman. And
5 when I looked on your laundry list of
6 everybody you met with, I didn't see -- I
7 don't know, maybe there is another name for
8 it. The boating community, do they have
9 another name?

10 MR. HOFFMAN: Well, we have met
11 with Gangplank Marina and the Capital Yacht
12 Club and Slipholders and probably a variety of
13 others. Maybe you can add to that, Shawn?

14 MR. SEAMAN: Sure. We have really
15 met with all of the commercial interests for
16 the commercial boats at the Southwest
17 Waterfront as well as the live-aboard
18 community, the recreational boaters at the
19 Gangplank, the folks at the Capital Yacht
20 Club, so I think we have talked with virtually
21 all of the interests, water interest at the
22 Southwest Waterfront proper and even some

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1 beyond that are interested in running water
2 taxi service, bringing tall ships to the
3 waterfront and getting in that tradition.

4 I think the variety and the types
5 of slips, moorings and tie-ups for different
6 shapes and sizes of vessels will be
7 significantly better in the new development.
8 And, you know, the creation of the large body
9 of water at the northwest end of the channel
10 actually creates a harbor similar to
11 Baltimore's Inner Harbor, some place where you
12 can actually have tall ship festivals,
13 actually draw significant, you know, vessels
14 from outside of the area, as well as balancing
15 that with the recreational boaters, the live-
16 boards and the commercial interests that we
17 have there today.

18 So it is really trying to enhance
19 and not take away any of the specific
20 interests.

21 CHAIRMAN HOOD: Okay. Thank you .
22 Thank you both. I appreciate it.

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1 COMMISSIONER TURNBULL: Mr. Chair,
2 just following up on y our question. Who
3 controls then the mooring fields?

4 MR. SEAMAN: Right now, we have
5 drawn the mooring field on the core
6 application. It is certainly something that
7 is of interest to Hoffman-Madison Waterfront.
8 It is of interest to the Capital Yacht Club.
9 It is a function that they have been doing
10 for those folks anchoring in the channel. So
11 there is plenty of interested parties at the
12 waterfront.

13 I'm not sure who is going to run
14 it at the end of the day, but there is
15 certainly people that are capable of doing it
16 that exist there today.

17 COMMISSIONER TURNBULL: Okay. How
18 many boats could possibly be accommodated
19 there? Do you know?

20 MR. SEAMAN: It's about 50
21 identified on the core application. 50
22 moorings.

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1 COMMISSIONER TURNBULL: Okay.

2 MR. SEAMAN: The moorings, they
3 basically allow the boats to park parallel to
4 one another, rather than throwing over
5 individual anchors. So it makes them a little
6 bit more orderly.

7 COMMISSIONER TURNBULL: Yes, okay.

8 CHAIRMAN HOOD: Okay. Mr. Sher,
9 I'm going to ask you this. We asked R-5-B.
10 Why not R-5-A?

11 MR. SHER: Well, in terms of
12 consistency with the Comprehensive Plan, the
13 Future Land Use Map shows that site as
14 moderate density commercial, which almost
15 would suggest something other than a
16 residential category in the first place.

17 But the plan designates moderate
18 density commercial districts as C-2-A, C-2-B
19 or C-3-A. The more rough equivalent of a
20 residential district at that density is R-5-B,
21 not R-5-A. R-5-A is only a 40 foot height and
22 a 0.9 FAR. C-2-A is 2.5 FAR. C-2-B is 3.5

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1 FAR. C-3-A is 4 FAR. R-5-B is 1.8, but 3.01
2 to the PUD. So it is a rough equivalent to
3 the zones that are identified in the Comp Plan
4 as being moderate density commercial zones.

5 CHAIRMAN HOOD: Okay. And, Mr.
6 Sher, help me. In the W-1 Zone, the Zoning
7 Commission -- you were here when the Zoning
8 Commission put in the W-1 and W-2 and O- or
9 O-, whatever you want to call it, 3.

10 What was the height for W-1?

11 MR. SHER: I believe W -1 was
12 originally 40 feet and was amended, at some
13 point, to 45.

14 CHAIRMAN HOOD: And --

15 MR. SHER: As a matter-of-right.

16 CHAIRMAN HOOD: Right. And the
17 reason they did W-1 was why, so you can see
18 the water and, you know, it wasn't blocked.
19 Wasn't that -- I mean, I think you and I were
20 together around that time.

21 MR. SHER: I fear it's a little
22 before your time. Not before mine, but a

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1 little before your time.

2 CHAIRMAN HOOD: Oh, is it? Okay.

3 MR. SHER: It was 19 73 and 1974
4 and the W Districts were pretty much designed
5 to accommodate the Georgetown Waterfront. The
6 W-1, W-2 and W-3 with, as you said, W-1 at 40
7 feet, W-2 at 60 and W-3 at 90. And if you go
8 back and look at the way that was mapped on
9 the Georgetown Waterfront in the first place,
10 the Wisconsin Avenue Corridor coming down the
11 hill from M Street was W-1. The area along
12 the C&O Canal, both north and south, was W-1.

13 The area to the east end of the
14 Georgetown Waterfront was primarily W-3 and
15 everything else was W-2.

16 And we wrote the zones as
17 potentially having greater applicability than
18 just Georgetown, but , frankly, all of the
19 studies and all of the designs of that went
20 into trying to figure o ut how we would deal
21 with what was perceived, at that point, to be
22 a traffic capacity issue and trying to change

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1 the industrial zones that were there over to
2 mixed-use.

3 CHAIRMAN HOOD: Okay. Well, tha t
4 was right after something when we did W-1.
5 Maybe it was another part of the city, but I
6 remember doing something. W-0, that's what --
7 okay. I know it was a W.

8 MR. SHER: Yes. W-1 is now mapped
9 in part -- W-2 is mapped along Capitol Gateway
10 and it has been expanded some, but it was
11 started in '73 in Georgetown.

12 CHAIRMAN HOOD: Okay. And I guess
13 what I'm -- we are getting closer to the
14 water. I have always thought we are trying to
15 lower the height, but I also see this being
16 again like Atlantic City where you are making
17 it less dense and giving it more height. And
18 I don't know how much more height we can do in
19 130 feet.

20 And this goes back to a quest ion,
21 I think, one of my colleagues had was about
22 the 130 feet in that area. Again, I'm just --

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1 you know, and I know this is the First-Stage.

2 I don't want us to get to the Second-Stage
3 and then we have a major problem with 130
4 feet.

5 MR. SHER: Okay.

6 CHAIRMAN HOOD: How --

7 MR. GLASGOW: Mr. Chairman, with
8 respect to the Comprehensive Plan Land Use
9 Map, if you look at where there is high
10 density commercial/high density residential
11 mapped, you will see that it is generally in
12 the DD area, which is Zoned DD/C-3-C and DD/
13 C-2-C, both of which allow the height as
14 permitted under the 1910 Height Act in all of
15 those areas.

16 With FAR set, much in excess of
17 this site and so we have -- what has been
18 done, as it has been explained by Mr. Eckstut,
19 is to then provide these podium setbacks, open
20 spaces and then go up to 130 feet as was shown
21 in the photograph of the model.

22 CHAIRMAN HOOD: Yes. And that's

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1 what puzzles me. He mentioned the height and
2 the open spaces. Again, when I look at that,
3 I look at how Atlantic City is done as far as
4 the open space. I don't see that opening
5 happening or maybe, you know, I'm just --
6 maybe it's just the First-Stage of Parcel 1, 2
7 and 3.

8 I don't see that opening happening
9 when I look at -- to me, we are getting the
10 height and the density, the way I look at it.

11 MR. GLASGOW: I think that when
12 you have the 3.87 FAR, because that's
13 something that we -- Mr. Hoffman also
14 indicated. You know, we understand it and we
15 will live within the 3.87 FAR. And we do have
16 a 5 acre park. And we have some other open
17 spaces and we have some taller buildings set
18 on podiums.

19 And Mr. Eckstut can go back into
20 that in more detail, if you would like?

21 CHAIRMAN HOOD: No. I just wanted
22 to pose the question, unless he wanted to

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1 comment on it? Mr. Eckstut, did you want to
2 comment?

3 MR. ECKSTUT: F irst of all, my
4 grandparents resided in Atlantic City and I
5 spent all my summers there, so it's one of the
6 few cities that I actuall y know extremely
7 well.

8 CHAIRMAN HOOD: I f igured you
9 might say that. No, I'm just joking.

10 MR. ECKSTUT: And I have that
11 Philadelphia accent, right? And the truth is
12 that almost all the tall buildings in Atlantic
13 City are at the boardwalk. And the reason is
14 very similar to what we do in many waterfronts
15 and what we a re proposing here, which is we
16 get the most light and air, there fore we cast
17 the least shadows and we are not in the middle
18 of other neighborhoods with many smaller
19 buildings.

20 So like Atlantic City, and many
21 other waterfront cities, they would tend to
22 put the tallest and most dense environments at

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1 the water's edge. There is also a very large
2 tradition of the largest structures in the
3 city, particular examples in historic cities
4 like Baltimore, where we recently got
5 approvals for taller buildings there, too,
6 because the buildings were generally bulkier
7 at the water's edge and therefore had a least
8 impact on the adjacent neighborhoods like
9 Fells Point and things like that.

10 But it is clearly where we have
11 light and air, it's clear we are doing the
12 least impact. Four story buildings block
13 views and cast shadows as well as taller and
14 we are able to cover less land, so we can make
15 more public space. And with that, more views
16 and more access.

17 So I'm happy to spend more time on
18 it, because it is something that is one of the
19 first things we do in laying out a waterfront
20 is think about where is the most appropriate
21 height? And we are not doing walls, we are
22 stepping down. It's only in places we think

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1 are most appropriate.

2 CHAIRMAN HOOD: Okay. Thank you .

3 Mr. Hoffman, let's go back to your -- and I
4 will tell you that I am very pleased with the
5 community outreach from what I see here. The
6 many, many meetings you have had, I believe,
7 since 2007, I think was the latest date I saw.

8 But let me ask you, you mentioned
9 about the ANC, you were meeting with the ANC
10 up until yesterday, I believe?

11 MR. HOFFMAN: Well, yesterday was
12 Sunday. Friday.

13 CHAIRMAN HOOD: Oh.

14 MR. HOFFMAN: Yes, we met Friday.

15 CHAIRMAN HOOD: Okay. I thought
16 you all worked on the weekend. But you
17 mentioned that there was a number of items,
18 because they have quite a few, I'm not going
19 to say, opposition, but they were concerned
20 because this is a letter of support.

21 But they had the concerns and you
22 were able to, and I'm sure I'll be able to

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1 hear from Mr. Litsky and Mr. McBee when they
2 come up, but you were able to minimize this.
3 What are one or two sticking points that --
4 where you were not able to reach agreement?

5 MR. HOFFMAN: T here was -- one
6 good example would be Pier 4. And the preface
7 that because we were having lots of
8 discussions with lots of groups and interests,
9 it was really a dynamic process. So sometimes
10 I think the concerns when they were put
11 together, they are already dated by the time
12 of the meeting with the ANC because we had
13 already resolved it, but, you know, that was
14 unbeknownst to the Commissioners.

15 So there was nothing intentiona l
16 about that. That's the process is working
17 that quickly. But to serve up one example for
18 you, it would be Pier 4.

19 In the 27 listed concerns, I think
20 it starts by, I know because this is seared in
21 my memory, that the ANC prefers that no
22 development occur on Pier 4. And then it goes

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1 on if development must occur and there is a
2 list of items on there of setbacks of 10 feet
3 and 45 feet in height. And I think there are
4 some other provisions in there.

5 Prior to that, we had already
6 worked out a solution with Harbor Square
7 Association that we would reduce the height of
8 Pier 4 to 45 feet and that the setbacks on the
9 pier, and we are talking about either side,
10 would be 8 feet. And that's simply -- that
11 wasn't a negotiation. That was simply a
12 correction on our part, because the structure
13 the way it is today is 8 feet back and we
14 needed that inside, so that we could park.

15 And here, we are aligned. We want
16 to put the cars inside that pier away from
17 view and that's what the neighbors want as
18 well. So anyway, it took a lot of
19 communication and back and forth, but that
20 evolved while, I think, the ANC adopted those
21 concerns.

22 And so there was a case where I

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1 think, you know, that remains, but I believe
2 the issue is resolved.

3 CHAIRMAN HOOD: Okay. All ri ght.

4 I think that will be sufficient for me.

5 Let me a sk a few questions for
6 Commissioner May. Actually, I'm going to ask
7 all of his questions. I woul d like to do a
8 few, but I'll ask all of them.

9 Okay. And here is another thing,
10 Mr. Glasgow. If you could -- maybe some of
11 them you may be able to respond to in other
12 submissions, so you get exactl y what he is
13 asking for.

14 Can you describe (or submit)
15 information which describes the c urrent and
16 planned numbers of marina spaces and channel
17 moorings, you might have answered this, broken
18 down by type? Leased, d ay use, size,
19 etcetera?

20 I do not know the d ifferent types
21 of use, so, please, break down th e numbers in
22 whatever way makes sense.

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1 MR. GLASGOW: All right. We will
2 provide that post-hearing.

3 CHAIRMAN HOOD: Okay. Can you
4 provide a better diagram that describes the
5 vehicle access to the site? The diagram on
6 page 3.7 is a bit confusing. Also, can you
7 describe what you mean by limited vehicle
8 access, as indicated on the drawings? Okay?

9 MR. GLASGOW: Correct.

10 CHAIRMAN HOOD: The next one is,
11 please, provide a large and better quality
12 aerial photo of the existing conditions.

13 Okay. Will the M Street/Maine
14 Avenue Circle be included in the Stage Two PUD
15 application, so that we can see it in greater
16 detail? The same question for the waterfront
17 parking.

18 MR. GLASGOW: Right. Well, yes.
19 Both of those the answer will be yes.

20 CHAIRMAN HOOD: Okay. What
21 infrastructure for the streetcar, if any, will
22 be included in the development in addition to

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1 the tracks (electrical substations, power
2 poles, etcetera) will the segment along the
3 waterfront be capable of running without
4 overhead wires?

5 Was that answered?

6 MR. GLASGOW: We answered there
7 would be no overhead wires.

8 CHAIRMAN HOOD: So the answer is
9 yes, there will be cables running without
10 overhead wires?

11 MR. GLASGOW: Correct.

12 CHAIRMAN HOOD: Okay. Can you
13 describe the changes made to Parcels 1 and 2
14 in response, and I know that was mentioned
15 earlier, but let me read the question, to NCPC
16 and CFA questions? It is difficult to discern
17 by comparing the original PUD submission
18 drawings to the current drawings. Perhaps a
19 simple drawing could be made which overlays
20 original and current plans.

21 Do we have that already? If we
22 do, just point us to it. If not, we would

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1 like to see that.

2 MR. ECKSTUT: We could provide the
3 comparison, because we had it i n the
4 presentation with NCPC. It doesn't show what
5 we had before, but we -- their consultant find
6 we narrowed down -- the biggest problem we had
7 was they could not make up their mind what
8 they were going to do at Banneker, so they are
9 going through a planning process, so we had to
10 arrive at what we could do to make sure there
11 was as much of an opening.

12 So we made the market square
13 wider. They allowed us to do s ome things in
14 the square for retailing and then we provided,
15 I believe it was, was it a 75 foot, Shawn, or
16 80 foot wide youth corridor?

17 MR. SEAMAN: 80 feet.

18 MR. ECKSTUT: Down the center line
19 of L'Enfant Plaza and I think they -- we all
20 agreed that this was giving them much more
21 flexibility, so that they could go forward and
22 plan. And we were creating which was their

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1 main objective was two things , no wall and a
2 much more welcoming opening towards the fish
3 market.

4 CHAIRMAN HOOD: All right. Okay.

5 MR. ECKSTUT: But we could
6 provide, I'm sure, the overlay o f what we had
7 originally and what came out of the process.

8 CHAIRMAN HOOD: Okay. That will
9 be fine. Let me also ask this question and I
10 think you alluded to this. Can you provide a
11 perspective view from the Banneke r Park into
12 the site looking more towards Parcel 2 than
13 the view provided on Sheet 5.12?

14 I would like to see the view
15 between Parcel 1 and 2 and also through the
16 gap in the Parcel 2 towers. Okay.?

17 MR. GLASGOW: Okay.

18 CHAIRMAN HOOD: The last question.
19 What is the status o f the potential
20 additional interest to the Waterfront M etro?
21 Is the applicant willing or able to contribute
22 to its construction? And I think you have

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1 responded, but if somebody wants to respond?
2 You might want to turn your mike on.

3 MR. HOFFMAN: This is the
4 extension of the Metro Tunnel . Is that what
5 we are asking?

6 CHAIRMAN HOOD: Yes.

7 MR. HOFFMAN: We certainly will
8 cooperate with Office of Planning and DDOT.
9 We have nothing in our coffers for
10 contribution towards that. We have got
11 tremendous public amenities and areas
12 committed to, so we don't have funds committed
13 for that.

14 CHAIRMAN HOOD: Okay. Let me just
15 say my point of view. I think this is a very
16 exciting project. There may be some tweaks
17 and stuff that we might need to massage or
18 turn around and twist, but I think -- and
19 especially I'm happy to see the outreach.

20 And I know that everybody is not
21 100 percent there, but I th ink with the way
22 that when I see a sheet like this of community

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1 meetings, I'll tell yo u I don't often see
2 this, I want to applaud this applicant and
3 presenters and Office of Planning as well for
4 at least having a dialogue with the community.

5 You might not have reached it, but
6 I think through further -- as we further go
7 along, we may be able to close some of those
8 gaps where the community may still stand or
9 still have issues.

10 So I think this is very exciting
11 for this area and for the city. And I'm
12 looking forward to, hopefully, seeing how far
13 we get after the tweaks and the massaging that
14 we may have to do.

15 So any other questions?
16 Commissioner Turnbull?

17 COMMISSIONER TURNBULL: Mr. Chair,
18 I just had two questions to follow-up on. And
19 it goes back to the Vice Chair where we were
20 talking about Segment C. We talked about the
21 office residential, Parcels 6, 7, 8, 9. And
22 we looked at -- I think, Mr. Hoffman, you had

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1 said that based upon the chart you looked at,
2 there would probably only be two buildings
3 that would be office.

4 Would that be primarily 7 and 8
5 then? And having 6 and 9 as the residential?

6 MR. HOFFMAN: It definitely will
7 not be 9. We are committing 9 as residential.

8 COMMISSIONER TURNBULL: 9 is
9 right.

10 MR. HOFFMAN: It could be 7 and 8.
11 It could be 6 and 7.

12 COMMISSIONER TURNBULL: Well,
13 right now, you have 6, sort of shows two
14 buildings split on the site.

15 MR. HOFFMAN: Right. Where -- and
16 we like that massing broken down in two. So
17 even if we were to go office, we would have
18 two parcels or two buildings there. The
19 commitment we are making is that it won't be
20 greater than 500,000.

21 So no matter what, the -- that
22 area will be primarily residential, because

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1 the residential, I think, com poses
2 approximately anywhere from 50 percent to 88
3 percent of the site. Yo u know, from it's
4 minimum to it's max, and the balance, I think,
5 is retail. It's probably 12 percent retail.

6 COMMISSIONER TURNBULL: Okay.

7 MR. HOFFMAN: All the floor plates
8 are -- you know, have retail, strong retail
9 components in them. So we are just leaving
10 some flexibility appreciating that, you know,
11 this may be a few years out before we are
12 ready to develop that.

13 COMMISSIONER TURNBULL: Right.

14 MR. HOFFMAN: And we just can't --
15 you know, there is only so much predictability
16 in the markets.

17 COMMISSIONER TURNBULL: But
18 basically, you are saying that at least two of
19 the parcels would be residential you are
20 feeling?

21 MR. HOFFMAN: That is correct. I
22 am saying that at least two of those parcels

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1 will be residential.

2 COMMISSIONER TURNBULL: Okay. And
3 my last question is there has been different
4 talk about the -- it sort of shows that as far
5 as the Wharf, the width between the waters and
6 the building, you are t rying to get near 60
7 feet?

8 MR. HOFFMAN: That's correct.

9 COMMISSIONER TURNBULL: Is that
10 fairly consistent? I know y ou -- one of the
11 sheets says it varies when you get to --

12 MR. HOFFMAN: There are a couple
13 of unique situations that we have ac tually
14 talked with some of the neighbors. If you
15 look at P arcel 1, and this was actually
16 discussed a little bit ago, it is a little bit
17 of a pinch point there --

18 COMMISSIONER TURNBULL: Right.

19 MR. HOFFMAN: -- to get vehicles
20 out. And so there that is just a littl e bit
21 closer. That is approximately , I think it
22 might be, 35 feet or in that ra nge, maybe 40

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1 and not 60 in that area.

2 Actually, it is probably -- I
3 don't want to guess. Shawn, can you tell me
4 what it is in Parcel 1? We have a terrace and
5 we have 20 feet for traffic and then we only
6 have 10 feet in that one area for pedestrian
7 flow.

8 MR. SEAMAN: I believe it is 40
9 feet and we have identified 10 feet that is
10 dedicated pedestrian in that zone, so there is
11 no shared space there. It's a 10 foot
12 pedestrian only.

13 MR. HOFFMAN: That is the area
14 where we transition down to the existing fish
15 market.

16 COMMISSIONER TURNBULL: The
17 market, yes.

18 MR. HOFFMAN: As you go along the
19 waterfront, one of our concerns was having
20 this relentless march of open space. And so
21 interruptions and interest along the way are
22 an enhancement, we think, to that experience.

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1 So it is interrupting in two places.

2 One is where the Gangplank M arina
3 is and that's off to the right. You can see a
4 box that's more to the right, if you've got a
5 pointer. And then the other is Capital Yacht
6 Club and that's over to the left.

7 And those are important, too,
8 because what we want to do is get rid of those
9 cages out there and all that security drab.
10 As Stan has pointed out, the majority of the
11 piers here are open to the public. They are
12 not secured off or privatized.

13 And so what these buildings or
14 these structures allow is that you can go
15 through the structure and then go onto the
16 private piers for Capital Yacht Club and
17 Gangplank Marina. But anyway it's a long
18 explanation to let you know there are
19 interruptions in that area.

20 And then there is a gr ove that we
21 put off to the right in front of Gangplank
22 where we have actually set th e building back

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1 further than 60 feet in that area. And also,
2 there is an area in front of the Capital Yacht
3 Club. There are two and we have set the
4 buildings back.

5 And what that allows us to do in
6 addition to causing the interruptions and
7 making new experiences, it allows access to
8 those areas for vehicles so they can turn
9 around and leave. So you could access Capital
10 Yacht Club without having to drive on the
11 Wharf. You can go into that lane, come in,
12 drop off supplies or whatever, turn around and
13 go back, go in the parking lot or wherever.

14 And the same thing with holds true
15 with Gangplank Marina. So those two pieces.
16 And then when you drop down again, you drop a
17 little bit lower as you go to the right to the
18 existing in -- with the existing elevations.

19 COMMISSIONER TURNBULL: Okay.
20 Thank you.

21 CHAIRMAN HOOD: Any other
22 questions? Okay. Let's move right on. The

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1 goal is to try to finish tonight. That is our
2 goal.

3 Does the applicant -- ANC-6D, do
4 you have any cross-examination? Does the ANC-
5 6D have any cross -examination? Okay. Mr.
6 Litsky, if you can come to the table? Turn
7 your microphone on, Mr. Litsky. It's on?

8 MR. LITSKY: Now it's on. I do
9 have a question for the transportation
10 planner. How many vehicles does your traffic
11 plan indicate that you anticipate on the
12 shared use street over the course of an hour?

13 MR. VANPELT: Really, our traffic
14 analysis doesn't really make any assignment
15 for that shared use street. The street from a
16 functionality standpoint really isn't a
17 necessary street. It's more of a convenience
18 street. But if there is -- but, yes, the
19 assignment really -- all the access is
20 oriented towards Maine Avenue.

21 MR. LITSKY: Okay. And I was also
22 wondering also on the traffic plan, the shared

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1 use street is also going to have a streetcar.

2 What is your understanding about how often
3 the streetcar will be going down the Wharf?

4 MR. VANPELT: I think it -- I
5 mean, there is things that will have to be
6 determined about when the streetcar would go
7 down the Wharf. I think we would think it
8 would be off-peak times when off-peak being
9 when the pedestrian volumes aren't at their
10 heaviest. But I think during the headways
11 that are expected are about 10 minutes, so
12 that you could expect one about every 10
13 minutes.

14 MR. LITSKY: Okay. That's a
15 question I'll ask to DDOT as well. I do have
16 another one, if you will hang on just one
17 second. This is a question from the building
18 community. And the concerns are safety and
19 use.

20 While public access to the water
21 is great, has the team considered the safety
22 of the marine traffic with kayaks along side

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1 large dinner boats in a much narrower channel?

2 And so I would like to ask that question to
3 Mr. Sloop, I suppose.

4 MR. SLOOP: We have done a boat
5 traffic analysis in this area to look at the
6 traffic. And we have tried to create, at the
7 recreational pier, a small harbor. We have
8 moved the smaller boats away from where they
9 are today from the commercial docks into this
10 area.

11 MR. LITSKY: Okay. One more
12 follow-up on that as well. As for the mooring
13 fields, which is something about, which I know
14 nothing, it does put the boats, however,
15 pretty close to the wall. And what kind of
16 issues do you see might impact the manner in
17 which the Wharf is going to be used?

18 MR. SLOOP: In the mooring fields,
19 there is adequate depth near the wall for the
20 smaller boats. And the dual point moorings
21 allow them to be lined up parallel, so that
22 they won't be swinging and they won't -- a

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1 larger boat wouldn't be swinging into the
2 shallow, so it's all a matter of control and
3 safety with the mooring fields.

4 MR. LITSKY: Great. Thank you. I
5 had a number of other questions, but I must
6 say that the Commissioners actually asked
7 those questions yourselves. So thank you very
8 much for asking my cross for me on this one.

9 Those are the only questions I
10 have of the applicant.

11 CHAIRMAN HOOD: Thank you very
12 much. Let's go with, I'm not sure who is
13 going to cross-examine for Vestry of St.
14 Augustine. Mr. DePuy, no cross-examination?
15 Okay. Tiber Island? Mr. Hitchcock?

16 MR. HITCHCOCK: Thank you, Mr.
17 Chairman. I have a couple questions for
18 clarification and it might be helpful to turn
19 back to the slide towards the end with a view
20 of 6th Street South towards the waterfront
21 that shows Tiber Island on one side and the
22 proposed building for Parcel 11 on the other

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1 side.

2 Commissioners, the analogue is
3 Sheet 5.19 in the supplemental filing.

4 UNIDENTIFIED SPEAKER: Before or
5 after?

6 MR. HITCHCOCK: The after, please.

7 My first question is the sectional of the
8 proposed new structure shown on the right, is
9 that -- the sectional earlier on says it is to
10 be 45 feet. Is that what this is intended to
11 show here, a 45 foot structure?

12 MR. SEAMAN: The building height?

13 MR. HITCHCOCK: Yes.

14 MR. SEAMAN: Yes, 45 feet.

15 MR. HITCHCOCK: Now, in -- there
16 is a sheet towards the front, Sheet 2.2, that
17 indicated that there was going to be a
18 partially occupiable penthouse on the top that
19 would extend it up to 57 feet. What exactly
20 is that?

21 MR. HOFFMAN: I'll answer that.

22 There is a penthouse on it for accessibility

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1 onto the roof. It is limited to -- in size
2 just like any kind of mechanical penthouse
3 would be. I think it is .37 for the zone.
4 And so it is set way back.

5 And if we didn't say anything on
6 that, it would be as high as 18 feet. We
7 committed to only 12 feet and the total height
8 of that structure. So, yes, we did mention
9 that. We have mentioned that to the community
10 and it is for roof access. And there is some
11 living space up there.

12 MR. HITCHCOCK: Okay. So in other
13 words, the total in terms of the 45 foot
14 residential building plus the penthouse will
15 come in under the 60 feet that you are
16 proposing? Is that correct?

17 MR. HOFFMAN: Yes, as in any
18 standard conventional format when we are
19 talking with roof heights, there are
20 penthouses up and we were very careful to make
21 sure that we explained our intentions all
22 along.

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1 MR. HITCHCOCK: Okay. Thank you .

2 A question was raised by the Office of
3 Planning report dealing with lot occupancy for
4 Parcel 11. Would the lot occupancy, including
5 the donut hole so-called in the middle with
6 respect to where the garage will b e, and the
7 question that I have wa s in respect to this
8 drawing which shows fo r the building, the
9 considerable setback along 6th Street.

10 My question is is that designed to
11 match the setback on Tiber Island?

12 MR. HOFFMAN: No. I don't t hink
13 it is intended to match the setback on Tiber
14 Island. It is intended to provide as much
15 green space as we possibly could having
16 listened to the community and them wanting
17 more green space out there. In addition, to
18 saving the trees that we are seeing there now
19 as well. So we committed to hiring an
20 arborist for that to save those trees the best
21 we can and, in fact, put another tree planting
22 out there.

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1 The reason -- the other reason
2 that the road is narrower is we have made it
3 into one-way traffic, so that we can real ly
4 reduce the amount of traffic coming in there.

5 So there is no through tra ffic pattern that
6 benefits anybody and we were doing that in an
7 effort for keeping that as calm as we possibly
8 could.

9 The only way you can enter that
10 street really is to come in where we are
11 putting in the circle and exit. So it really
12 only serves the neighborhood now.

13 MR. HITCHCOCK: Okay. Do you
14 recall offhand what the setback would be along
15 the building here on Parcel 11?

16 MR. HOFFMAN: I d on't understand
17 the question.

18 MR. HITCHCOCK: The reason I'm
19 asking you -- how many feet would there be
20 from the curb back to where the building
21 starts?

22 MR. HOFFMAN: Oh, um, Shawn, can

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1 you, please, answer that? Because I think we
2 had a diagram --

3 MR. SEAMAN: We have a diagram.

4 MR. HOFFMAN: -- to give you the
5 dimensions.

6 MR. HITCHCOCK: Yes.

7 MR. HOFFMAN: Can we find that?
8 There we go.

9 MR. SEAMAN: There you go.

10 MR. HITCHCOCK: Okay. Yes, we
11 hadn't seen that one before. I mean, as I
12 understand it, it looks like 12 feet from the
13 curb to where the sidewalk ends and then 18
14 feet to the property. Okay. Thank you. That
15 answers the question.

16 MR. HOFFMAN: You're welcome.

17 MR. HITCHCOCK: I have nothing
18 further, Mr. Chairman. Thank you.

19 CHAIRMAN HOOD: Thank you, Mr.
20 Hitchcock. We are going to take a four minute
21 break and we will be right back. So if
22 everybody can just hold tight.

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1 (Whereupon, at 9:01 p.m. a recess
2 until 9:04 p.m.)

3 CHAIRMAN HOOD: Okay. Let's go
4 back on the record. The issue is that we have
5 to have three Commissioners in the room at the
6 same time and we only have three
7 Commissioners. So we are at a disadvantage
8 tonight, but we're going to try to go ahead
9 and get through this. We don't want to keep
10 you all here until 12:00.

11 Okay. Let's go back with
12 Gangplank Slipholders, do you have any cross -
13 examination? Excuse me, please, come to
14 order. If you have a conversation you want to
15 continue, you can take it outside and then you
16 can rejoin us, but we want to continue.

17 Yes, sir?

18 MR. KOPP: Yes, we have --

19 CHAIRMAN HOOD: Turn your
20 microphone on.

21 MR. KOPP: We just have one quick
22 question for clarification. We were curious

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1 to know, the issue was brought up about some
2 of the specifics with how marine traffic is
3 handled in the channel and how the narrowing
4 the channel might affect that traffic. And we
5 just want to know if that is actually part of
6 this zoning conversation right now or if that
7 was our details that actually should be dealt
8 with at a later time, perhaps in the next
9 stage, because we were not clear on how that
10 process works.

11 CHAIRMAN HOOD: Okay. I think
12 considering that some of that question has
13 already come from here, Mr. Glasgow, if you
14 want to direct somebody to answer that
15 question?

16 MR. GLASGOW: Can you rephrase the
17 question again?

18 MR. KOPP: Yes. We just wanted to
19 try to clarify whether some of the details
20 regarding marine traffic and some of the
21 specifics with design in terms of the marinas
22 will be dealt with in the next phase of the

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1 PUD as --

2 MR. GLASGOW: Yes.

3 MR. KOPP: -- opposed to this
4 phase?

5 MR. GLASGOW: Yes. There will be
6 further detail on that.

7 MR. KOPP: Thank you.

8 CHAIRMAN HOOD: More of the
9 specifics in the Second-Stage, okay. All
10 right.

11 VICE CHAIRMAN SCHLATER: I
12 actually have a follow-up question on that.
13 To what extent does the Army Corps get
14 involved in those discussions on how the
15 channel is managed?

16 MR. HOFFMAN: To my knowledge, it
17 does not. It really is going to hopefully
18 grant the reduction of the channel, because it
19 really serves the Corps no purpose, at this
20 time, much like an alley closing or the like.

21 But the regulation of it beyond that, they
22 would not be part of that.

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1 VICE CHAIRMAN SCHLATER: Then
2 there is a legislative process that is
3 underway in terms of --

4 MR. HOFFMAN: There is. There is
5 a current legislative process that is being
6 handled by Congresswoman Eleanor Holmes
7 Norton. I have met with her for two hours
8 last week. She is optimistic. We hope that
9 by the end of this year, that legislation will
10 be behind us. We recognize there are some
11 other tensions going on right now, having
12 nothing to do with us, but we do believe that
13 -- and we have a lobbyist involved to help the
14 process, so we feel comfortable that this is
15 going to happen.

16 CHAIRMAN HOOD: Okay. Let's go to
17 the 6th Street Homeowners.

18 MS. RANDOLPH: Thank you. The 6th
19 Street Homeowners would like to know why was
20 it not possible to zone Parcel 11 as a 5-A.
21 I'm sorry, a B-5-A, which is a lower density
22 than a B -- R-5-B.

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1 CHAIRMAN HOOD: That's similar to
2 the question I asked. And actually, I took it
3 from your -- I got the question exactly from
4 you, so we will go to Mr. Sher. Why instead
5 of R-5-A as opposed to R-5-B? I mean, R-5-B
6 as opposed to R-5-A.

7 MR. SHER: Well, the Comprehensive
8 Plan Future Land Use Map designates this site
9 for moderate density commercial. That would
10 suggest that under the framework element of
11 the plan, the zones that are roughly
12 equivalent or fall within that moderate
13 density commercial designation are C-2-A, C-2-
14 B and C-3-A.

15 We have -- we are asking for
16 residential. We are not asking for commercial
17 on that site. But the zone that is closer to
18 the density and height permitted under C-2-A,
19 C-2-B and C-3-A is R-5-B, not R-5-A.

20 R-5-A permits .9 FAR and 40 feet
21 in height. R-5-B permits 1.8 FAR and 50 feet
22 in height. The zones that are there are

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1 roughly 2.5 and 50 feet, 3.5 and 65 feet and
2 4.0 and 65 feet.

3 MS. RANDOLPH: But isn't it
4 correct that currently the church is Zoned R-3
5 and was zoned as such under the original 1960
6 Development Plan?

7 MR. SHER: Not quite.

8 MS. RANDOLPH: I have a copy --

9 MR. SHER: It is --

10 MS. RANDOLPH: -- of the zoning
11 report dated July 12th. It says it is Zoned
12 R-3 for Square 473.

13 CHAIRMAN HOOD: Ms. Randolph, you
14 asked him a question. Let him answer it.

15 MS. RANDOLPH: I'm sorry.

16 CHAIRMAN HOOD: If you have
17 something else to --

18 MS. RANDOLPH: I will.

19 CHAIRMAN HOOD: -- then you can --

20 MS. RANDOLPH: I will.

21 CHAIRMAN HOOD: Okay.

22 MS. RANDOLPH: I will apologize.

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1 MR. SHER: It is correct that the
2 property is Zoned R-3 from 1958 until 1998, it
3 was not zoned at all. It was designated on
4 the Zoning Map as UR or urban renewal. Zoning
5 did not apply to that site.

6 When the Southwest Urban Renewal
7 Plans expired 40 years after their adoption in
8 the mid 1950s, the District went around and
9 put zoning on those properties. The zoning
10 that was applied to the St. Augustine's church
11 site was R-3.

12 The Comp Plan land use designation
13 followed that. It did not comport,
14 necessarily, with R-3, but that's the zoning
15 that was applied when zoning was put there.

16 MS. RANDOLPH: Isn't it true that
17 really what you are seeking through using a
18 PUD is a variance of the R-3, even though you
19 are not pursuing a matter -of-right process?
20 And that you are attempting to destroy --

21 CHAIRMAN HOOD: Ms. Randolph? Ms.
22 Randolph?

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1 MS. RANDOLPH: I will pause.

2 CHAIRMAN HOOD: Yes, thank you. I
3 just need you to ask a question. I mean, not
4 the long --

5 MS. RANDOLPH: Okay.

6 CHAIRMAN HOOD: You know, you get
7 your point across. Just ask him a question.

8 MS. RANDOLPH: Isn't it correct
9 that you are actually, in substance, pursuing
10 a variance of the church's R-3 designation?

11 MR. SHER: No.

12 MS. RANDOLPH: I don't have any
13 other questions.

14 CHAIRMAN HOOD: Thank you, Ms.
15 Randolph. Let me ask, Ms. Randolph, I have a
16 question for you. Which church are we
17 referring to?

18 MS. RANDOLPH: We are referring to
19 St. Augustine's.

20 CHAIRMAN HOOD: St. Augustine's,
21 okay.

22 MS. RANDOLPH: And may I just show

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1 where it sits for a moment --

2 CHAIRMAN HOOD: No.

3 MS. RANDOLPH: -- so that you --

4 CHAIRMAN HOOD: No.

5 MS. RANDOLPH: No?

6 CHAIRMAN HOOD: No, I'm fine.

7 MS. RANDOLPH: Okay. Do I have --

8 CHAIRMAN HOOD: Because I know we
9 have --

10 MS. RANDOLPH: -- an opportunity
11 later to do that?

12 CHAIRMAN HOOD: You will have an
13 opportunity later --

14 MS. RANDOLPH: Thank you.

15 CHAIRMAN HOOD: -- Ms. Randolph.
16 Actually, you're going to have 60 minutes.
17 Okay. Let's go to the Office of Planning's
18 report. Did I misspeak? Huh? Yes, there's
19 only one party in opposition.

20 MS. TREGONING: Thank you very
21 much, Chairman Hood, Commissioner Schlater,
22 Commissioner Turnbull. It's a pleasure to be

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1 here this evening. I have to say that it was
2 very important to me to be here at this
3 hearing and to support this particular
4 project.

5 I think it's very rare in the city
6 to have a single project help to realize so
7 very many of the city's aspirations. So, you
8 know, I could -- our report covers a lot of
9 this material, but I will just say that it
10 really begins for us with the waterfront.

11 You know, this is a project, as
12 many people have said, that has been decades
13 in the making. You know, when you talk about
14 the type of development that is happening here
15 at the site, one of the important pieces of
16 context is why are we developing this property
17 along the riverfront to begin with?

18 You know, the Anacostia Waterfront
19 Plan is an important part of the city's
20 future, an important part of the fiscal
21 stability of the city. We are a city that
22 survives with much less than 50 percent of our

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1 land on our tax rolls. Other capital cities
2 around the country, other state capitals, have
3 85 percent of their land, 90 percent of their
4 land on their tax rolls. 10, 15 percent that
5 is Government land or for nonprofits.

6 For us, you know, that number is ,
7 you know, between 40 and 50 percent and every
8 year nonprofit users can buy land and take
9 that land off the tax roll. So i t becomes
10 very important to us to not just make good use
11 of the land that we have for th e purposes of
12 our fiscal stability, but also to take the
13 lessons we have learned from the res t of the
14 city about how to create really wonderful
15 places, incredible wealth of amenities in a
16 neighborhood, how to bring enormous diversity
17 of transportation choices to a community and
18 to mix the uses, so that you have activity all
19 times of the day and night.

20 And I think this project really
21 does a lot of tha t. In addition, it creates
22 one of the most accessible multimodal points

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1 in the cit y, a real destination that has
2 access to three transit lines within 10
3 minutes, plus commuter rail that is going to
4 be able to be accessed by streetcar and
5 circulator.

6 It is going to be a bikes haring
7 hub, but you will also be able to access it
8 through a mode that we hardly ever see in the
9 city and that's by water. Whether that is
10 kayaking or water taxi, s o it brings all of
11 those modes together.

12 We have 16 million tourists tha t
13 visit the city every yea r. And for all
14 intents and purposes, you know, this is a part
15 of the city that they never see and can never
16 get to. And the spending that they might want
17 to do, the enjoyment of the city that they
18 might want to have, you know, rarely goes to
19 the waterfront, rarely comes off the Mall.

20 So one o f the things that this
21 project does is make a vital connection from
22 the L'Enfant Promenade and Banneker Ov erlook

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1 directly down to Maine Avenue. So it becomes
2 a real pipeline, if you will, between the
3 waterfront, you know, and the Mall for both
4 the benefit of the residents, but also as a
5 place where visitors will be able to find and
6 enjoy.

7 Matt Troy at DMPED already talked
8 about the affordable housing, so I won't go
9 into that, but it's a very important part of
10 the project, that it has an enormous amount of
11 affordable housing.

12 It is also important to us that
13 this is a project that grows a constituency
14 for a clean Potomac and a clean Anacostia
15 River. So many more people are going to have
16 access to the river because of this project
17 and be able to experience it every day and
18 support the moves that the city wants to make
19 toward a cleaner, more sustainable river and a
20 cleaner, more sustainable city.

21 And I guess what I'll finally
22 close with is that we fully expect this to be

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1 one of the great public places in the city.
2 And we -- I'll say again that we hardly ever
3 have the opportunity to realize so many of our
4 aspirations, but that is primary among those
5 aspirations that we create a beautiful,
6 accessible, amazing waterfront.

7 And I think the amount of land
8 that is devoted to public space, I'm not
9 calling it green space, because I think some
10 of the great public spaces in the world are,
11 indeed, hardscape. You know, they are not all
12 just grass and verdant, although there is a
13 lot of that in this project as well.

14 But really amazing places where
15 Washingtonians of every ilk can gather and
16 enjoy this newly accessible waterfront with a
17 wealth of new amenities that will add to the
18 neighborhood and add to the vitality of the
19 city.

20 Thank you for the opportunity to
21 express how important this project is to us.

22 MR. JESICK: Okay. Thank you, Mr.

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1 Chairman and Members of the Commission. I'll
2 take over now and I thank Ms. Tregoning for
3 the overview of the broad themes and the
4 context which are guiding this development.

5 I would like to just very briefly
6 get into a little bit more finer grain detail
7 about some of the changes that we feel have --
8 are important and that have been made since
9 the time of set-down. These are issues that
10 were raised by the Commission, by OP and by
11 the neighborhood.

12 I think many of them have been
13 spoken about already. One major change that
14 would like to highlight is the added
15 specificity in the uses in Parcels 1 through
16 5, as well as 9 and 11. We now know exactly
17 what those uses will be and that gives us a
18 better sense of what the build-out of the
19 project will look like.

20 Also, as has been mentioned, some
21 of the floor area ranges, the minimums and
22 maximums have been narrowed, that will also

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1 help in our evaluation.

2 We also worked with the applicant
3 over the last few months on the issue of
4 phasing. And the applicant has committed at
5 this time to construct the Waterfront Park as
6 part of Phase 1 of the development. And that
7 will be an important amenity for the
8 neighborhood.

9 Also, we worked with the applicant
10 to clarify their commitment to the
11 continuation of utility service to the live-
12 aboard community during the time of
13 construction and transition of a new Gangplank
14 Marina.

15 One thing that I don't think has
16 been mentioned yet is the vastly improved
17 commitment to bicycle parking on the property.

18 The applicant has provided a range of
19 somewhere between 1,500 and 2,200 bicycle
20 parking spaces on-site, based on what the
21 final mix of uses would be, so we appreciate
22 that commitment.

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1 The applicant has also provided
2 view studies that the Office of Planning has
3 asked for, some of which you saw in the
4 PowerPoint and the rest of which are contained
5 in the applicant's submission package. And
6 the view studies show that the development
7 would meet Comprehensive Plan goals of
8 maintaining views, including along major
9 accesses such as M Street, 7th Street and 9th
10 Street.

11 As well, there would be a more
12 fine-grained matter of buildings superior even
13 to what was shown in the Southwest Waterfront
14 Plan, which had a few larger buildings. With
15 the proposal before us, there are many smaller
16 blocks, which allow, as the Commission noted,
17 more porosity through the site.

18 The applicant has also continued
19 discussions with NCPC and CFA about the views
20 from Banneker Overlook and those renderings
21 are shown in the package. And those
22 organizations are supportive of the changes

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1 made to widen the fish market plaza.

2 Some building heights have also
3 been changed since set-down. As the applicant
4 mentioned, the residential building on Pier 4
5 has been lowered from 60 feet to 45 feet. The
6 building on Parcel 10, which was initially
7 shown as 70 feet in the original application
8 materials, is now shown as 60 feet.

9 And for a more detailed view on
10 the relationship of Parcels 10, 11 and Tiber
11 Island, the Commission can refer to Sheet 5.8,
12 which shows a cross-section of those
13 developments.

14 In terms of benefits and
15 amenities, the application has also been
16 updated with additional details, things like
17 the Work Force Intermediary Program,
18 streetscape improvements and affordable
19 housing.

20 Phase 1 of the development would
21 far exceed IZ requirements, both in terms of
22 the level of affordability and the quantity of

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1 the affordable units. And Office of Planning
2 will review future phases of development for
3 compliance with IZ as well.

4 A potentially significant amenity
5 is the affordable retail space. We think this
6 would be a great amenity for the project and
7 for the neighborhood. However, this item
8 requires much more detail, we feel, prior to
9 approval. There are many questions, such as
10 what is the level of subsidy, how long or what
11 is the duration of the program? Is it 10
12 years, 20 years or is it in perpetuity?

13 Where is the space located? How
14 would the tenants be selected? These are the
15 questions that we have about that potential
16 amenity item.

17 Overall, however, the Office of
18 Planning does feel that the level of benefits
19 and amenities are commensurate with the amount
20 of relief being sought through the
21 application.

22 And overall in the application, OP

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1 feels that it would not be inconsistent with
2 the Comprehensive Plan, including the
3 Southwest Waterfront Plan, and we recommend
4 approval of the application.

5 I'm happy to take any questions.
6 I would also like to note that in addition to
7 the DDOT staff, which you previously
8 recognized, we are also joined by Ms. Nina
9 Albert from the Department of the Environment,
10 who would like to supplement her testimony
11 with a verbal presentation and is also welcome
12 to take any questions.

13 CHAIRMAN HOOD: Okay. Thank you,
14 Mr. Jesick. Does she want to also present?
15 Okay. Let's hear from Ms. Albert and then we
16 will go to DDOT. Can we do it that way?
17 Because we are going to hear from everybody
18 and then that way we will ask our questions on
19 the back end. And we will do the same format,
20 if there is any cross-examination.

21 Okay. Ms. Albert, welcome.

22 MS. ALBERT: Thank you very much.

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1 I think that this might be one of the first
2 times that DDOE has joined this PUD process
3 and we are very happy to participate in this
4 very important project.

5 DDOE does not typically opine o n
6 density of uses in many of the requests that
7 are made here at this Stage One PUD, and so
8 it's not really our role. Really, we look at
9 these early stage design opportun ities as an
10 opportunity to discuss water quality issues
11 and also take a look at opportunities to
12 design exemplary sustainable sites.

13 And I think that this project, i n
14 particular, because of its waterfront location
15 and then also be cause of its size and scale
16 and also because of the applicant's commitment
17 to sustainable design, could be a very high
18 quality sustainable project.

19 And we have heard that a li ttle
20 bit through their exploration of central
21 heating plants and then also thoug htful
22 integration of water site planning.

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1 I did want to go through because I
2 know that there have been some questions about
3 stormwater management from the ANC and just to
4 put on the applicant's radar. We did meet
5 briefly, recently on July 5th to discuss some
6 of the questions that they had about
7 stormwater management, so I just wanted to
8 touch on that for the benefit of the group
9 here.

10 And also we work, as many of you
11 know, very closely with the Army Corps of
12 Engineers and so to the extent that there may
13 be some questions about their process, maybe I
14 can assist with those questions.

15 First of all, the Southwest
16 Waterfront is located within the Anacostia
17 Waterfront Development Zone, which has certain
18 special or unique stormwater management
19 requirements, as well as green building
20 requirements. It is also located within, and
21 this is very wonky, but, the municipal
22 separate storm sewer system, the MS4 area,

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1 which is subject to an EPA permit.

2 And we are in the process of
3 getting a new permit from the EPA which is
4 mandating a much higher level of stormwater
5 management for all District of Columbia
6 properties within the MS4 permit area.

7 And it means that you have to
8 manage a 1.2 inch stormwater runoff fall and
9 you have to not only retain it, but then you
10 also have to reuse it on-site. So that is a
11 new type of requirement that the city has not
12 faced before. It is quite controversial
13 across the city and it's something that our
14 Department, the EPA and private developers are
15 wrestling with.

16 The permit has not been issued,
17 but it is imminent. Once it is issued by the
18 EPA, the DDOE's requirement is to very quickly
19 turn around our comments, release regulations
20 for public comment and go through that
21 negotiation and then finalize regulations.

22 So that time period is somewhat

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1 unknown, but it may very significantly impact
2 this project if it takes effect before
3 building permits are submitted. And so we
4 flag that very significant set of regulations
5 for this development.

6 The second general comment that
7 DDOE would like to make is with regard to the
8 Waterside Development. So the increase in the
9 size of the marina and the proposed pierhead
10 line changes. This is sort of a first type of
11 process that we have had to deal with like
12 this, I think, in this city, which is
13 expanding or changing the pierhead line.

14 And we are seeking right now --
15 the applicant is going through a federal
16 legislative process to de-authorize the
17 Washington Channel, but then there is a
18 separate process for actually changing the
19 dimensions of the pierhead line. And we are
20 seeking clarification from the Army Corps of
21 Engineers to do that.

22 And I guess I would just say that,

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1 again, without opining or speculating on the
2 merits of an expanded marina and the piers
3 which just personally I think would be -- is a
4 very exciting proposition. The evaluation to
5 water quality and to wildlife within the water
6 is a separate evaluation that both the Army
7 Corps of Engineers and DDO E would do at a
8 later time.

9 And then finally, the green
10 building standards, I believe that the
11 applicant may be interested or may need to
12 apply for an exemption from the Anacostia
13 Waterfront Organization Act and that there may
14 be a number of competing or different mandates
15 between the Green Building Act what the
16 applicant has proposed and the Reorganization
17 Act that we just need to discuss and that has
18 been flagged for the applicant and I think
19 that there will be follow-on conversations
20 about that.

21 So those are sort of the three
22 areas of focus and comment and we think that

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1 this is really a prime project to exemplify
2 what a site of this scope and size could
3 accomplish from a sustainability perspective.

4 CHAIRMAN HOOD: Okay. Thank you
5 very much, Ms. Albert. We appreciate the
6 report. And if you could stick around, we
7 might have some questions for you along with
8 the Office of Planning.

9 Let's go to Mr. Parker or is the
10 presenter going to be Mr. Hansen? Mr. Hansen?

11 MR. HANSEN: Thank you,
12 Commissioners. My name is Jamie Hansen. I
13 represent DDOT and I'll be delivering our
14 testimony this evening.

15 Before I get into the details of
16 the testimony, I would like to give you a
17 little bit of background on the process,
18 according to DDOT.

19 DDOT has been engaged with the
20 applicant for at least a year going to
21 multiple meetings with the attendance of our
22 Associate Director, going to planning

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1 meetings, going to design meetings, as well as
2 meetings specifically around the scope of the
3 impact assessment that we received and has
4 been a part of this process for a very long
5 time, much longer than is typical.

6 And so with that, I would like to
7 commend again the applicant. Also, I would
8 like to commend the application on the
9 completeness of the impact assessment tonight.

10 I think it would even be within reason to say
11 that this type of analysis is somewhat
12 unprecedented.

13 We don't get applicants that
14 evaluate 32 intersections, quite frankly. And
15 so we are very grateful that the applicant
16 has, indeed, gone the extra mile to make a
17 complete study. They have also attempted to
18 evaluate the modal splits, how people will get
19 to transit, how they will, indeed, be
20 sustainable from a transportation perspective
21 and, quite frankly, that is not an easy thing
22 to do. So they are very much to be commended

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1 for that effort.

2 I would also like to take this
3 opportunity to attempt to explain how DDOT
4 reviewed this project. Since this is a Stage
5 One submission and not Stage One and Stage Two
6 concurrently, the analysis or I'm sorry, the
7 evaluation was slightly different than normal.

8 Normally, we would very much get
9 down into the details of the project looking
10 very closely at traffic impacts, how the
11 loading works and how the signalization would
12 work, that is not the case for this Stage One
13 PUD.

14 This was what we tend to consider
15 a planning level evaluation which means it did
16 not go through the typical rigor of a DDOT
17 evaluation going to other administrations
18 within our Agency.

19 Basically, what happened is we
20 circulated it internally to get fatal flaws.
21 And none were returned to us from other
22 administrations. And so what you are seeing

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1 tonight is the planning level analysis.

2 And I'll be glad to go into any
3 detail if questions come on that later.

4 We are also very pleased that the
5 applicant took a relatively conservative
6 approach to evaluating the impacts. The
7 applicant assumed that Maine Avenue and the
8 vicinity of the project would be shrunk from
9 three to two lanes, thereby potentially
10 increasing their impacts or what would be
11 perceived as their impacts by reducing the
12 capacity and analyzing a lower capacity
13 facility.

14 Frankly again, this is a breath of
15 fresh air. It is nice to see that an
16 applicant is understanding the urban context
17 and the city that we are trying to build and
18 the mobility that we are trying to ensure for
19 people in the District of Columbia whether
20 they are residents or visitors.

21 We are very pleased with the
22 aggressive mode splits. On the order of a

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1 third of residents, patrons, work ers will --
2 are proposed to arrive by transit. Again,
3 this is -- these are things that we hope to
4 see.

5 They proposed a ped-friendly site
6 that has a trail. It is lively and it is
7 likely safer from a pedestrian perspective by
8 increasing, and this may sound like a
9 contradiction, but, allowing a level of
10 vehicular traffic that will actually calm
11 traffic and make it go slo wer. This is a
12 relatively high-speed corridor and it has the
13 potential to make it safe and then provide
14 bicycle facilities as well.

15 And so in summing up our position,
16 the way we see this su bmission is that it
17 opens the door to approva l. What the
18 applicant has demonstr ated to DD OT is that
19 this project can be approvable. Now, that
20 being said, we would like to work with the
21 applicant further.

22 There are some issues that I would

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1 like to take the opportunity to clarify
2 tonight and I'm actually going to read a
3 couple of statements that we have put in our
4 report just to make sure that I explain what
5 we meant when we put them in the report.

6 And so I'm reading from actually
7 page 4. I don't know if you have it, if you
8 would like to read along.

9 But we have said "The study area
10 of the applicant's analysis is not adequate to
11 determine if the proposed changes are
12 acceptable."

13 Now, that comes across as a very
14 harsh statement, but that's DDOT language for
15 while this applicant has done a lot of work,
16 it is not necessarily the level of work that
17 DDOT needs to seek to change an entire
18 facility such as M/Maine Corridor. They have
19 demonstrated that it will -- that it is likely
20 to work, but there is still work to be done.

21 In addition, we discussed the need
22 to or the potential need for a station

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1 entrance at the sound end to L'Enfant.

2 I'll read again, "To reduce the
3 walking travel time, an additional station
4 entrance on the south end of L'Enfant Station
5 should be considered."

6 While this doesn't necessarily
7 come as -- this is not necessarily a
8 requirement, but it is demonstrating the need
9 to provide for the mode split assumed. The
10 applicant needs to demonstrate that the
11 residents and patrons will, indeed, use
12 transit and part of that is to provide the
13 facilities necessary.

14 Does there have to be a station
15 entrance? No. That's something that seems
16 like it may work, but there is a palette of
17 opportunities that might work.

18 So at this point, I would like to
19 outline some of the areas for future
20 interaction that DDOT sees as necessary to
21 work with the applicant.

22 DDOT will be initiating a study of

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1 the southeast/southwest communities that
2 encompasses all of the inner southeast and
3 southwest neighborhoods, that will address
4 largely the M Street/ Maine Corridor to
5 determine what that facility should look like
6 in the future, to address mobility needs for
7 that area and we would hope to have that
8 initiated in the not too distant future, but I
9 do not have a time frame to guarantee tonight.

10 We look forward to working with
11 the applicant on a variety of TDM measures to
12 meet their very aggressive mode split that
13 they have assumed. We look forward to working
14 with the applicant on the streetscapes that
15 they have proposed, as well as the circle
16 element that they have proposed along or at
17 the intersection of M and Maine.

18 We look forward to working with
19 them on the parking and loading requirements
20 to determine what the parking should be and
21 how the loading should work. We look forward
22 to working with the applicant to determine if

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1 what -- if the shared use facility along the
2 wharf, how that will work.

3 We look forward to seeing research
4 to demonstrate how that can be a workable
5 solution. We look forward to working with the
6 applicant to address curb management in the
7 neighborhood, so that potential parking spill-
8 over will not impact area residents.

9 We look forward to seeing how
10 there might be -- how the proposed mitigations
11 and potential additional mitigations will be
12 outlined in the process.

13 And finally, we look forward, as
14 we have over the previous year, to being
15 integrated into the applicant's process. So
16 with that, I'll pause and then try to address
17 a question that came up earlier about the DDOT
18 process.

19 DDOT is now requesting that
20 applicants submit final reports 45 days prior
21 to the hearing, so that we can evaluate it
22 agency-wide and get comments back to the

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1 applicant, an effort that things are much more
2 firm when we come to the Zoning Commission.

3 And so with that, I'll pause and
4 be glad to take your questions.

5 CHAIRMAN HOOD: Okay. So,
6 Commissioners, 45 days DDOT is looking for
7 reports, so that's good. Thank you for
8 putting a time frame.

9 Let me thank the Office of
10 Planning, also District Department of the
11 Environment and DDOT for your very fine and I
12 think well-done presentations.

13 I only have one question and it
14 goes to Mr. Jesick. Mr. Jesick, I want to
15 commend you, as I always do. You get reports
16 from certain Government agencies that I don't
17 see often, but you've got a report from the
18 Police Department. But I didn't understand it
19 when I read it.

20 So if you could help me understand
21 the email that was sent to you, that the
22 Police Department sent. It may be a DDOT

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1 issue, but I'm just curious, are we still in
2 the same position that the former Commander
3 Porter, I believe, wrote to you in this email
4 back in May?

5 MR. JESICK: Yes. We received an
6 email in response to our request for comments
7 on this application from MPD. And the
8 commander of the reviewing agency had
9 questions about the potential for traffic
10 impacts along M Street and, apparently, Maine
11 Avenue. They mentioned Water Street, which is
12 being, of course, removed.

13 So they were wondering about the
14 traffic on those streets, as well as access
15 points to garages and, I believe, loading as
16 well. But of course, we deferred to DDOT for
17 analysis of traffic concerns and I'm sure that
18 they will be able to provide further analysis
19 as more detailed studies are submitted.

20 CHAIRMAN HOOD: And I think I got
21 the commander's name wrong. It's Commander
22 Kemprin, is the commander. So thank you.

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1 Commissioners, any questions of
2 either Office of Planning, DDOT or DDOE? Vice
3 Chairman?

4 VICE CHAIRMAN SCHLATER: Maybe a
5 question for DDOT and the applicant. It has
6 to do with these mode splits and I asked about
7 it before.

8 Is it possible maybe you could
9 provide a comparison of this project to some
10 other projects that have been, large -scale
11 projects that have been, put before DDOT just
12 comparing the different mode splits, so that
13 we can understand how aggressive they are in
14 this case?

15 MR. HANSEN: Sure. We can do our
16 best to put that together and invite the
17 applicant to do that, too.

18 VICE CHAIRMAN SCHLATER: Okay.
19 Thank you. And then, I guess, one sort of
20 technical zoning question for the Office of
21 Planning.

22 Looking at the Future Land Use

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1 Map, I look on the area around St. Augustine's
2 church and it shows it as a land use change
3 area, but the hatched area is green and white.

4 What am I supposed to make of that?

5 MR. JESICK: That is a mix of
6 parks, recreation and open space and low
7 density commercial. So I think what the plan
8 envisions is, of course, a great amount of
9 access to the waterfront there and I think
10 that is being realized in the Waterfront Park
11 that is being proposed with this application.

12 But it also doesn't rule out the
13 possibility that there would be some sort of
14 light retail there as well. I think the
15 applicant has also proposed some sort of
16 retail pavilion in that location, which I
17 think would -- has the potential to supplement
18 and even enhance the park experience.

19 VICE CHAIRMAN SCHLATER: And does
20 the Pier 4 come out of that area?

21 MR. JESICK: Pier 4, I believe,
22 does connect to that hatched area and the

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1 commercial pier as well, which would be just
2 to the north of Pier 4.

3 VICE CHAIRMAN SCHLATER: What does
4 the Office of Planning think about that Pier 4
5 proposal?

6 MR. JESICK: We do not object to
7 the residential uses on the pier, as long as
8 the applicant works with the community to
9 attempt to address their concerns. I think
10 they have reached out to impacted neighbors,
11 but we do not object to the location of the
12 residential structure on the pier.

13 VICE CHAIRMAN SCHLATER: And you
14 think it is consistent with the Comprehensive
15 Plan?

16 MR. JESICK: Yes. Commercial in
17 the Comprehensive Plan, Future Land Use Map
18 does not necessarily rule out residential. As
19 noted earlier, I believe, the Comprehensive
20 Plan framework element says that certain zones
21 will be compatible with certain land use
22 designations. Those zones, such as the C

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1 Zones also permit and, in fact, incentivize
2 residential uses.

3 VICE CHAIRMAN SCHLATER: Okay.
4 Great. Thank you very much.

5 CHAIRMAN HOOD: Commissioner
6 Turnbull?

7 COMMISSIONER TURNBULL: Yes. I
8 have two questions. One for DDOT. You
9 mentioned you wanted reports 45 days, but I
10 think we only advertise 40 days out, so I
11 don't know, how do we coordinate that?

12 I mean, there is a timing and a
13 schedule. I mean, if we don't set up our
14 schedules for 40 days, how do you -- how are
15 we going to -- I guess the applicant has got
16 to read minds or --

17 MS. STEINGASSER: I think what you
18 are referring to is the ANC notice of 40 days,
19 which is a little bit different than the
20 actual filing, because the filings come in and
21 then the notice is made. So, typically, we
22 see a little bit more than the 40 days. And I

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1 think having the application -- the
2 information filed with DDOT for 45 days
3 doesn't conflict with that.

4 COMMISSIONER TURNBULL: Are you
5 sure?

6 MS. STEINGASSER: Pretty sure.

7 COMMISSIONER TURNBULL: Okay. Ms.
8 Schellin, do you agree with that?

9 MS. SCHELLIN: If we factor in --
10 it's about -- well, yes, I guess it would be.
11 It's about 65 days from the time. If they
12 file a prehearing statement, not all of them
13 file a prehearing statement. But if they do,
14 then there would be more like 65 days.

15 COMMISSIONER TURNBULL: Well, it
16 sounds like we can muddle through it, I guess.

17 And my question for Ms. Alberts.

18 MS. ALBERT: Albert.

19 COMMISSIONER TURNBULL: Albert.

20 CHAIRMAN HOOD: Like Neil Albert,
21 Albert. Last name Albert.

22 COMMISSIONER TURNBULL: Didn't I

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1 say that? Okay.

2 MS. ALBERT: Like the man's first
3 name.

4 COMMISSIONER TURNBULL: The --

5 MS. ALBERT: Or Neil Albert's last
6 name.

7 COMMISSIONER TURNBULL: What are
8 the sewers in this area now?

9 MS. ALBERT: Where do they run?

10 COMMISSIONER TURNBULL: What type
11 of sewers are in this part of the city here?

12 MS. ALBERT: Well, there is just
13 regular sewers.

14 COMMISSIONER TURNBULL: Well, I
15 thought you were talking about separate
16 sewers?

17 MS. ALBERT: Oh, right. There is
18 -- this -- well, this is a little bit
19 complicated, but this is outside -- so in the
20 news, there is a lot of discussion of a plan
21 that DC Water is implementing to reduce or
22 eliminate the combined sewer --

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1 COMMISSIONER TURNBULL: Right.

2 MS. ALBERT: -- stormwater system.

3 So that is one part of the city. It covers
4 about a third of the city. It goes, you know,
5 right through, you know, sort of -- anyway.

6 Anyway, there is a geographic
7 boundary. This falls outside of that. And so
8 the way that the sewer system is setup in the
9 city, is that DC Water regulates the combined
10 sewer system and then everything that falls
11 outside of that area is regulated by the
12 District of Columbia and DDOE, and that's what
13 they call the MS4 area.

14 And so it's just the municipal
15 stormwater and sewer system. All the sewer
16 lines actually run to DC Water and Blue
17 Plains. And the storm system, so everything
18 that handles all the rain and stormwater
19 runoff from the streets goes into a separate
20 stormwater system and typically falls directly
21 into the river.

22 So all of your runoff from the

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1 streets in this MS4 area, you know, will, you
2 know, dump into the rivers. So we are trying
3 to mitigate that, that's all the news that you
4 hear about, the trash bill and other things.
5 But, you know, there are sort of filtration
6 process that we are trying to implement
7 throughout the city to reduce that kind of
8 runoff into the rivers.

9 COMMISSIONER TURNBULL: So then
10 this development falls under that?

11 MS. ALBERT: Right. As does two -
12 thirds of the city. A majority of the city
13 falls under this area.

14 COMMISSIONER TURNBULL: I just had
15 a strange feeling we were maybe going to jump
16 through hoops and then still tie into a
17 combined sewer. I was just --

18 MS. ALBERT: Yes, it's a separate
19 stormwater/sewer system.

20 COMMISSIONER TURNBULL: Okay. All
21 right. Thank you.

22 MS. ALBERT: Sure.

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1 VICE CHAIRMAN SCHLATER: So is it
2 your understanding that this project is going
3 to meet the inch and a quarter retention and
4 treatment standard?

5 MS. ALBERT: Well, they will be
6 subject to meeting that if the regulations are
7 in place prior to their submitting building
8 permits, yes. So it's sort of a timing
9 question. I would say it's possible that
10 their early stage building permits may or may
11 not. It sounds like the timing of the project
12 is very close to having to meet the new MS4
13 permit requirements.

14 I would almost bet that the second
15 half of the project, because of timing, and I
16 don't know your development time schedule,
17 that it will most likely have to meet the 1.2
18 inch standard.

19 So I think right now, the
20 Anacostia Waterfront Development Zone
21 requirements requires a 1 inch stormwater
22 management. It has a 1 inch stormwater

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1 requirement and the applicant has presented
2 some calculations. We just frankly need some
3 more time and the applicant needs more time to
4 do further design for us to really assess what
5 those calculated management goals are.

6 I don't know if that's clear.

7 VICE CHAIRMAN SCHLATER: Perfect.

8 Thank you.

9 MS. ALBERT: Okay.

10 CHAIRMAN HOOD: Any other
11 questions? Okay. Let's go to cross -
12 examination. Does the applicant have any
13 cross-examination?

14 MR. GLASGOW: Just one
15 clarification question for DDOT, for Mr.
16 Hansen. With respect to the TDM measures and
17 streetscape and the circle and parking/
18 loading requirements, and those type of
19 mitigations, would you anticipate all of those
20 would take place as part of the Phase 2, Stage
21 Two process in the PUD?

22 MR. HANSEN: That is exactly how

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1 we had anticipated it.

2 MR. GLASGOW: Okay. Thank you.

3 CHAIRMAN HOOD: Okay. ANC
4 Commissioner Litsky, do you have any cross-
5 examination?

6 MR. HITCHCOCK: No questions.

7 CHAIRMAN HOOD: Okay. Vestry of
8 St. Augustine, any cross-examination? Tiber
9 Island, Mr. Hitchcock, any cross-examination?
10 Okay. Gangplank Slipholders, Jason Kopp?
11 Kopp? I'm sorry. Is it Kopp or Kopp? Kopp,
12 okay. Jason, no cross-examination? Okay.
13 6th Street Homeowners, Ms. Randolph?

14 MS. RANDOLPH: No.

15 CHAIRMAN HOOD: No cross -
16 examination. Okay.

17 All right. Let's move right on.
18 Let's go to organizations and persons in
19 support. ANC, I'm sorry. I must really be
20 trying to move. Let's go to the ANC, report
21 of ANC-6D, that's going to be Commissioner
22 Litsky and Commissioner McBee.

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1 MR. LITSKY: Thank you,
2 Commissioner Hood. My name is Andy Litsky and
3 I live at 423 N Street, S.W. I have lived
4 there for the past 31 years on the same block
5 for 34. I'm the elected ANC Commissioner for
6 ANC-6D04 and represent each of the land side
7 residential communities situated directly
8 adjacent to the Washington Channel, as well as
9 the Gangplank Slipholders Association, the
10 residential live-aboards, who will be
11 testifying later, who are the only residents
12 living completely within the boundaries of
13 this PUD.

14 Tonight along with Commissioner
15 McBee, I represent and speak for the Advisory
16 Neighborhood Commission 6D on which I have
17 served since 1998, seven of those as Chairman
18 or Vice Chair.

19 The PUD under discussion falls
20 completely within the boundaries of ANC-6D. I
21 ask that you give our comments great weight as
22 you deliberate this case.

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1 The residents of southwest have
2 long awaited for a plan that will adequately
3 address the redevelopment of our waterfront
4 and other areas in southwest. So serious have
5 we been that in the beginning of the mid
6 1990s, the residents of southwest put our
7 money where our mouths were raising more than
8 \$110,000 of our own money for the Urban Land
9 Institute to undertake a study determining the
10 best use of this incredibly valuable resource
11 for our neighborhood, for the city and for the
12 Greater Washington Metropolitan area.

13 Now, nearly a decade and a half
14 since, we have had four Mayors, three Council
15 Members, the creation and dissolution of the
16 Anacostia Waterfront Development Corporation,
17 the passage of the Southwest Waterfront Small
18 Area Plan and its incorporation within the
19 Comp Plan, the absorption of NCRC into the
20 Deputy Mayor's office and dramatic
21 fluctuations in D.C. real estate and capital
22 markets.

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1 Today, we are ready to conclude
2 this portion of the discussion, this
3 conversation in which southwest residents and
4 this ANC have been long a part and been a part
5 since the very beginning. It has been a long
6 time in coming.

7 The waterfront is the predominant
8 reason why many of us live in southwest. This
9 confluence of sea and sky along with our tree
10 canopy, it's our primary resource. We wish to
11 see it preserved to the extent that it can be
12 and developed thoughtfully as it must be,
13 acknowledging that it will adjoin an existing
14 community of 10,000 residents.

15 Madison -- Hoffman-Madison
16 Marquette has put forward an ambitious
17 envisionary proposal to construct a waterfront
18 project where boats, public piers,
19 pedestrians, cyclists, retail users, cultural
20 programs come together in a comprehensive
21 mixed-use and mixed-income development that
22 reconnects the Southwest Waterfront to the

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1 adjacent residential areas of the National
2 Mall.

3 And reclaims what we believe is
4 our proud maritime heritage. As such, on
5 Monday, the 11th of July, at our regularly
6 scheduled meeting a quorum was present. Our
7 Commissioners voted by unanimous votes 7-0 in
8 support of Madison -- Hoffman-Madison
9 Marquette Southwest Waterfront First-Stage PUD
10 Case No. 11-03 with a number of concerns and
11 conditions.

12 During the past week, my fellow
13 Commissioners and I have met with HMW every
14 day for at least two hours, as Monty had said,
15 to discuss our concerns and conditions.

16 Toward that end, we are submitting
17 a signed document, that Mr. Hoffman had
18 signed, that addresses each of our 28 concerns
19 on behalf of the -- we signed it on behalf of
20 the partners on July 15th, this past Friday.
21 I believe that you have a copy of that, that's
22 an Attachment 1 to my testimony.

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1 This document shows that the
2 applicant is in complete agreement on a
3 significant number of points for which we had
4 concerns. We urge the Commission to
5 incorporate or memorialize within your order
6 those documents -- those items where such
7 agreement has been reached.

8 These items reference concerns
9 regarding the specifically bolded sections
10 within our resolution and they include items
11 on bus traffic, the Gangplank Marina, a
12 dedicated walkway along the Washington
13 Channel, the Waterfront Park construction
14 staging, streetcars, parking south of M Street
15 and east of 6th, transportation
16 embellishments, maintaining existing tree
17 canopy, prohibition on Internet gaming, liquor
18 licenses, official office space, parks within
19 the development and the Titanic Memorial.

20 Three final items in our July 11th
21 resolution also reflect ideas brought forward
22 by our Near Southeast/Southwest Community

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1 Benefits Coordinating Council. We appreciate
2 that the developer has addressed these
3 concerns as well in this document you have
4 before you in Attachment 1 and ask that the
5 applicant's responses in the attached document
6 under the topics Ward 6, Implementing and
7 Monitoring Benefits and District Developed
8 Community Partnerships be given great weight
9 as well.

10 There are a number of issues where
11 we are closer to agreement than not, but
12 timing, as has been stated a couple of times,
13 really precludes us from altering the content
14 of our existing ANC resolution to reflect the
15 progress, I believe, that we have made in the
16 past couple of weeks.

17 I request that the Zoning
18 Commission provide ANC-6D with additional time
19 for us to schedule a formal meeting that will
20 enable us an opportunity to revise our
21 concerns and conditions, specifically related
22 to Pier 4 residential structures, the

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1 commercial pier, Parcel 11, massing, the
2 Parcel 7 setback and the M Street landing.

3 As such, I would request that the
4 record be kept open for a period of time that
5 you could specify.

6 The ANC does, however, have
7 ongoing concerns over a number of other
8 issues, including transportation, what we call
9 Plan B, environmental issues, which I think
10 Ms. Albert adequately addressed to our
11 satisfaction earlier on, and Parcel 6, 7 and
12 8.

13 Transportation. Those of us who
14 live in southwest know the challenges that
15 increase traffic along Maine Avenue and M
16 Street has brought over the past several years
17 with a tremendous amount of construction,
18 certainly east of South Capitol Street, much
19 of which isn't yet populated and there is much
20 more to be constructed.

21 This fall after 10 years of
22 lobbying by this ANC, DDOT finally set aside

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1 in this year's budget money to undertake a
2 comprehensive traffic study from the fish
3 market to the 11th Street Bridge. No time
4 like the present. Everything is just about
5 built.

6 So the concern that we have is
7 that the District Department of Transportation
8 on this matter, I think, unfortunately, they
9 said that this was going to be something that
10 they would choose to address in a larger
11 context, in a more directed context in Phase
12 2. And we believe, unfortunately, that that
13 was a poor decision. It should have been
14 addressed now.

15 We are talking about the missing.
16 We are talking about the streets. We are
17 talking about a number of things that we think
18 they could have, in greater depth, addressed,
19 which they did not.

20 Specifically, we asked DDOT to
21 express their opinion on a very busy mixed
22 vehicle/pedestrian 60 foot walkway, which is

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1 really a critical element to this proposal.
2 And again, we didn't get much out of them.

3 On another transportation matter
4 though that didn't arise until we heard it
5 last Monday, that relates to the number of
6 people who will be accommodated at the theater
7 north of the project, at the north end of the
8 project in Sections 1 and 2, I think.

9 We have been told all along that
10 this building could accommodate 2,500 people.

11 Monday night at our ANC meeting, we heard
12 that it would now hold potentially 4,200
13 people, which is a significant difference.

14 Greater clarification on the site
15 use as well as anticipated access/egress,
16 alternative transportation options and parking
17 for that facility is really necessary.

18 On Plan B, ANC-6D is keenly aware
19 that the ultimate approval of this project, as
20 it is presently before you, is not solely
21 dependent upon the Zoning Commission, but upon
22 the United States Congress.

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1 Presently, HR-723 will allow for
2 reconfiguration of the Washington Channel,
3 expansion of docks and will, if adopted,
4 provide the kind of vibrant Southwest
5 Waterfront that our neighborhood has long
6 wanted and that we believe the Wharf is
7 promising and hopefully will be able to
8 deliver.

9 We further would hope that this
10 legislation will pass. However, A NC-6D
11 requests that the Zoning Commission ensure
12 that should an alternate Waterfront Plan be
13 necessary, that the needs of our community
14 will be fully considered by ensuring that the
15 ANC will be involved in discussions going
16 forward regarding the matter.

17 On Parcel 6, 7 and 8 , I'll skip
18 the environmental issues, because they have
19 been addressed specifically.

20 Parcel 6, 7 and 8, as the
21 Commission has also had questions , we
22 understand that there -- why there is a need

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1 from the developer's standpoint to have
2 flexibility pertaining to the use on those
3 separate parcels.

4 However, this proceeding is to
5 determine height and massing. We fully
6 support a mixed-use development and clearly
7 understand that developers desire to maximize
8 the capital and future real estate markets
9 going forward. We also acknowledge, upon
10 further discussion with the applicant, these
11 parcels may actually be closer to 50 percent
12 residential and 50 percent commercial and
13 retail.

14 And as such, there will not be an
15 inconsiderable amount of parking at that
16 location emptying onto Maine Avenue at rush
17 hour and one might assume from a commercial
18 building. Also in the evening serving Arena
19 Stage or some of the other portions of the
20 Wharf with that recently dedicated, recently
21 vacated parking space.

22 We feel that the plan needs to

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1 more adequately address this prospect and
2 that's something I would hope that the
3 applicant will address and DDOT will address
4 as well.

5 The Wharf is a project that has
6 excited the residents of south west and our
7 city since this applicant was selected to
8 develop the site five years ago. Since it has
9 developed -- since then, it has developed, as
10 all good developments do, taking into
11 consideration a full range of neighborhood and
12 District concerns.

13 Hoffman-Madison Marquette have
14 sought our input at every step of the way.
15 They have held scores and scores of -- no, I
16 guess, hundreds of meetings, 300, hey,
17 engaging virtually every segment of our
18 community. They really have done an
19 outstanding job in this nature.

20 No developer, no city agency has
21 ever made such thorough outreach to my
22 community and I have lived in the community

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1 for 34 years. The team of Madison Marquette
2 is to be commended for this.

3 The concerns and conditions that
4 we put forward in our ANC resolution have been
5 our opportunity to clarify and put things on
6 the record. Some of these things are yet to
7 be resolved, that's our job. We trust, but we
8 verify.

9 Accordingly, on behalf of the ANC,
10 I ask this Commission to move expeditiously to
11 allow us to address and clarify our remaining
12 concerns at which time I urge you to adopt
13 this First-Stage PUD as clarified. Thank you
14 for the opportunity to testify.

15 CHAIRMAN HOOD: Thank you,
16 Commissioner. Let's see, Commissioner McBee?

17 MR. McBEE: Oh, thank you very
18 much. I think Andy did a great job
19 summarizing some of our issues and some of the
20 things and I appreciate Monty meeting with us
21 this past Friday and hammering out some of
22 these final details. And certainly

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1 appreciating everybody who has participated in
2 this. I couldn't say things better.

3 But I am asking you to leave the
4 record open. This has to go back to our ANC
5 for a vote for you to give great weight. And
6 so I'm asking you to leave this open. I'm
7 afraid that our next scheduled meeting is on
8 September 12th, but we will hold a special
9 meeting to resolve this and get back to you.

10 I don't see any difficulties here,
11 but I think the formality here is that we do
12 have to take a vote and get this back to you
13 to be able to have great weight considered
14 here by the Commission.

15 So we appreciate your
16 understanding of our issue. We appreciate
17 Monty being so generous and I think that he
18 went out of his way to work with us, to hear
19 our concerns and I think that, you know, we
20 are working towards making this the project
21 that I think we all have a vision for and such
22 that it will work for everybody in our

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1 community. Thank you.

2 CHAIRMAN HOOD: Commissioner
3 Litsky, did you want to add something?

4 MR. LITSKY: I did want to add
5 something. First of all, we did submit to you
6 a resolution that we passed. And as part of
7 that, we would hope that you will provide
8 great weight to the comments that we have
9 already provided you.

10 I think the -- those areas where
11 we need clarification, that's where we would
12 like great weight further refined. And it is
13 to that extent that we are going to need our
14 additional meeting. However, what we have
15 done is we have presented you with our ideas
16 and our concerns and really I would like you
17 to consider those as you go forward with your
18 deliberations.

19 But certainly, once we wind up
20 having that second meeting, which hopefully
21 will be very soon, we will be able to address
22 some of those outstanding areas and we will

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1 have an opportunity up until that time to meet
2 with the applicant to try to smooth down some
3 of the rougher points.

4 CHAIRMAN HOOD: Okay. I believe--

5 MR. McBEE: Yes. I don't think --
6 I just want to make it clear that, you know,
7 we have sat down. Andy is correct. You know,
8 we are in approval. I think it's just ironing
9 out and making sure that we go through the
10 legal process here of making this appropriate
11 for everybody, so that there are no issues
12 left out for questioning.

13 CHAIRMAN HOOD: Okay. I think
14 that you all -- we will be able to accommodate
15 the ANC. I'm not sure of our time frame, but
16 if -- hopefully this will be the only hearing
17 that we have. I have already asked Ms.
18 Schellin to give me a date for September, but
19 hopefully we won't have to come in on a
20 Wednesday, that's the goal.

21 So I think that you all will be
22 accommodated with the extra time and maybe to

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1 be able to bring closer together some of those
2 issues you said still stand outstanding on and
3 I think we will be able to allow you and Mr.
4 McBee the time to get the great weight.

5 So I think all that is doable.
6 All that is doable and we can do that. Okay.

7 Let's see, Commissioners, any questions?

8 Let me just say this, Commissioner
9 Litsky and McBee, your report was very
10 thorough, especially the one -- we haven't had
11 a whole lot of time to read the one we got
12 tonight, but we appreciate your comments. And
13 when you say you agree, that really helps us
14 out. We can get to the points where we still
15 have some separation. But I appreciate your
16 testimony. Very well done, both of you.

17 Let's do cross-examination. Does
18 the applicant have any cross-examination?

19 MR. GLASGOW: No cross.

20 CHAIRMAN HOOD: Vestry of St.
21 Augustine? Okay. Tiber Island? Gangplank
22 Slipholders? 6th Street Homeowners?

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1 MS. RANDOLPH: No.

2 CHAIRMAN HOOD: Well, we might as
3 well cancel that Wednesday date. Let me see.

4 Okay. Let's go to the -- thank you, thank
5 you again. Appreciate it.

6 Let's go to the parties in
7 support. You know, this is so seldom that we
8 do parties in support. After the parties in
9 support, we do persons in support. And then
10 we go to parties in opposition and persons in
11 opposition.

12 All right. Well, who is -- are
13 you going to? Okay.

14 MR. DePUY: Yes.

15 CHAIRMAN HOOD: You may begin.
16 Oh, okay, Mr. DePuy.

17 MR. DePUY: Jacques DePuy,
18 attorney with Greenstein DeLorme & Luchs
19 representing the Vestry of St. Augustine's.
20 It is my pleasure and privilege to introduce
21 Kwasi Holman, who is no stranger to you,
22 Chairman Hood, since he served with you on

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1 this Commission in 1999, 2000, 2001, I
2 believe.

3 He also has a distinguished career
4 with the Executive Branch of the District of
5 Columbia Government going back many years and
6 in the private side as well. But he appears
7 tonight in his capacity on behalf of the
8 church. And again, it's my pleasure to
9 introduce Kwasi Holman.

10 MR. HOLMAN: Thank you, Chairman
11 Hood and Members of the Commission. I think
12 my five minutes are up, but I am the Junior
13 Warden of St. Augustine's, not Augustine's,
14 St. Augustine's Episcopal Church and we are
15 pleased to appear in support of the
16 application of Hoffman-Madison Marquette.

17 This is a critic -- I am a long-
18 time southwest resident. I'm pleased to say I
19 have been a resident since 1963 and a member
20 of the church since its inception in the
21 basement of Hogate's right around that time.

22 And I am excited about the

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1 potential of this PUD and what it means for
2 our church in particular and our continued
3 growth.

4 As you know, St. Augustine's owns
5 the property at 600 M Street, also known as
6 Lots 83 and 816 in Square 473.

7 We, in conjunction with this
8 application, are requesting that what is now
9 known as Parcel 11 in the PUD submission be
10 rezoned from R-3 to R-5-B.

11 We went through a three-year, what
12 we call, discernment process in the church and
13 that is also known as soul searching where you
14 think about critical issues like are we going
15 to remain a church? Are we going to remain in
16 this location? Are we going to just go out of
17 business?

18 That was not an option. We
19 decided to stay. We decided to commit to this
20 development. And for over 20 years, we have
21 been providing service to the community in
22 southwest. We have a 20-year commitment of

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1 providing food to the homeless through our
2 Bread for Life Program. We have worked very
3 closely by providing low cost meeting space to
4 groups, nonprofits and other groups like the
5 ANC, the Southwest Neighborhood Assembly,
6 Alcoholics Anonymous and we are truly a
7 committed church.

8 We believe that this parcel and
9 the mid-rise development proposed by Hoffman-
10 Madison Marquette on this property represents
11 our best opportunity to continue to serve this
12 community. The lot coverage, height of
13 building, design and mix of uses proposed by
14 this development will provide a balanced
15 solution.

16 And I should parenthetically
17 mention that I'm a former president of the
18 Tiber Island Condo Association, so I'm -- I
19 know what I'm talking about when I'm concerned
20 about both sides of the street.

21 And we understand that some of our
22 neighbors may prefer that the existing church

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1 remain forever. It was built in 1965 and I
2 wish it could remain forever, but the roof is
3 in bad disrepair, the plumbing is atrocious
4 and it is really time for us to make that
5 commitment to the next generation and
6 generations to come in southwest.

7 So for that reason, you know, we
8 realized that 45 feet is a footprint that we
9 can live in, but I'm concerned that anything
10 less than that would, basically, dash our
11 hopes. And there are very few churches left
12 in southwest and we are the only church on the
13 waterfront, so that completes my testimony and
14 I will be pleased to answer any questions you
15 may have.

16 CHAIRMAN HOOD: Okay. Thank you
17 very much. All right. Let's see if there is
18 any cross-examination. Any questions,
19 Commissioners? Any questions? Let's do
20 cross-examination. Applicant? Okay. ANC-6D?
21 Tiber Island? Gangplank Slipholders? And
22 6th Street Homeowners?

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1 MS. RANDOLPH: One question. I'll
2 go to the table. Are you presently the
3 president of the Tiber Island Condominiums?

4 MR. HOLMAN: No. I never said I
5 was.

6 MS. RANDOLPH: Thank you.

7 CHAIRMAN HOOD: Okay. Thank you .
8 Thank you both.

9 MR. HOLMAN: Thank you.

10 CHAIRMAN HOOD: Good seeing you ,
11 Mr. Holman.

12 MR. HOLMAN: Always a pleasure.

13 CHAIRMAN HOOD: Okay. Let's go
14 next with Tiber Island, Mr. Hitchcock?

15 MR. HITCHCOCK: Thank you, Mr.
16 Chairman. For the record, Conrad Hitchcock on
17 behalf of the Tiber Island Cooperative Homes.

18 We have submitted already for the
19 record a detailed prepared statement and also
20 a shorter PowerPoint presentation. In the
21 interest of time, we won't put it up on the
22 screen, but I would like to introduce Paul

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1 Greenberg, who is the immediate past-president
2 of the association, who will run through the
3 points that are in the PowerPoint deck.

4 One point I would like to make at
5 the beginning, we understand that this is, of
6 course, a Phase 1 PUD. However, we are
7 looking at phasing, which could last for 10
8 years, which may mean that at the Tiber Island
9 end of the program, we wouldn't be revisiting
10 these issues until 2019 or 2020. And that's a
11 long time from now.

12 So if I could leave the Commission
13 with one thought, it would be important from
14 Tiber Island's perspective to try to nail down
15 as many points as possible in any order that
16 the Commission may adopt here, so that the
17 Commission, the applicant, neighbors do not
18 have to relitigate issues, you know, at some
19 point down the road when the more specific
20 proposals come in for Parcels 10 and 11.

21 And with that, I would like to
22 introduce Mr. Greenberg. We are pleased to be

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1 here as a party in support. There are some
2 specific concerns. They are all laid out in
3 the papers.

4 In addition, we would like to
5 submit a letter that we received from Mr.
6 Hoffman, which summarizes a number of the
7 points as to which there is agreement from the
8 applicant, which will help shorten the
9 presentation here. Mr. Greenberg?

10 MR. GREENBERG: Yes.
11 Commissioners, am I on? That's better.
12 Commissioners, Paul Greenberg. It is good to
13 see you again, Chairman Hood. It has been a
14 while.

15 And actually I'm not --

16 CHAIRMAN HOOD: Good to see you,
17 too.

18 MR. GREENBERG: Thank you. I'm
19 actually not going to go through the
20 PowerPoint presentation, because I think that
21 the prepared statement and the PowerPoint
22 presentation are really self-explanatory.

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1 Our concerns have been fairly
2 straightforward. First, we would say that we
3 have also appreciated the exemplary efforts on
4 the part of the developer to work with us.
5 And we acknowledge that they have gone a long
6 way toward meeting many of the concerns that
7 we were -- that we expressed with earlier
8 iterations of the plan.

9 In addition, I will acknowledge
10 that some of the concerns that we have raised
11 in our statement have already been addressed
12 and I'm not going to apologize for perhaps
13 being a little out of sync with the
14 development as it currently is being presented
15 to you.

16 Issues about the height and the
17 massing of some of the buildings closest to
18 our property at 6th and M have been a bit of a
19 moving target. And as I think you have heard
20 from other witnesses, even in recent weeks,
21 there have been -- there has been movement on
22 the part of the developer to meet some of the

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1 concerns of the community and some of those
2 concerns are the same concerns that we have
3 expressed.

4 So with that in mind, let me just
5 say that we have had ongoing concerns about
6 the height and the massing and the setbacks of
7 the buildings at certainly Parcel 11, which is
8 immediately adjacent to us, also at Parcel 10
9 and Parcel 9.

10 The building at Parcel 9, which is
11 proposed to be one of the 130 foot tall
12 buildings, which is very close to Arena Stage,
13 we think probably should be a lower building.

14 The building at Parcel 10, which
15 is actually closer to the river than the
16 Parcel 11 building, is proposed to be a taller
17 building. We think that actually the size --
18 the heights of the building probably should be
19 the same.

20 We are not opposed to the
21 residential properties proposed at Pier 4, but
22 we would like to spend just a moment talking

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1 about some of the problems that are associated
2 with that.

3 That is to say that, you know, 6th
4 Street, the streets end far short of Pier 4
5 under all of these plans. There have been
6 various versions of the plan that have
7 suggested that there would be a full public
8 roadway going all the way down to the Harbor
9 Patrol Headquarters.

10 And we early on, you know,
11 expressed reservations to the developer that
12 we thought that that was simply going to be a
13 roadway that large numbers of people were
14 going to be cruising around looking for a
15 place to park.

16 And there has been an indication
17 that there would continue to be a roadway of
18 some sort down there, but that it would be
19 marked as being authorized access only.

20 In addition, it is our
21 understanding that the developer is talking
22 about some reserve parking, essentially, on

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1 the promenade or in public park area for the
2 guests of residents at Pier 4.

3 And let me just say that, you
4 know, we recognize that certainly in terms of
5 the Harbor Patrol, as well as Pier 4, there is
6 a need to have a paved surface of some sort
7 that can accommodate heavy, you know ,
8 vehicles.

9 Now, however, we are opposed to
10 anything that looks like a public street going
11 down that way. And we also are opposed to
12 reservation of any of the space, guest parking
13 for residents on the pier.

14 Now, our view is that if there is
15 going to be reserved parking for those
16 residents, it probably should be in the
17 underground parking lot at the Pier 10
18 structure -- at the Parcel 10 structure,
19 excuse me.

20 CHAIRMAN HOOD: Thank you both for
21 your testimony. Commissioners, any questions?
22 Any questions? Okay. Any cross-examination,

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1 Mr. Glasgow?

2 MR. GLASGOW: No cross.

3 CHAIRMAN HOOD: Okay.

4 Commissioner Litsky or McBee, any cross-
5 examination? Mr. DePuy or Mr. Holman, any
6 cross? Mr. Kopp, any cross? Ms. Randolph,
7 any cross?

8 MS. RANDOLPH: No, thank you.

9 CHAIRMAN HOOD: Okay. All right.

10 Thank you very much. We appreciate your
11 testimony.

12 MR. GREENBERG: No problem.

13 COMMISSIONER TURNBULL: Mr. Chair,
14 let me just say so after your final meetings,
15 so your prepared statement that you sent has
16 changed a bit. Is there a revised statement
17 that you are going to submit regarding the
18 issues you feel are still outstanding or is
19 there nothing outstanding so far for you?

20 MR. GREENBERG: We certainly could
21 submit a revised statement. It's not a
22 problem.

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1 COMMISSIONER TURNBULL: I was just
2 curious. We sort of left hanging this to you
3 feel comfortable, but it sounded like there
4 were still a few points that you just wanted
5 to reiterate.

6 MR. GREENBERG: The issues that
7 seemed to have been addressed to our
8 satisfaction involve the height and the
9 setbacks on the Parcel 11 building, that's the
10 St. Augustine's church building.

11 COMMISSIONER TURNBULL: Okay.

12 MR. GREENBERG: We think that what
13 the current plan, at least as it has been
14 described this evening, goes much of the way
15 towards resolving whatever concern we have
16 had.

17 Additionally, the information that
18 we received about the lower height of the
19 proposed buildings on Pier 4 really addresses
20 our concerns there. There are outstanding
21 concerns about the height of the Parcel 10
22 building and the Parcel 9 building, as well as

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1 the roadway access and parking access to the
2 Harbor Patrol --

3 COMMISSIONER TURNBULL: Right.

4 MR. GREENBERG: -- and to the Pier
5 4 structure.

6 COMMISSIONER TURNBULL: Okay.
7 Well, I didn't know if you wanted to submit
8 something for the record.

9 MR. GREENBERG: Well, I think
10 actually with that clarification --

11 COMMISSIONER TURNBULL: Right.

12 MR. GREENBERG: -- we probably
13 don't need to.

14 COMMISSIONER TURNBULL: Okay. All
15 right. Thank you.

16 CHAIRMAN HOOD: Okay. Great .
17 Thank you very much. We appreciate your
18 testimony.

19 MR. GREENBERG: Thank you.

20 CHAIRMAN HOOD: Let's go right t o
21 Gangplank Slipholders, Mr. Kopp.

22 MR. KOPP: Okay.

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1 CHAIRMAN HOOD: You can begin.

2 MR. KOPP: Good evening, Chairman
3 Hood and the Zoning Commission. Thank you for
4 your time tonight. My name is Jason Kopp.
5 I'm the elected-President of the Gangplank
6 Slipholders Association.

7 As our name suggests, GPSA
8 represents all slipholders within the
9 Gangplank Marina. Our members include
10 property owners who live or work year-round on
11 their boats, as well as those who commute to
12 D.C. and spend time on their boats and those
13 who use the marina for recreational boating.

14 With 94 live-aboard residences in
15 the marina, we represent the largest live-
16 aboard community on the east coast of the
17 United States. We are a vibrant and unique
18 community with historic ties to the Southwest
19 Waterfront. And we live within the proposed
20 area to be developed and the project will
21 clearly directly affect our homes and places
22 of work. And we are the only people living in

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1 that area, as Commissioner Litsky stated.

2 We have been working for over 10
3 years to secure a place for our community in
4 this new development. And we are thankful to
5 the support we have gotten from community
6 groups, from the ANC-6D, Southwest
7 Neighborhood Assembly, Near South east/
8 Southwest Community Benefits Coordinating
9 Council, as well as the D.C. Government and
10 the Office of Planning and the Office of the
11 Deputy Mayor for Planning and Economic
12 Development, as well as the applicant and the
13 amazing outreach they have done in the
14 community and to try to understand our
15 concerns and our needs in this case.

16 We are happy with the commitments
17 that the applicant has made in their current
18 PUD. The applicant has committed to working
19 in partnership with GPSA to assure a
20 successful transition plan, including
21 continuity of existing services and amenities
22 for all slipholders.

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1 And the applicant has also
2 committed to creating live-aboard slips in the
3 new marina for the purpose of retaining the
4 existing 94 live-aboard slipholders in the new
5 development.

6 We note there are still a number
7 of outstanding issues that we haven't yet
8 reached resolution on. We don't expect to
9 reach resolution, at this time, but these
10 issues, for the record, are: Policies
11 associated with transfer of live -aboard
12 status, which constitutes a significant
13 portion of equity with the vessels it is
14 associated with, the details of how essential
15 services will be provided throughout the
16 transition, details on pricing of slip keys in
17 the new marina and the lack of a backup plan
18 should complications in the proposed plan
19 arise or the required Congressional Bill fail
20 to be passed.

21 However, we support, at this
22 point, this First -Stage of the PUD process,

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1 based on the understanding that the applicant
2 will continue to work with us to address these
3 issues and trusting that all parties involved
4 will act with our community's best interest in
5 mind.

6 We are enthusiastic about this
7 project and we are excited to work with the
8 applicant to help create a world class vibrant
9 waterfront that we think D.C. residents will
10 want to visit, live in and support.

11 And we also want to commend the
12 developers for including us in interim use
13 plans as well as long -term development
14 discussions in terms of what the Wharf will
15 eventually look like.

16 We think this is a good plan for
17 Gangplank, for South west D.C. and for the
18 District as a whole and we are happy to
19 support it.

20 CHAIRMAN HOOD: Okay. Thank you
21 very much. Commissioners, any questions?
22 None. Okay. Does the applicant have any

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1 cross-examination? ANC -6D, any cross-
2 examination? Vestry, any cross-examination?
3 Tiber Island, any cross-examination? 6th
4 Street, any cross-examination?

5 MS. RANDOLPH: No, thank you.

6 CHAIRMAN HOOD: Okay. Thank you
7 very much. Let me go to my list of support
8 and I'm going to try to get as many people up
9 as possible. We have five seats. Fredrica
10 Kramer, Marcia Bachman, hopefully I d idn't
11 pronounce that -- you can pronounce it when
12 you come up. Let's see, Kay Wi lliams,
13 Reverend Ruth Hamilton and Eve Brooks. I
14 think that's five.

15 MS. KRAMER: Who do I give this
16 to?

17 CHAIRMAN HOOD: Okay. I'm going
18 to start on my right, the young lad y to my
19 right. From my right to my left. We'll start
20 with you to m y right. Turn your microphone
21 on.

22 MS. KRAMER: Sorry. My name is

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1 Fredrica Kramer. I live in River Park, 387 O
2 Street, S.W. I have been a resident of Near
3 Southwest since 1975 and I support the
4 redevelopment of the Wharf with great concern
5 on specific aspects of the plan.

6 I'm not sure I'm in the right
7 panel, but I'll go ahead and give you my
8 statement. I want to only address two issues
9 today, but I think have not been well -
10 addressed and I hope to provide additional
11 input for the record.

12 The first is traffic, ingress/
13 egress and density. There has been to my
14 observation no credible and independent
15 traffic study that addresses the huge increase
16 in residents, visitors and commuters to
17 southwest offices and the Southeast Navy Yard
18 development.

19 Maine Avenue cannot now handle
20 traffic during rush hour, special events, ball
21 games or inclement weather. The proposed
22 traffic design, including 20 rail parking that

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1 would effectively remove a lane from Maine
2 Avenue, many new crosswalks and traffic lights
3 to service new foot traffic from the north and
4 the proposed traffic circle at 6th Street will
5 further slow the traffic.

6 The combined effect of perhaps
7 doubling the number of new docks of 4,000 to
8 5,000 entertainment spaces running 200 events
9 a year and an exponential increase in FAR from
10 new residences, hotels and offices at 130
11 feet, which I hope is not the new normal for
12 D.C., is a massive increase to the population
13 and transient use of southwest and the current
14 transportation and traffic systems will
15 absolutely be unequipped to handle it.

16 Secondly, the pedestrian-only
17 preserve along the water. The planned
18 pedestrian-only pathway along the waterside of
19 the site, which many of us asked for and I'm
20 happy is in there, is raised from the current
21 8 foot level to the same level as the rest of
22 the 60 foot width from building line to the

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1 water.

2 There is no reason to make this
3 dedicated space level with the rest. The
4 current path is a serene protected space, very
5 heavily used from at least 6:30 in the
6 morning, which I can attest to, to evening by
7 Army Cadets, neighborhood running and walking
8 exercises, fishermen, idle strollers. It is
9 uninterrupted, not just linear passage, but
10 isolated from the activities that go on above
11 and will increase exponentially in the
12 proposed development.

13 The yards development gets it
14 right with its boardwalk footpaths and
15 boulders that are low and close to the water
16 preserving an immediate and intimate
17 connection with the river. The pedestrian
18 uses start low in some places at the water's
19 edge and gradually rise to building heights,
20 one or two blocks away from the river.

21 Major structures within the river
22 cite the new law of residences and so forth

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1 are dotted throughout the site. This is a
2 very different vision of how to use the river.

3 The new footpath could be
4 narrower, perhaps only 12 feet and that would
5 add more space for the restaurants and other
6 activities above, but it would be protected
7 from them.

8 On a related point, building
9 massing at the yards is primarily on the
10 commercial M Street Corridor.

11 We have heard different
12 justifications for raising the path. At last
13 week's ANC meeting, the developer mentioned in
14 passing they wanted to close off the whole
15 space with special events and on occasion --

16 CHAIRMAN HOOD: Excuse me, excuse
17 me. Here is what we're going to have to do.

18 MS. KRAMER: I'm almost done.

19 CHAIRMAN HOOD: It's usually the
20 first -- we are going to have to stop. If we
21 don't have your testimony, you're going to
22 have to provide it to us.

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1 MS. KRAMER: I do . It's right in
2 front of me. I'm sorry, I didn't --

3 CHAIRMAN HOOD: All right. Okay.

4 MS. KRAMER: -- I'm sorry.

5 CHAIRMAN HOOD: That's all right.

6 MS. KRAMER: Excuse me.

7 CHAIRMAN HOOD: We will -- just
8 hold tight. We will read your testimony. We
9 are going to have to keep it unless everyone
10 wants to go to another hearing.

11 MS. KRAMER: No, that's fine.

12 CHAIRMAN HOOD: So what I'm trying
13 to do is -- no, I'm not making you the
14 example. I'm just saying for everyone from
15 this point on, we need to make sure we watch
16 the clock and when the time stops, let's stop.

17 And we pretty much will have your testimony
18 if you provide it to us in writing and if not,
19 we will work something out so you can get it
20 to us. But we will take your testimony now
21 and next we will go with you.

22 MS. WILLIAMS: Okay.

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1 CHAIRMAN HOOD: You can hold your
2 seat.

3 MS. KRAMER: Okay.

4 CHAIRMAN HOOD: Yes.

5 MS. WILLIAMS: Good evening. My
6 name is Kay Williams and I am a current
7 resident of Harbor Square. I'm also the
8 current President of the Harbor Square
9 Homeowners Cooperative Board of Directors.

10 We have spent a lot of time as a
11 board and collectively working with the
12 developer on this project. We have chosen and
13 decided to support this project through the
14 majority of the board members and many of our
15 residents.

16 I'm not going to bore you or take
17 up time saying how many things we have gone
18 through, how many meetings to try and mitigate
19 and make things work for our residents.

20 It has been an enormous amount of
21 meetings, an enormous amount of coming to us,
22 us going to the developer and we all

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1 appreciate that.

2 The most difficult issue for us is
3 one of balance. And it is the one that we are
4 struggling the most with and it is all about
5 Pier 4.

6 We have worked with the developer.

7 They have mitigated the height. They have
8 mitigated the footprint and we appreciate
9 that. I have been very honest with everyone
10 on the team. Harbor Square would prefer that
11 there was no building on Pier 4. We like not
12 having a building on Pier 4.

13 But we saw it for the first time,
14 the first week of June, and we have been
15 working with them ever since then to try and
16 mitigate that impact.

17 We do not oppose what ANC says
18 about wishing that we had more work to do with
19 that, but we have to say, as a board, the
20 majority of the board and as many of our
21 residents, we are excited about what this is
22 doing to the southwest. We think they have

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1 done a tremendous amount of work to make this
2 happen.

3 And we want to continue to be able
4 to work with the developer on this, but that's
5 our biggest issue and I would be remiss in our
6 responsibilities if I didn't bring it before
7 the Commission. Thank you, sir.

8 CHAIRMAN HOOD: Thank you very
9 much. Next?

10 MS. BACHMAN: Yes, hello. I'm
11 Marcia Bachman. I'm the President of the
12 Waterside Towers Residents Association.

13 Our association is incorporated to
14 act as a neighborhood improvement organization
15 dedicated to promote the common good and
16 general welfare of all the residents in
17 Waterside Towers residential complex and the
18 civic betterment of the residents of the wider
19 neighborhood of Southwest Washington and of
20 the entire District of Columbia.

21 So in that light, we very much
22 appreciate the opportunity to express our

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1 views.

2 Now, the Waterside Towers is
3 directly across the street from what, I
4 believe, is Parcel 6 and Parcel 7. So we are
5 very much affected by this and our ANC
6 Commissioner has offered to set up a meeting
7 for us with the developer. We haven't had the
8 opportunity to do that yet, but we do have --
9 so I wanted to say that we, in general, are
10 very, very supportive of the economic
11 development.

12 We do have a few concerns about
13 Maine Avenue between 6th and 7th Street and the
14 Parcel 6 and 7, because that's, you know,
15 right next to us and affects our members so
16 much.

17 Our members occupy residential
18 units that are low-level townhouses. And the
19 WTRA recently won a court ruling from the
20 Court of Appeals for the District of Columbia
21 to enforce the rights of tenants to acquire
22 that property. So as prospective landowners,

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1 the WTRA and its members are particularly
2 interested in the value and how to value that
3 property.

4 And, you know, I have to just say
5 it's really intimidating to think about 130
6 story or a 130 foot office building looking
7 down into somebody's backyard on to their
8 patio and into their bedroom window. And
9 that's what we are talking about with Parcel 6
10 and 7.

11 And also, we have three hi-rise
12 buildings on our property, our complex. And
13 the Parcel 6 and 7 by being 130 foot, even if
14 you angle them, when you angle them this way
15 and that, but you are back at our towers, it
16 creates a solid wall of concrete that covers
17 up the horizon.

18 Right now, the people in our
19 towers pay premium prices as you go higher up
20 in those buildings. And I have been up in
21 those apartments in the past few weeks, they
22 are going to lose their view entirely and they

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1 are paying premium for it.

2 So it's very important for us to
3 work with the developer and maybe think about,
4 you know, the density, the massing, the height
5 of those buildings on Parcel 6 and 7.

6 Then with regard to buses and
7 traffic, I want to second what the lady -- two
8 ladies over next to me just said in terms of
9 traffic and congestion. We see there -- we
10 watch the baseball traffic and the tennis
11 tournaments and Arena Stage and it is very
12 congested. It's not just commuters going back
13 and forth, but all these events that go on.

14 Where are they going to divert to?

15 That traffic is going to continue. We are
16 talking about people who come down for the
17 fish market on the weekends. Where are they--
18 how are they -- are they going to divert and
19 go up 6th and 7th Streets and then out I
20 Street?

21 I mean, this is -- we are not
22 going to stop the traffic. We want traffic.

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1 We want people to come to southwest and enjoy
2 what we are offering here.

3 So turning Maine Avenue into one
4 lane of traffic, I don't think is the right
5 solution.

6 And then the buses, we would
7 request, please, we can't tell what is planned
8 for city buses. We saw that they were going
9 to have them on the tour buses, rather, park
10 down at Pier 4. And then we heard now they
11 are going to move them some place else.

12 Currently, they park on Maine
13 Avenue between 6th and 7th Streets. And that's
14 just -- again, they are 35 feet from
15 somebody's living room. You go out on your
16 patio and you get bus fumes and noise. We
17 would ask the developer to work with DDOT and
18 with us in whatever we can do to put a stop to
19 that.

20 There is plenty of other places in
21 southwest. They could go two blocks over to
22 Buzzards Point and park over there. I don't

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1 know why they have to -- Maine Avenue ought to
2 be this beautiful lovely boulevard, that's
3 what we want for this development. So let's
4 get rid of those tour buses on Maine Avenue
5 between 6th and 7th.

6 The setback on the -- on Maine
7 Avenue, we think it ought to be the same green
8 space on both sides. They are on Parcel 6 and
9 7. You know, I heard a lot of really positive
10 things and I thank the Hoffman -Madison for
11 thinking that through. Maybe take another
12 look at how much greenery they are going to
13 put there and possibly maintain the same 37
14 foot setback on both sides of Maine Avenue.

15 Again, this particular block of
16 Maine Avenue between 6th and 7th is
17 residential. It's heavily treed. I loved what
18 the people said about the trees. That is the
19 charm of southwest. And so let's, please,
20 retain those trees.

21 CHAIRMAN HOOD: Okay. Thank you
22 very much.

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1 MS. BACHMAN: So thank you very
2 much --

3 CHAIRMAN HOOD: Thank you.

4 MS. BACHMAN: -- for this
5 opportunity. And could I actually --

6 CHAIRMAN HOOD: Next?

7 MS. BACHMAN: -- be able to revise
8 the comments?

9 CHAIRMAN HOOD: Thank you. Yes,
10 you can give that to us.

11 MS. BACHMAN: No, I mean t o revise
12 them to keep the record open?

13 CHAIRMAN HOOD: Revise your
14 comments? Let's see if we are -- we are going
15 to probably leave the record open, so, yes.

16 MS. BACHMAN: Okay.

17 CHAIRMAN HOOD: You would be abl e
18 to do that.

19 MS. BACHMAN: Thank you.

20 CHAIRMAN HOOD: Next?

21 REV. HAMILTON: Hi. M y name is
22 Ruth Hamilton and I'm C hair of the Board of

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1 the Near Southeast/Southwest Community
2 Benefits Coordinating Council and I want to
3 thank you for your service to the public,
4 which is a great service.

5 Our Council began in 2005 with
6 public meetings, also done on the waterfront
7 to organize our community in the face of all
8 the redevelopment that was coming into Near
9 Southeast/Southwest ANC-6D and out of that
10 came this not-for-profit CBCC that is the most
11 diverse, economically diverse, board in our
12 neighborhood. And so it has a unique
13 perspective.

14 We have joined our ANC -6D
15 Commissioners and SWNA, Southwest Neighborhood
16 Assembly, whose testimony you will hear, in
17 supporting the applicant. And like our
18 neighborhood's elected leaders, we have
19 specific requests of you, the Zoning
20 Commission.

21 And we particularly ask you to
22 affirm and memorialize in your definitive

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1 ruling certain agreements that now are going
2 to be scattered across to the agencies.

3 Particularly, most of the
4 testimony that we have heard tonight is
5 related to massing, site line, circulation ,
6 etcetera. CBCC limits its testimony to
7 matters that relate to our urban and national
8 issues of poverty, unemployment, affordable
9 housing and opportunities for growth.

10 So we would ask you, first, to
11 memorialize this whole notion of Ward 6 and
12 southwest preferences. As citizens of the
13 District, we're grateful that the city
14 negotiated a really strong community benefits
15 in the LDA. And that our District wards with
16 the highest rate of unemployment were named
17 specifically.

18 But as residents of Ward 6, and
19 specifically ANC-6D, we are aware that within
20 blocks of this wonderful development, we have
21 neighbors who have been living in generation
22 and generations of poverty and who are wary of

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1 promises that development is going to deliver
2 benefits and not just remove them eventually.

3 Southwesterners see any new
4 redevelopment as the change to right the
5 wrongs that were done in the urban renewal of
6 the '50s and '60s. And if this is to be a
7 legacy project, as it has been named, unless
8 the current residents of this neighborhood and
9 specifically -- are specifically targeted for
10 services and preferences, it is as if the
11 memory of that first removal has been
12 forgotten.

13 And we ask that your ruling help
14 that be remembered. So we ask you to
15 highlight in the ruling the language from the
16 2008 First Source Agreement that has been
17 signed: That the applicant shall use good
18 faith, diligent efforts to hire residents of
19 Southwest Washington for such new jobs; that
20 you will include in your ruling that the Work
21 Force Intermediary Program will, at a minimum
22 have a satellite location in southwest; that

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1 you will include in yo ur ruling that the
2 affordable housing plan make provisio n for
3 reasonable preferences for r esidents of and
4 workers who provide services in Ward 6 for all
5 of the affordable categories that have been
6 outlined; and that you will include in your
7 ruling that 5 pe rcent of the 35 percent CBE
8 requirement be procured from Ward 6.

9 This is currently nowhere that can
10 be enforced.

11 Memorializing, secondly, a process
12 for implementing and monitoring these benefits
13 as they are related to sou thwest, others can
14 speak to their wards. We speak to our
15 neighborhood. CBCC commends the applicant, as
16 others have said, for significant outreach to
17 the southwest community and o ther wards as
18 they are related to the project.

19 We also understand that when it
20 comes to monitoring enforcing, the devil is in
21 the details and we are p repared to work with
22 your Zoning PUD Enforcement Officer related to

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1 our areas of concern.

2 And so it is so critical that at
3 this Stage One that you spell out the process
4 by which the community will have a role in
5 implementing and monitoring benefits. It is
6 not enough to have one on the shelf.

7 So in this response that you have
8 in your record that the applicant made the
9 ANC-6D resolution, particularly in those last
10 three sections of that, page 11 and 12, the
11 applicant has stated "That outreach with the
12 community has been ongoing and is anticipated
13 to continue through Stage Two PUD process and
14 through construction of the project.

15 HMW will continue to work with
16 ANC-6D and other southwest neighborhood-
17 oriented committees that are acknowledged by
18 the ANC in the areas of work force
19 development, certified business, enterprise
20 hiring and affordable housing."

21 We would ask that the Commission
22 in its ruling name CBCC as one of those

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1 entities. We have been acknowledged both by
2 the ANC and by SW NA in its testimony that we
3 are the group in the neighborhood acknowledged
4 to provide leadership in these areas. We
5 would like to be named as such.

6 And we also ask that the
7 Commission's ruling specify a time frame for
8 community engagement that goes beyond through
9 construction of the project, because this is a
10 long lease and enforcement needs to be long-
11 term.

12 Finally, we want to have you
13 memorialize a partnership for community
14 enrichment and services. We are extremely
15 grateful to Mr. Hoffman that he has signed a
16 statement, again noted earlier, to forge an
17 ongoing relationship with the ANC-6D and the
18 community to realize the vision for a long
19 needed community center.

20 Mr. Hoffman's support, he
21 understand that it's not enough to invest in
22 buildings, piers, streets, we have to invest

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1 in people. And so we ask that you would be
2 the keeper of our memory.

3 CHAIRMAN HOOD: Okay.

4 REV. HAMILTON: Thank you.

5 CHAIRMAN HOOD: Thank you. Next?

6 MS. BROOKS: I'm Eve Brooks. I'm
7 a member of CBCC's Board and Executive
8 Committee. And I want to just talk a little
9 bit more about the community, the need for
10 community development and for community
11 planning and social planning that goes along
12 with the kind of development the Wharf has --
13 will provide.

14 The Wharf is going to attract new
15 residents, particularly young families who
16 will need child care and they will need a
17 quality education and seniors who will want to
18 age in place. Subsidized facilities and
19 proactive social planning will translate into
20 a stable, engaged and safe community where
21 low-income and middle-income families can
22 thrive.

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1 The need for a facility or campus
2 of sites for social enrichment and support is
3 great. In southwest, it need not be on the
4 waterfront, but it must be in southwest.
5 There is a wasteland when it comes to
6 children, youth and family services despite
7 the fact th at we have four public housing
8 projects.

9 We have in the last decade lost
10 all of our social agencies. There are -- we
11 lost a Boys & Girls Club, a small settlement
12 house and the local Child Welfare
13 Collaborative that targeted our most --
14 families at great est need. They have all
15 closed.

16 And there is nothing in -- with
17 the city that is going on at this point or the
18 developer or the community agencies. All of
19 us need to be engaged together to fill these
20 gaps. And we have to start with subsidized
21 facilities to attract the kind of nonprofit
22 programming that will enrich our neighborhood.

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1 So we ask now that -- we think
2 more broadly than simply the facilities to the
3 whole community and that we need your support
4 on this facilities piece, so that we can all
5 together do the kind of planning that needs to
6 be in place.

7 My testimony also speaks to the
8 serious problems in o ur public schooling,
9 which will mean, basically, that we are now at
10 25 percent of the kids working a t proficiency
11 in our neighborhood school and that means that
12 all these new residents will be searching for
13 an alternative.

14 We have right before us now,
15 because our community has asked for the Apple
16 Tree Early Learning, which can make it
17 possible for all our kids to come in ready to
18 learn to school, to put a bid forward as they
19 have to the Graduate School for a facility
20 that is there.

21 CHAIRMAN HOOD: Okay.

22 MS. BROOKS: We certainly need

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1 your support --

2 CHAIRMAN HOOD: Thank you very
3 much.

4 MS. BROOKS: -- in moving forward
5 with this kind of social planning.

6 CHAIRMAN HOOD: Thank you very
7 much. Commissioners, any questions? Any
8 questions? Okay. Let me just --

9 VICE CHAIRMAN SCHLATER: I have
10 one question, Mr. Chairman. Just for the
11 community benefit coordinating committee. Is
12 there, I didn't see it yet, an agreement
13 between your organization and the development
14 team as to what benefits will be provided for
15 southwest specifically?

16 REV. HAMILTON: No. There was --
17 basically, our understanding is the developer
18 has generally believed that most of the
19 community benefits have been laid out in the
20 LDA. They have worked throughout this process
21 since we managed to get some of our requests
22 into the ANC-6D resolution. They have also

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1 been working. And there is no question that
2 the applicant has a strong interest in doing
3 this.

4 They have signed, you know, the
5 CBE agreements. They have signed other
6 things. We just want to make sure that it is
7 -- but it's not signed with us. And the only
8 thing that we have seen signed now is what Mr.
9 Hoffman signed recently, just last week, when
10 he signed the ANC-6 -- you know, his response
11 to it.

12 I have no idea how enforce -- I
13 have no idea what that means legally, but I am
14 grateful that he did it. And I appreciate the
15 ongoing conversations, but we feel like we
16 need something in this PUD ruling that will
17 clarify.

18 VICE CHAIRMAN SCHLATER: Most of
19 the items in the ANC agreement will eventually
20 be memorialized into the PUD order, so I
21 wouldn't worry about that. I just wanted to
22 get your sense of whether the issues of, you

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1 know, Ward 6 specific community benefits have
2 been addressed to your satisfaction within
3 that ANC order -- I mean, that ANC agreement.

4 REV. HAMILTON: Well, as long as
5 you think it is going to be in your final
6 ruling, if it will be included there, we are
7 satisfied.

8 CHAIRMAN HOOD: Any other
9 questions? Okay. I'm going to do it this
10 way. I'm going to ask is there any cross-
11 examination? If it is, just raise your hand.

12 I don't want to have to go through that. We
13 will do that from this point on to try to save
14 time.

15 Any cross-examination? Okay.
16 Thank you. I want to thank this panel. We
17 appreciate it. Also, I have noticed that we
18 have a representative from Council Member
19 Wells' office and I just -- my sight was
20 blocked the whole -- and then I just noticed
21 it about 20 minutes ago.

22 So I don't want the Council Member

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1 to think that I slighted his office, but did
2 you have something you wanted to come up and
3 say? Okay. Okay. Okay. I just wanted to
4 acknowledge that we do have a representative
5 of Council Member Wells' office.

6 And again, I apologize for not
7 doing that a lot, maybe three or four hours
8 earlier.

9 Okay. The next panel: J uanita
10 Jones, Debra Frazier, Melissa Rohan and Judith
11 Claire. Is that -- okay, and we can get one
12 more, Tom Des Jardins. Tom Des Jardins.
13 Okay. And we're going to do th e same thing.
14 I'm going to start from my right and we'll go
15 to my left. Ms. Randolph, I would like for
16 you maybe to just let Ms. Schellin know about
17 how much time you are going t o need for your
18 presentation in opposition, so that will help
19 me figure out where we are.

20 MS. RANDOLPH: Okay.

21 CHAIRMAN HOOD: Okay. Okay.

22 We're going to start from my right. This

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1 young lady just sitting there, I'm going to
2 start with you and we'll go from my right to
3 my left. You may begin . The green light
4 shows it's on.

5 MS. CLAIRE: Ye s, okay. Thank
6 you. My name is Judith Claire. I have lived
7 in Washington since 19 63 and I discovered
8 southwest and Harbor Square Co-op in 1967.

9 Did you kno w that as one walks
10 from the rear of St. August ine's church, the
11 Church of Thurgood Marshall you see down the
12 sidewalk past Tiber I sland, Harbor Square
13 toward the Titanic, one has the comfort and
14 shelter of 40 wi llow oak trees as one views
15 the channel at the end of the walk.

16 I'm with you, Mr. Schlater, for
17 trees. The willow oak was Thomas Jefferson's
18 favorite tree. Blu e jays, gray squirrels,
19 crows and mallards love the acorns from the
20 willow oak. It is tall , strong and has a
21 delicate weeping willow like foliage.

22 In 1963, Lady Bird Johnson and LBJ

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1 planted a willow oak outside the oval office.

2 The Washington Daily News reported that
3 during the ceremony, LBJ said that it was
4 fitting for an occupant of the White House to
5 plant trees, not for today, but for the
6 future.

7 These trees will say there lived
8 those who loved this land.

9 I believe all of us love this
10 land. We must remember to plant trees in and
11 around the new development especially for all
12 the residents who follow behind.

13 I'm excited about the new
14 development. I don't have a car. I can walk
15 and skip over to the Wharf and enjoy the new
16 development and then go back home to the quiet
17 part of Harbor Square, which is still and will
18 be really a scenic scene of nature that we all
19 love.

20 Getting hopefully a free kayak
21 space to celebrate the waterfront for my 80th
22 birthday and I can hang out in the kayak with

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1 the egrets and the herons. Thank you.

2 CHAIRMAN HOOD: Thank you very
3 much. Next?

4 MS. FRAZIER: Hello. My name is
5 Debra Frazier and I'm --

6 CHAIRMAN HOOD: Ms. Frazier, is
7 your microphone on?

8 MS. FRAZIER: Let me see a minute.
9 The green light, oh.

10 CHAIRMAN HOOD: The green light .
11 There we go.

12 MS. FRAZIER: Okay. Hi. I'm
13 Debra Frazier, a native Washingtonian whose
14 activism was reignited when my community was
15 summarily dismissed from Capper Carrollsburg
16 in Near Southeast Washington. So I am
17 uniquely compelled to talk about community
18 involvement.

19 I'm urging this Commission to have
20 community involvement and that the developers
21 involve the community in all aspects of this
22 plan. What's community involvement? That

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1 means actively listening to and just having
2 residents participate in decisions and
3 decision making that comes from this body.

4 There are some examples of what
5 happens when there is a lack of community
6 involvement. For example, the properties at
7 Henson Ridge, which is a Housing Authority
8 development, were engaged in a battle between
9 homeowners and tenants, because they created
10 different associations.

11 So those different groups went at
12 each other, because they had different
13 concerns. That wasn't addressed by the
14 developers, it created tension, community
15 dissent and public disarray.

16 I want to talk also about when you
17 move residents. When our residents were moved
18 from Cappers, Arthur Cappers Carrollsburg to
19 southeast and to Berry Farms, the resulting
20 lack of community engagement, the resulting
21 lack of involvement created dissention from
22 those people just moving in and those people

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1 who were there.

2 There were territory issues,
3 increases in youth violence and youth truancy.

4 When you don't involve the community in
5 planning and development, you get these kinds
6 of results.

7 Some positive aspects of community
8 involvement include buy-in and participation.

9 Residents who feel like they have a stake in
10 the community who are asked to participate and
11 know about meetings that happen, are more
12 likely to keep up their communities, to form
13 neighborhood watches, to engage the police
14 officers as community policers as opposed to
15 an invading force.

16 I just want to just continue to
17 urge you to have community involvement. In
18 Capper Carrollsburg, we were disenfranchised
19 by our elected officials, but we came to a
20 point at the now Capitol Quarters meeting
21 where we organized and we involved and we
22 helped to develop that committee.

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1 That community included such
2 structures as a tenant b oard. We were
3 involved in the development now that includes
4 Canal Park. So those are the types of things
5 that you want to involve your residents.

6 A community is an evolving piece.
7 It is a wonderful landscape. It's got to
8 grow and evolve from participation with all
9 the residents. We can m ake this a beautiful
10 thing, but without resident involvement, it's
11 not going to be.

12 CHAIRMAN HOOD: Okay. Thank you
13 very much. Good timing. Next?

14 MS. JONES: Hi. My name is --
15 good evening. My name is Juanita Jones and
16 I'm here represent the CBC, Community Benefit
17 Coalition.

18 I'm a little nervous. I grew up
19 on Arthur Capper community and also when
20 Sharon Pratt Kelly was the Mayor, she divided
21 us up and br oke that community up into
22 Carrollsbu rg community.

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1 I want to say that I was able to
2 grow up in that community and was able to
3 found a home in that community, which my
4 husband and myself and my two children, we was
5 able to live in that community.

6 Now, I was able to move out of
7 that community and move into the first whole
8 TANF development here in the city. With that
9 to say, I'm saying that it was so hard and it
10 was a struggle because without having your
11 credit straight and being financially stable
12 and being ready to move out of these
13 communities, if you are not educated enough
14 and have a balance and have yourself ready to
15 be moved for quality assurance, then you are
16 not going to make it out here.

17 Our community needs the support
18 services. We need the CBC because the CBC
19 will be able to establish work and help our
20 TANF moms get off of TANF and help our fathers
21 that are struggling out here in the city to
22 find jobs and employment.

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1 I'm asking that you take this
2 legislation and build it into y our agreement,
3 so I do support the CBC and ask you tha t you
4 do do this for us, because the community needs
5 the support. Thank you.

6 CHAIRMAN HOOD: Okay. Thank you
7 very much. Next?

8 MS. ROHAN: Hi, goo d evening,
9 Commissioners.

10 CHAIRMAN HOOD: Is your microphone
11 on?

12 MS. ROHAN: Hi, goo d evening,
13 Commissioners. My name is Melissa Rohan. I'm
14 a resident in southwest. But in addition to
15 that, I am a small business owner in its
16 start-up year.

17 And one of my mos t -- just so you
18 know, it's MT Rohan Communications. I might
19 as well do the plug while I'm here.

20 But I did want to say that one of
21 my clients is the CBCC and their consultant,
22 and proudly so. And I do want to -- while I

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1 support the development strongly, I also
2 strongly encourage you to adopt all of their
3 recommendation as part of the PUD order.

4 And I want to speak specifically
5 to the CBE portion of it, of the community
6 benefits amenities package. And the reason
7 that one speaks to me, as you understand, as I
8 am a small business owner, start-up year, I
9 have applied for my CBE. I think I am fairly
10 savvy and sophisticated. And even so, it took
11 about a week of my time away from all o f the
12 duties of a one person operation, which
13 include everything from being boss, s ales,
14 janitor, etcetera.

15 And I'm saying that as a
16 sophisticated person and/or as I look at
17 myself, but I can't say that that is going to
18 be the same for others . And so w hen other
19 small businesses are looking at the cost
20 benefit ratio, they may not see the benefit of
21 getting a CBE and won't be able to come after
22 some of these benefits.

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1 And so I think that we, one,
2 should have a program to bring our budding
3 entrepreneurs and our small businesses in the
4 community to come to a CBE certification.

5 In addition to that, the
6 developers have made a few commitments and I
7 think that in order to -- as some of the
8 ladies here have said, in order to get our
9 small businesses to get at these
10 opportunities, there is going to have to be a
11 lot of ways in messaging so that it is
12 communicated and that folks can have enough
13 time to respond to these opportunities.

14 And I also want to strongly
15 encourage that there is a preference for
16 southwest or Ward 6. The CBCC is requesting 5
17 percent. I think it should be larger, that's
18 just me. I also want to make sure that there
19 is oversight, significant oversight. I do
20 believe that everyone is acting earnestly, but
21 just to make sure that everybody continues to
22 do so.

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1 And the outreach, oversight
2 outreach and preference. Thank you very much.

3 CHAIRMAN HOOD: Okay. Thank you .
4 Next?

5 MR. DES JARDINS: Hi, I' m Tom Des
6 Jardins. I'm a D.C. r esident and both my
7 parents went to high school here and I had a
8 boat at Buzzard Point in the early '80s, so I
9 have been boating in the D.C. area for a long
10 time.

11 I'm currently the Chairman of the
12 Board of Trustees of the Capital Yacht Club
13 and I have a statement from our Commodore,
14 which I have submitted into the record and
15 I'll just read real quick for everyone here in
16 support of PN Hoffman and Shawn a nd the team
17 here.

18 "Dear Mr. Hood, the Capital Yacht
19 Club has been a key component of the District
20 of Columbia Waterfront since its founding in
21 October 19 -- 1892 and for the past four
22 years, the Capital Yacht Club has been working

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1 cooperative and very cooperatively, I would
2 say, with the Hoffman -Madison team on the
3 efforts to redevelop the waterfront.

4 We have worked diligently t o
5 ensure that the needs of all user communities,
6 including transient cruisers visiting our city
7 are accommodated. As part of this effort, our
8 facilities will be more aligned with the
9 entire community, both ashore and afloat.

10 The Capital Yacht Club, as
11 proposed, will be a focal point in drawing
12 visitors to the Wharf.

13 The proposed rezoning is in
14 perfect alignment with the vision for the
15 future that our -- of our city's unique and
16 distinctive waterfront and we fully support
17 the redevelopment plan as proposed in the PUD
18 and are anxious to move forward with the next
19 steps of redevelopment, so that we can begin
20 our next 100 years here.

21 Respectfully, Dan Waldrop,
22 Commodore of Capital Yacht Club. Thank you."

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1 CHAIRMAN HOOD: Okay. Thank you
2 all. Let's see if we have any questions. Any
3 cross-examination? Okay. I want to thank
4 this panel. We appreciate it.

5 Mr. Glasgow, Mr. Hoffman, we're
6 going to use those two seats there, so we want
7 to use that seat also.

8 Okay. Ms. Schellin, could you
9 consult with MS. Randolph? Ms. Randolph, can
10 you go over and let Ms. Schellin know about
11 how much time you are going to need?

12 Okay. Let's go with Cara
13 Shockley, Zev Feder, Jo Chang, Richard
14 Westbrook, Elinor Bacon, David Sobelsohn. I'm
15 sure you can help me. I know who you are, but
16 you can help me when you come forward. I just
17 can't make it out. Desiree Urquhart.
18 Urquhart. Okay. Let's see how many people I
19 have called up thus far.

20 MS. SHOCKLEY: Mr. Sobelsohn has
21 left.

22 CHAIRMAN HOOD: I'm sorry?

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1 MS. SHOCKLEY: Mr. Sobelsohn left.

2 CHAIRMAN HOOD: Mr. Sobelsohn
3 left? Oh, okay. Thank you very much. Okay.
4 Let me see, yes, we're still in support. Mr.
5 Sobelsohn left, okay. Okay. Ms. Bacon is not
6 testifying, okay.

7 Then let me ask, Ms. Schellin, No.
8 32 -- No. 36? No, what about 36? I can't
9 make that out. Mark is that? Mark Grobosky
10 from GPSA.

11 MS. SHOCKLEY: I think he th ought
12 it was a sign -in. He didn't have anything
13 prepared.

14 CHAIRMAN HOOD: Okay. So he is --
15 okay. Well, I wi ll tell you this, you might
16 as well come up now, because that was the last
17 name. That was the last name tha t I was
18 calling except for, I'm sor ry, Rhonda
19 Hamilton.

20 MS. SHOCKLEY: Mark and I di d a
21 little flip.

22 CHAIRMAN HOOD: Okay. Okay. It's

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1 getting late, let's not confuse us. Okay.

2 MS. SHOCKLEY: Sorry.

3 CHAIRMAN HOOD: Okay. So it's
4 Mark. Do you want to testify?

5 MS. SHOCKLEY: No.

6 CHAIRMAN HOOD: Mark is not going
7 to testify. What about Rhonda Hamilton?
8 Okay. ANC-6D or 6. Is there anyone else
9 present that would like to -- a person that's
10 here that would like to testify in support?
11 Anyone else? Okay. We will end -- and the
12 reason I'm pushing a little bit is because I'm
13 trying to save everybody from having to come
14 back. We would like to see you, but come back
15 on a Wednesday night with us, so that's why
16 I'm kind of pushing.

17 Okay. Let's start to my right.
18 This young lady here.

19 MS. URQUHART: Good evening ,
20 Chairman Hood and Members of the Commission.
21 My name is Desiree Urquhart and I'm the
22 Director of Government and Community Relations

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1 at Arena Stage.

2 I am pleased to offer Arena
3 Stage's full support for the Hoffman -Madison
4 Waterfront Development Team's Planned Unit
5 Development.

6 Monty Hoffman and his entire team
7 have been ardent supporters of Arena Stage in
8 our newly completed \$130 million
9 redevelopment known as the Meade Center for
10 American Theater at the corner of 6th and
11 Maine.

12 They have met with Arena and our
13 architect, Bing Tom, on numerous occasions to
14 discuss and review their project design plans,
15 always with a focused commitment to identify
16 and pursue synergies with our redevelopment
17 project.

18 They have been willing to consider
19 a broad range of topics. When we expressed
20 concerns about protecting and enhancing our
21 views of the waterfront from our grand public
22 lobby, the developer responded with changes to

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1 their plans, not once, not twice, but three
2 times to accommodate our concerns. And Monty
3 was always there.

4 Since we reoccupied our amazing
5 new complex last August, we have engaged in
6 productive discussions to ensure mutual
7 success, compatibility and interaction between
8 Arena and the Waterfront Redevelopment.

9 Issues of great importance to
10 Arena include view corridors, the size and
11 locations of open space and public areas,
12 prescribed uses and amenities, scale and
13 location of buildings, water features and safe
14 pedestrian movement across Maine Avenue.

15 We hope that the Commission will
16 be mindful of the contribution of these
17 elements to the synergistic relationship
18 between the waterfront redevelopment and
19 arena. We have expressed to the developer and
20 to the Commission our strong desire that the
21 public benefits you approve as part of the PUD
22 include access for our patrons to off-street

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1 parking within the project; a set aside of a
2 portion of the proposed affordable housing for
3 Arena Stage artists, fellows and interns;
4 provisions for convenient dining options; a
5 bus lay-by; and potential periodic programming
6 in public space, all in a safe and welcoming
7 environment.

8 The developer has expressed a
9 commitment to work with us on all of these
10 benefits. We consider these features
11 particularly the parking and artist housing to
12 be critical to achieving the highest degree of
13 success for a project of this size and
14 importance in D.C.

15 Thank you for this opportunity to
16 express our support for this innovative and
17 ambitious project. We believe that the
18 developers plans will enhance Arena Stage's
19 visibility and prominence as the very best in
20 performing arts and will create the kind of
21 lively attractive waterfront that will benefit
22 not only Arena, but the entire city.

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1 CHAIRMAN HOOD: Okay. Thank you .
2 Next?

3 MS. SHOCKLEY: My name is Cara Lee
4 Shockley. I am the Commissioner for 6D02. I
5 would like to clarify that I did vote in favor
6 of the thing we were 7 to none, but I do have
7 two issues that I would like to bring forward.

8 Commissioner Litsky was kind
9 enough to mention them earlier. And I would
10 also say and beg your indulgence if I may
11 change my written testimony before I submit it
12 to you, as Ms. Albert speaking from DDOE, made
13 a difference to what I have to say.

14 On page 10 of the original PUD
15 application dated February 10, 2011, Hoffman-
16 Madison Marquette included the following
17 statement: "The PUD Building Program will
18 also include a 2,500 seat multi-use musical
19 that will provide a venue for live events,
20 staged theatrical productions, sporting events
21 and meeting and conventions.

22 Imagine my surprise when the

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1 regularly scheduled business meeting held on
2 July 11, 2011, Monty Hoffman said and I
3 paraphrase, 2,500 for sporting events, 4,500
4 for music events.

5 I love the theater and music.
6 When I was a kid, the money I earned from my
7 Washington Star paper route was spent on
8 tickets to Ford's Theater and the Kennedy
9 Center. I even follow some sports and
10 recognize that the District needs more spaces
11 for mid-range sporting events to be held.

12 My issue with the music hall, as
13 described in the PU D, has always been the
14 parking burden I feel will be placed on the
15 residents in the neighborhood.

16 Well, I would hope that most
17 patrons would use public transportation. I
18 don't find it realistic to expect a site with
19 only 2,883 parking spaces of which 610 are
20 dedicated to the cultural activities to
21 support an attendance of 2,500 people, much
22 less one of 4,500.

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1 Mr. Hoffman's statement that we
2 can always drive down another level if we find
3 the parking to be inadequate, again, that's a
4 paraphrase, is also a little iffy.

5 This project is at the confluence
6 of two rivers going deeper may simply not be
7 an option. The forensic's lab that is being
8 built in our neighborhood has already
9 discovered that. The area has a high water
10 table with many underground creeks.

11 I would also like to point out
12 that one of the arguments in favor of the
13 large music hall, that the existing options in
14 the District are either out-moded or have
15 terrible acoustics. It's not mitigated by a
16 more -- music hall that accepts sporting
17 events.

18 Excellent acoustics would make a
19 tennis game unbearable to listen to and the
20 dampened acoustics appropriate for sporting
21 events are not conducive for good music.
22 Thank you very much.

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1 CHAIRMAN HOOD: Thank you very
2 much. Next? Hi, my name is Eve Bratman and
3 I'm delivering this testimony as the Vice
4 President of the Gangplank Slipholders
5 Association or GPSA, which hopefully, as you
6 already know by now, is a community
7 organization comprised of the slipholders of
8 the Gangplank Marina, which includes, but is
9 not just limited to, the 100 live-aboard boats
10 that are docked at the marina and these boats
11 have live-aboard permits, which give us legal
12 license, as we understand it, to live aboard
13 our boats full-time, year-round.

14 Our mission is to work to create a
15 clean, attractive and healthy marina ,
16 waterfront and river system through our many
17 community events.

18 And I would just like to briefly
19 explain why we are currently so supportive of
20 the PUD and the developer's vision for our
21 community within this testimony.

22 As a community, we have been

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1 engaged for over five years in helping to plan
2 for a successful development and also to help
3 assure our place within that development, both
4 as live-aboard boaters, as well as for work-
5 aboard and transient boaters.

6 During this time, PN Hoffman-
7 Madison Marquette has continued to dialogue
8 with us and we are very thankful for the many
9 fruitful conversations we have had with them.

10 Admittedly though, at first, we approached
11 all of these discussions with a lot of
12 trepidation. Since many of the boaters at the
13 Gangplank live on their boats full-time and
14 year-round, we are really the only community
15 in southwest that explicitly would be
16 potentially displaced by this development.

17 Our entire existence was
18 threatened and in the past few months, we have
19 worked very closely with the development team
20 to guarantee that that won't happen. And as
21 such, we currently are supportive, because the
22 developers have so explicitly prioritized

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1 maintaining our ability to stay at the
2 existing marina or within the Washington
3 Channel along with a transition plan in place
4 that allows us to remain an integral part of
5 the development process.

6 It's worth also mentioning, at
7 this point, that when I'm not living on my
8 boat, I'm a professor at American University
9 and I teach a class on urban development. And
10 so I'm not unfamiliar to the problems that
11 have plagued the southwest as redevelopments
12 in the past ensured.

13 So we are continuing to iron out
14 the finer points of the transition plan and
15 are cognizant that there are still several
16 issues that need smoothing over, smoothing
17 out, including the transference of live-aboard
18 permits, the affordability of slips and also
19 the logistical fine points that we need to
20 mutually agree upon with those developers.

21 We remain uneasy that the
22 development team has design plans that are

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1 highly contingent upon legislation and
2 permitting processes from outside agencies.
3 There is no articulated Plan B, as other
4 people have put it.

5 However, our support is predicated
6 upon the development team's good faith
7 commitment to our community and by the ongoing
8 communication that we have as a community with
9 that team.

10 And so I thank you a ll for your
11 attention and we continue to working together
12 to build this world class waterfront.

13 CHAIRMAN HOOD: Okay. Thank you .
14 Next? Mr. Westbrook?

15 MR. WESTBROOK: I'm Richard
16 Westbrook. I reside at 505 H Street, S.W.
17 I've been a resident of southwest since 1964.

18 And I have been an ANC Commission er for this
19 area seven terms. The first two terms of the
20 ANC and then five during the 1990s and up
21 until we were transferred to Ward 6.

22 The materials that I have

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1 distributed to you that first two pages with
2 the checkmarks, that was my response to the
3 presentation of the Small Area Development
4 Plan for this area that the City Council
5 reviewed and approved as a guide.

6 The third page is the amendments
7 to the Comprehensive Plan that was approved by
8 the City Council in '98 and is in an enrolled
9 version of February 19, 1999. Those comments
10 really came from our review of the Sasaki Plan
11 of 1991. And then more on -- as this whole
12 thing started developing and from the
13 Anacostia Initiative then to the Small Area
14 Plan.

15 I would just like to, you know,
16 kind of comment about a few of those ones that
17 I have got checked about the Banneker
18 Overlook, one of the memorial sites that, of
19 course, would be the Federal Government. This
20 is under review now by this Southwest
21 Ecodistrict, which is -- the name came from --
22 they first called it 12th Street Corridor,

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1 which goes from 7th over to 12th, Independence
2 Avenue to the Banneker Overlook overlooking
3 Maine Avenue.

4 And this picture, I don't know if
5 you can see it, will demonstrate that that is
6 the south end of the Ecodistrict. And we are
7 in a review process right now and various
8 proposals have already been made.

9 I always thought that would be a
10 good place for the African -American Museum,
11 but that hasn't gained much traction, as you
12 all know.

13 One thing we -- I did like about
14 the Small Area Plan was that having market
15 rate condos, that was a really change from
16 straight commercial water-oriented restaurants
17 and so on with some affordable housing and so
18 on.

19 CHAIRMAN HOOD: Mr. Westbrook?

20 MR. WESTBROOK: Yes.

21 CHAIRMAN HOOD: I'm going to have
22 to cut you off. We have it. We have the

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1 checkmark list.

2 MR. WESTBROOK: Okay.

3 CHAIRMAN HOOD: We got it, so
4 we're good. Okay. Next, Commissioner
5 Hamilton?

6 MS. HAMILTON: Hello. My name is
7 Rhonda Hamilton. I'm Advisory Neighborhood
8 Commissioner for 6D. My Single Member
9 District is 6D06.

10 While I support the development on
11 the Southwest Waterfront, I am concerned that
12 the redevelopment be done right for everyone
13 and not just for those who live and work in
14 the new redevelopment.

15 We have heard how this will be a
16 world class development that will lead and
17 become a model for other waterfront cities
18 around the world.

19 Slowly, it seems this phrase is
20 being used less and now we are being
21 confronted by requests for exemptions from not
22 only the applicant, but also their partner

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1 city agency.

2 This joint public/private project
3 will probably be the largest I will see in my
4 lifetime and certainly the largest this city
5 has undertaken to date.

6 As Council Member Wells for Ward 6
7 stated in his presentation of the project, we
8 have one chance to get this -- we get one
9 chance to do this right. The Southwest
10 Waterfront has a wonderful history of being
11 inclusive regardless of the racial makeup or
12 economics.

13 I want to see the waterfront
14 become the best that it can be and continue to
15 be the special destination for residents,
16 community members and visitors.

17 Under the First-Stage PUD process,
18 I am concerned with the current to scale site
19 plan and public benefits, although I am
20 supportive of the redevelopment of our
21 Southwest Waterfront.

22 The overall priority is looking at

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1 this project with 130 foot tall buildings and
2 another 18 feet for mechanicals, which will be
3 a monolithic wall that will bear l ittle
4 resemblance to the 2003 Waterfront Plan put
5 forward to the community with a stepdown
6 comparison of the buildings h eights to t he
7 south from the Freeway Bridge , which makes
8 many think it's still in the plans.

9 I'm very concerned with the vie w
10 corridors of the waterfront at M Street, 7th
11 and 9th and Banneker Park view and the water
12 to Washington Channel. The p lacement of the
13 pavilion makes them look like ticket booths
14 for the entrance fee and the trees look nice,
15 but will soon grow to block views.

16 I am not against trees, but feel
17 they are needed as other plants to counter the
18 massive amount of hard surface currently
19 proposed, but respectful of the vistas.

20 I feel these rules are esp ecially
21 for everyone and should be respected. The new
22 front of St. Augustine's church will b e

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1 setback several feet toward the south, so that
2 it fits with the setback of Tiber Island to
3 the east, but most importantly it does not
4 pinch the view off at this point/nexus of two
5 great streets, Maine Avenue and M Street, with
6 the Washington Canal as grandly proposed.

7 St. Augustine's townhouses are to
8 be approximately 45 feet high in Parcel 11.
9 Parcel 10 should mirror the height, except in
10 the church steeple to open what wonderful
11 civil plaza sight and keep the project in
12 contextual relationship at the south end of
13 the project with a possible building on the
14 pier and other residents.

15 Such a reduction in height is very
16 minor, it's not less than 1 percent of the
17 total square footage proposed. This special
18 relationship of the vista and water should not
19 be missed to make such a view statement for
20 the community, our District residents and
21 visitors to the waterfront.

22 The same holds true for the view

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1 from 10th Street Overlook to the water and
2 will become a major entry.

3 CHAIRMAN HOOD: Commissioner
4 Hamilton, we have your submission and we will
5 finish reading it.

6 MS. HAMILTON: Thank you.

7 CHAIRMAN HOOD: Thanks . Is t here
8 any questions, Commissioners? Any questions?
9 Okay. Is there any cross-examination? Okay.
10 We want to th ank this panel. I appreciate
11 it.

12 Now, this is what I'm going to try
13 to do, Ms. Randolph, is that --

14 MS. RANDOLPH: We have asked for
15 30, but probably won't use 30.

16 CHAIRMAN HOOD: You probably won't
17 use 30? Because I'm b eing told we are not
18 going to make it from a time frame stand. I
19 don't know if anybody is on the subway or how
20 they got here, but I'm being told that we are
21 not going to make it.

22 So what I was going to propose to

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1 you this coming Thursday --

2 MS. SCHELLIN: Next Thursday.

3 CHAIRMAN HOOD: Next Thursday?

4 Oh. One week from --

5 MS. SCHELLIN: Next week.

6 CHAIRMAN HOOD: Oh, next week?

7 MS. SCHELLIN: The 28th.

8 CHAIRMAN HOOD: We have a case in
9 front of us and that way we can give to you a
10 full presentation. But what I would like to
11 do tonight, if you don't mind, Ms. Randolph,
12 is go for the persons who are here in
13 opposition. Let me hear from them, so that
14 will cut back on --

15 MS. SCHELLIN: Them having to come
16 back.

17 CHAIRMAN HOOD: -- having to come
18 back one week from Thursday. Ms. Randolph, is
19 that okay?

20 MS. RANDOLPH: That's fine.

21 CHAIRMAN HOOD: You don't have a
22 problem with me, do you?

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1 MS. RANDOLPH: N o. So next
2 Thursday we are invited to return?

3 CHAIRMAN HOOD: You are invited to
4 return and you can have 60 minutes.

5 MS. RANDOLPH: Thank you.

6 CHAIRMAN HOOD: You ca n have 60
7 minutes and you will be it. You will b e the
8 only -- besides rebuttal.

9 MS. SCHELLIN: Well, rebuttal and
10 closing, yes.

11 CHAIRMAN HOOD: Besides rebutta l
12 and closing. Okay. Is that okay?

13 MS. RANDOLPH: Thank you very
14 much.

15 CHAIRMAN HOOD: Okay. Thank you
16 very much, Ms. Randolph. On behalf of the
17 Commission, we appreciate that. You stayed
18 all night and we got to that and we appreciate
19 it.

20 MS. RANDOLPH: No problem.

21 CHAIRMAN HOOD: Okay. Okay.
22 Let's go to t hose who -- the few I hav e in

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1 opposition: Phil Johnson, Susan Humphreys.

2 MS. RANDOLPH: She is part of
3 mine.

4 CHAIRMAN HOOD: Oh, okay. Okay.
5 Ms. Randolph, your name is on it. Okay.
6 Alice Wender.

7 MS. RANDOLPH: She is part of --

8 CHAIRMAN HOOD: She is part of,
9 okay. William McLin.

10 MS. RANDOLPH: Part of --

11 CHAIRMAN HOOD: Part of 6th Street.
12 Okay. Mr. Solon, Gene Solon, Benisse Lester,
13 Catherine Herradage, John Hayes, Diane Schulz
14 and B.K. Lunde. Okay. We're going to start
15 on my right and work to my left. You may
16 begin, sir.

17 MR. JOHNSON: Thank you. I would
18 like to thank the Commission for allowing me
19 to speak this evening. My name is Philip Ed
20 Johnson. My address is 411 Walnut Street,
21 Green Cove Springs, Florida. And the reason
22 I'm here today is because I believe that the

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1 PUD, as currently advertised, will adversely
2 affect mine and other visiting vessels ability
3 to anchor in the upper reaches of the
4 Washington Channel.

5 As currently proposed the
6 developer's plan will essentially end all
7 anchoring in the upper Washington Channel.
8 Furthermore, the proposed for -- anchoring
9 system is inconsistent with that use by east
10 coast boaters and the general boating public,
11 who are accustomed to bow-on mooring systems.

12 Additionally, the mooring spacing
13 of 30 feet by 100 feet does not support the
14 size of vessel that is currently anchoring in
15 the Washington Channel, which is a vessel that
16 normally ranges from 40 to 60 feet. And it's
17 not sufficient to moor 12 to 15 boats, given a
18 bow-on mooring.

19 These concerns should be addressed
20 and vetted with the larger boating community.

21 Areas north and west reaches of
22 the Washington Channel presently occupy about

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1 12 to 15 anchored vessels of 40 to 60 feet.
2 These vessels are predominantly home -ported
3 outside the District of Columbia in states and
4 districts that have loading Congressional
5 interests.

6 And also, often from -- boats that
7 are from other countries. Additional
8 verifiable statistics, I believe are available
9 from D.C. Harbor Patrol who requires all
10 vessels anchored in the channel to register
11 with them. But on an estimate, it is over 100
12 annually that anchor there.

13 I believe that with regard to the
14 boating side of the plan, the developer's PUD
15 reflects a very local perspective and ignores
16 the national/international aspects of visiting
17 cruisers. These boaters traditionally anchor
18 in the Washington Channel when visiting our
19 nation's capital and the world class museums
20 that are located in the District.

21 The plan also does not seem to
22 have slips for the ever increasing number of

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1 catamaran cruising boats who visit the area.

2 Currently, the installed docks on
3 the east side of the channel consume about 250
4 feet of width. As a result, the upper reaches
5 of the channel are now, approximately, 4 50
6 feet wide, reducing the channel from 400 feet
7 to 200 feet and extending the docks an
8 additional 200 feet will leave only 50 feet of
9 anchoring next to East Potomac Park.

10 This is simply not enough room and
11 too close to shore, as I personally witnessed
12 by getting lures lobbed on my boat.

13 Taking approximately 8 acres of
14 navigable water in existing federally-
15 controlled channel is fine for those living
16 in D.C. who wish to live -aboard and stay, but
17 the cruising visitors will not have a place in
18 D.C. Thank you.

19 CHAIRMAN HOOD: Thank you very
20 much. Next?

21 MR. SOLON: I don't have time to
22 say good evening, Commissioners.

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1 CHAIRMAN HOOD: Just press and
2 when it lights up, it's on. There you go.

3 MR. SOLON: I don't have time to
4 say good evening, Commissioners. You asked
5 some great questions, so I'll begin. I'm
6 Southwest D.C. Waterfront homeowner, Gene
7 Solon, and enthusiastically welcome
8 redevelopment of our waterfront.

9 But in good conscience, I must
10 straightforwardly without convolution oppose
11 what Hoffman-Madison has submitted as Stage
12 One of its interconnected stage redevelopment
13 plan, because that plan admitted to be in flux
14 is much too fluid for me to consider it
15 adequately defined, because the middle
16 contains way too many serious flaws and
17 because our community has never been given the
18 chance to analyze any comprehensive traffic
19 impact study.

20 The Gorove/Slade study contains no
21 safety analysis and DDOT still "expects" to
22 initiate its own study.

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1 Commissioners, I took this same
2 straightforward approach a few years ago at a
3 hearing on the 4th Street development project
4 and southwest residents are now gratified that
5 your Commission decided to instruct the
6 developers to improve design of their
7 buildings.

8 My hope is that you will likewise
9 see fit to withhold your acceptance of the
10 Hoffman Water -- Madison submittal until you
11 obtain the resolution of what is widely seen
12 as way too many unresolved issues.

13 Among them, lack of Corps of
14 Engineers approval; threatening waterway
15 traffic safety and attacking space for
16 sailboats; inadequate detail on Waterside
17 Promenade elevations affect on access and
18 egress for live-aboards; inadequate detail on
19 Pier 4 townhouses and on underwater garage
20 space for townhouse owners; a sudden ANC jolt
21 entertainment size increase and admittedly
22 less than optimal tourist bus drop-off points.

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1 I hope you withhold acceptance of
2 the submittal until you are able to obtain
3 cancellation of the water's edge unsafe and
4 add mixtures of cars, trolleys and
5 pedestrians, the trimming back of over -
6 extended piers, lowering of 130 foot buildings
7 heights and reduced blockage of views of water
8 and sky, including views advertised by the
9 very Mandarin-Oriental Hotel at which recent
10 so-called project workshop was held.

11 I'm deeply saddened that our AN C
12 is listed as an endorser of the inadequate
13 detail submittal you received and I just
14 cannot understand how anybody without having
15 the chance to thoroughly assess traffic impact
16 would approve a submittal from developers who
17 have been so vague about so many things, but
18 who have refused to trim project mass and
19 density.

20 I hope you withhold acceptance of
21 the submittal until you actually allow
22 yourselves and our community enough time to

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1 analyze truly informative traffic i mpact
2 studies showing that this projects addition to
3 already growing volume of traffic will be a
4 livable with addition.

5 I stress the interconnectivity of
6 project stages and the danger of initiating
7 momentum that would prevent needed plan
8 improvement.

9 Commissioners, projects are not
10 balloons and retail can thrive in nine story
11 buildings. I hope you w ill accept only that
12 set of submittals that describe a project of
13 humane scale, that truly respect the existing
14 community and will protect --

15 CHAIRMAN HOOD: Thank you.

16 MR. SOLON: -- and enhance --

17 CHAIRMAN HOOD: Tha nk you very
18 much.

19 MR. SOLON: -- rather than destroy
20 what --

21 CHAIRMAN HOOD: Mr. Solon, than k
22 you very much.

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1 MR. SOLON: -- is good in current
2 Southwest D.C. life.

3 CHAIRMAN HOOD: Thank you very
4 much. Next?

5 MS. LESTER: Go od evening. My
6 name is Benisse Lester. I'm a resident at
7 Harbor Square and a Washington taxpayer. I'm
8 opposed to the proposed development, as
9 written, as long as it includes building
10 structures on Pier 4, directly in front of
11 Harbor Square.

12 The proposed townhouses whether 45
13 feet, 35 feet or 20 feet will have a
14 disastrous effect on our property. They will
15 block our water views com pletely from the
16 lower units, views of the sun set and passing
17 boats. If the park in front of Harbor Square
18 is converted into a parking lot and if any of
19 the trees are destroyed or cut back, this will
20 further compromise our property value and
21 quality of life, especially b ecause of t he
22 configuration of Pier 4, which is a diagonal.

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1 Our grounds and many of our u nits
2 will face a wall. No more water v iews, no
3 more sunset, no light with the proposed
4 development casting a long broad shadow on our
5 grounds where a sun set and water view now
6 exist.

7 The water and sunset view from our
8 grounds to the north will be obliterated.
9 Most of the west view will be obliterated as
10 well. And no more cooling north winds, they
11 will be blocked. The adverse effect on our
12 property cannot be overstated.

13 Harbor Square is a beautifu l
14 property with over 440 units, many of which
15 were designed by a pre mier mid-century
16 architect to maximize water views from as many
17 units as possible. Ou r grounds face the
18 water, boats docked and sailing by, the sunset
19 and foliage including National Park land
20 greenery and trees that are over a century
21 old.

22 Most of us, including myself,

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1 moved here specifically for the open views and
2 paid a premium for this. Our windows are
3 large to maximize view and light. There are
4 great varieties of exposures and views at
5 Harbor Square, which I became familiar with
6 during my three years on the Board of
7 Directors of Harbor Square when we embarked on
8 a multi-million dollar window replacement
9 project.

10 Some of us, like myself, chose a
11 lower floor to be close to the water, the
12 foliage and just from personal preference. I
13 am an artist and after looking at many
14 properties, chose to buy a homestead at Harbor
15 Square for the beautiful -- for the open north
16 and west light, water and marine views,
17 dynamism of boats coming and going and the
18 beautiful panoramic sunlight -- sunsets.

19 The light and exposure is
20 essential and inspirational for my paintings.
21 If the proposed construction on Pier 4
22 proceeds, I will instead be facing a wall. No

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1 more light. No more sunsets. No more water
2 view and the situation will be even worse if
3 the parkland and trees in front of Harbor
4 Square are destroyed and replaced with a
5 parking lot.

6 And I invite anybody who wishes to
7 see what the impact would be of Harbor Square
8 to contact me. I will be glad to show this to
9 you. I implore the Zoning Commission to
10 preserve our historic property now 50 years-
11 old and soon to be eligible for historic
12 classification.

13 Please, do not destroy my
14 inspiration, my light or water and marine and
15 sunset views, our property value and quality
16 of life. The proposed development is mammoth
17 in size. There is plenty of projects.
18 Please, do not obliterate the vista from
19 Harbor Square property.

20 I would say to the development
21 people from the city, it will break our hearts
22 if this goes up on Pier 4. It will really

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1 destroy our views and o ur vista and I can't
2 emphasize that enough. Thank you f or your
3 time.

4 CHAIRMAN HOOD: Thank you very
5 much. Next? Turn your mike on. There you
6 go.

7 MS. LUNDE: Hi, I'm Barbara Lunde.
8 I'm glad to see development plans for the
9 Wharf. Two t hings are wrong with the Wharf
10 plans: Water and vacancies.

11 Water. Hains Point has flooded .
12 Washington Harbor just up the Potomac in
13 Georgetown has flooded this spring. The 1936
14 Flood Marker is much higher than the level
15 this spring. This spring, the flood cost
16 millions of dollars and more t han a week
17 without electricity.

18 They have flood gates, but I guess
19 there was a new manager or somebody didn't
20 know how to put them in place. They leaked or
21 for some other reason they didn't work.

22 The Potomac is one of the wil dest

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1 rivers there is. The necessary political will
2 has not been present to install dams to
3 develop -- whether they had taken place.
4 Water levels will be rising with global
5 warming.

6 I was a professional engineer with
7 the largest architect engineering firm in
8 Iowa. We designed a 15,000 foot sea arena for
9 Iowa State University. It was built in a
10 flood plain, because that was where the space
11 was and, of course, designed not to flood.
12 But of course, it did flood resulting in
13 months of down time and hundreds of thousands
14 of dollars of repair.

15 So I find the underground parking
16 a rather humorous plan for this development.

17 Vacancies. The building on the
18 block between D and E Street on 7th Street is
19 still virtually vacant after being finished
20 for more than a year. There are vacancies in
21 new buildings around Waterfront Station and
22 I'll -- and other older buildings there are

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1 vacant, as well as the buildings in the
2 southeast.

3 A much more modest smaller
4 development at any of the Wharf would be
5 appropriate now. Also, the businesses that
6 have been there recently have not succeeded.

7 If the buildings were under 95
8 feet, they would not block my view from 700
9 7th Street, S.W. At least the development
10 should be done in stages to see how things go.

11 Other things are noise and odor.
12 The tennis tournament is about as loud as fire
13 trucks going by my apartment, but it goes on
14 for hours. Also, the odor of dead fish is
15 noticeable on some days five blocks away from
16 the fish market, especially this time of year.

17 So those are some things that
18 could be taken into consideration. Thank you.

19 CHAIRMAN HOOD: Thank you very
20 much. Next?

21 MS. SCHULZ: I would like to thank
22 the -- my name is Diane Schulz. And I would

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1 like to thank the Zoning Board for this
2 opportunity to testify in opposition to the
3 proposed development on the Southwest
4 Waterfront.

5 I'm not anti-development. I'm
6 just against this development, as it is stated
7 in the currently proposed PUD-1.

8 I'm a resident of Harbor Square
9 Cooperative, Incorporated. I moved here three
10 years ago from Columbia Heights, another area
11 of the city that has been developed beyond its
12 capacity to handle the number of people,
13 buildings and traffic that have been dropped
14 there.

15 In the beginning, we were so
16 hopeful and trusted the developers to do the
17 right thing, to build great buildings, move
18 traffic and make living there a great
19 experience. We were naive and sorely
20 disappointed. The area is an urban nightmare
21 with high crime, horrible traffic and ugly
22 buildings.

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1 I moved to southwest and Harbor
2 Square because of the serenity and beauty of
3 the mid-century architecture and landscaping.

4 Chloethiel Woodard Smith designed Harbor
5 Square. She was also the architect for
6 Capitol Park 1 and 2 and Waterside Apartments
7 and Townhomes.

8 Her forte was integrating past
9 historical settings with large apartment
10 blocks and townhomes focused on bodies of
11 water. She was always drawn to the water and
12 in conjunction with landscape architects, Dan
13 Kiley and Hideo Sasaki, designed award-winning
14 gardens like Harbor Square's Reflecting Pool
15 and Waterside Park along the Washington
16 Channel, that the developer wants to cover
17 with a parking lot.

18 Views were also important to CWS.
19 There is a picture of the current waterfront
20 from my apartment included in your packet.
21 And it is vibrant with activity every hour of
22 the day and night. I think it's beautiful.

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1 It was designed by the firm of Smith &
2 Associates.

3 The current developer has referred
4 to it as ugly and under-utilized. Perhaps if
5 all the plans that Chloethiel had designed had
6 been carried out, it wouldn't be quite as
7 stark today as it has become.

8 She designed a place to gather, to
9 shop. She even designed a ponte vecchio type
10 of bridge that was begun in the 1950s and
11 intended to house restaurants and shops, but
12 never came to fruition.

13 What we are left with is the base
14 of that bridge, brutal and plain.

15 Now, the new developers come in
16 and make grand pronouncements about huge
17 buildings and what the neighborhood needs, but
18 once again, they don't even live here. They
19 barely even visited here. They say they have
20 had hundreds of meetings, but with whom? Is
21 it like -- it's like Columbia Heights all over
22 again.

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1 They talked to people who were
2 going to agree with the m or people who want
3 something from them, but do they want to talk
4 to the 16,000 or so regular people who live
5 and work and fight the traffic and walk to the
6 fish market or run by the water or want
7 another grocery store?

8 Do they consider our elderly women
9 who love to sit in the breeze at the
10 aforementioned Waterside Park or how great it
11 is to be able to walk on the lower promenade
12 with your child on a t rike and not have to
13 worry about being run over by a car?

14 Alleys of 25 feet do not a g rand
15 vista make. And there are too many unanswered
16 questions in this submission to make m e
17 comfortable for endorsing this.

18 CHAIRMAN HOOD: Okay. Thank you
19 very much.

20 MS. SCHULZ: Th ank you. Thank
21 you.

22 CHAIRMAN HOOD: Hold tight. We

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1 might have some questions for you. Any
2 questions? Commissioner Turnbull?

3 COMMISSIONER TURNBULL: I just had
4 a question for Mr. Johnson. Are you currently
5 moored in the channel now?

6 MR. JOHNSON: I have a dock. It's
7 on dock side right at this point.

8 COMMISSIONER TURNBULL: But have
9 you moored in the channel before?

10 MR. JOHNSON: Absolutely, yes.

11 COMMISSIONER TURNBULL: Did you
12 come up like every year or what?

13 MR. JOHNSON: I have been cruising
14 for about 21 ye ars, so I have been here
15 probably 25 to 40 percent, in that range of my
16 cruising over the 21 years.

17 COMMISSIONER TURNBULL: And how
18 long a boat do you have?

19 MR. JOHNSON: I have a 40 foot
20 boat. 40 foot. I'm also a professional
21 mariner and have had th e boat from Maine to
22 Mississippi and down the Caribbean three

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1 times.

2 COMMISSIONER TURNBULL: Okay.

3 Thank you.

4 CHAIRMAN HOOD: Any other
5 questions? Is there any cross -examination?
6 Okay. Not seeing anyone, then this is our
7 final panel for those in opposition.

8 I want to thank you all for your
9 testimony. We have a correction that we need
10 to make.

11 We are going to hear the
12 opposition's testimony, the 60 minutes
13 possibly, on this coming Thursday at --

14 MS. SCHELLIN: This Thursday . I
15 have been informed that this week -- this
16 Thursday's hearing is going to be much shorter
17 than next week, so it will be much better to
18 hear it this week than next week.

19 CHAIRMAN HOOD: So if you get here
20 at 7:00, we normally don't give a time, but I
21 figure 7:00 is a safe bet, if you can get here
22 at 7:00.

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1 MS. SCHELLIN: No later than 7:00.

2 CHAIRMAN HOOD: No later than
3 7:00, unless you just want to sit through and
4 see whatever we are do ing at 6:30. But no
5 later than 7:00 we will start this case.

6 Okay. Are we all on the same
7 page? Any problems? Yes, the person who --
8 Mrs. Randolph was --

9 MS. SCHELLIN: She was --

10 CHAIRMAN HOOD: She was called.

11 MS. SCHELLIN: She is aw are. She
12 will be here --

13 CHAIRMAN HOOD: Ms. Schellin ha s
14 made her aware.

15 MS. SCHELLIN: -- on Thursday.

16 CHAIRMAN HOOD: Okay. I want to
17 thank everyone for their participation
18 tonight. We did our best to finish it, but we
19 are close to it. Appreciate everyone and have
20 a safe trip home.

21 And this is recessed until this
22 coming Thursday.

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1 (Whereupon, the Public Hearing was
2 adjourned to reconvene Thursday, July 21,
3 2011, at 7:00 p.m.)
4

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