

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: :

:

The District of Columbia, : Case No.

the District of Columbia : 14-02

Housing Authority, A&R :

Development Corporation, :

And Preservation of :

of Affordable Housing, Inc. :

-First Stage PUD & Related :

Map Amendment @ Squares :

5862, 5865, 5866 and 5867 :

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Monday,

June 16, 2014

Hearing Room 220 South

441 4th Street, N.W.

Washington, D.C.

The Public Hearing of Case No.

013-18 by the District of Columbia Zoning

Commission convened at 6:31 p.m. in the Jerrily

R. Kress Memorial Hearing Room at 441 4th Street,

N.W., Washington, D.C., 20001, Anthony J. Hood,

Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD, Chairman
MARCIE COHEN, Vice Chair
MICHAEL G. TURNBULL, FAIA,
Commissioner (AOC)
PETER MAY, Commissioner (NPS)
ROBERT MILLER, Commissioner

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN, Secretary

OFFICE OF PLANNING STAFF PRESENT:

MAXINE BROWN-ROBERTS
JENNIFER STEINGASSER, Deputy Director,
Development Review & Historic Preservation

DISTRICT DEPARTMENT OF TRANSPORTATION STAFF
PRESENT:

ANNA CHAMBERLIN
EVELYN ISRAEL

The transcript constitutes the
minutes from the Public Hearing held on June 16,
2014.

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

6:32 p.m.

CHAIRMAN HOOD: Good evening, ladies and gentlemen. This is a public hearing of the Zoning Commission for the District of Columbia for June 16, 2014 at approximately 6:30 p.m.

My name is Anthony Hood. Joining us this evening are Vice Chair Marcie Cohen and Commissioners Miller, May, and Turnbull.

We're also joined by Office of Zoning staff, Ms. Sharon Schellin; Office of Planning staff -- I think where expecting Ms. Steingasser and Mr. Lawson possibly, and we have Ms. Brown-Roberts.

From the District Department of Transportation, Mr. Chamberlain, and -- if you can you introduce the young lady who's with you, please do so.

MS. ISRAEL: Evelyn Israel.

CHAIRMAN HOOD: Ms. Israel -- have you been here before?

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MS. ISRAEL: To the BZA? I have not been to the Zoning Commission.

CHAIRMAN HOOD: Okay. Well, we want to welcome you.

MS. ISRAEL: Thank you.

CHAIRMAN HOOD: This proceeding is being recorded by a court reporter; it's also webcast live. Accordingly, we must ask you to refrain from any disruptive noises or actions in the hearing room, including a display of any signs or objects.

Notice of today's hearing was published in the DC Register. Copies of that announcement are available to my left on the wall near the door.

The hearing will be conducted in accordance with the provisions of 11 DCMR 30.22, as follows:

Preliminary Matters

Applicant's Case

Report of the Office of Planning

Report of Other Government Agencies

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Report of DCHC

Organizations and persons in
support

Organizations and persons in
opposition

Then we have rebuttal and closing by
the Applicant.

The following time constraints will
be maintained in this meeting: The Applicant
will have up to 60 minutes; organizations, five
minutes; and individuals, three minutes. The
Commission intends to adhere to the time limits
as strictly as possible in order to hear the
case within a reasonable period of time. The
Commission reserves the right to change the
time limits for presentations and necessary and
notes that at no time shall it be ceded.

All persons appearing before the
Commission are to fill out two witness cards.
These cards are the located to my left on the
table near the door. Upon coming forward to
speak to the Commission, please give both cards

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to the reporter sitting to my right before taking a seat at the table.

When presenting information to the Commission, please turn on and speak into the microphone, first stating your name and home address. When you are finished speaking, please turn your microphone off so that your microphone is no longer picking up sound and background noise.

The decision of the Commission in this case must be based exclusively on the public record. To avoid any appearance to the contrary, the Commission requests that persons present not engage the members of the Commission in conversation during any recess or at any time. In addition, there should be no direct contact whatsoever with any Commissioner concerning this matter, be it written, electronic, or by telephone. Any materials received directly by a commissioner will be discarded without being read, and any calls will be ignored.

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

Please turn off all beepers on cell phones at this time so as not to disrupt these proceedings.

Would all individuals wishing to testify please arrive to take the oath?

Ms. Schellin, would you please administer the oath?

MS. SCHELLIN: Yes, sir.

CHAIRMAN HOOD: If you're going to testify tonight, please rise and take the oath.

MS. SCHELLIN: Please raise your right-hand.

(Whereupon, the witnesses were sworn.)

MS. SCHELLIN: Thank you.

CHAIRMAN HOOD: At this time, the Commission will consider any pulmonary matters. Does the staff have any preliminary matters?

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MS. SCHELLIN: Yes, sir.

The first one is, at Exhibit 38, we have ANC8C's report. It was filed within less than seven days, and they did ask for a waiver for their late filing. They do plan to participate in the hearing this evening, and the regs say that if you're going to participate, to file at least seven days in advance. Ms. Cuthbert is here this evening and wishes to participate, and we have her report at Exhibit 38.

We just ask that the Commission approved the waiver request.

CHAIRMAN HOOD: Okay, certainly. We always like it when our ANCs participate and get involved in the process because they represent our constituents.

So, any objections?

(No response.)

CHAIRMAN HOOD: By general consensus, we will proceed.

MS. SCHELLIN: The second thing is

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we have a party status request in, I believe it's in opposition from the Barry Farm Tenants and Allies Association at Exhibit 27. They're represented by Detrice Belt, and we ask that the Commissioner consider that.

They have filed, also -- you have it this evening before you -- a list of some experts. If granted party status, of course, the experts won't be taken up until the time they would present, but we would ask you consider the party status request.

CHAIRMAN HOOD: Okay, thank you.

Let's hold that in abeyance. I'm going to ask the Vice Chair if she wants like to say a few words.

VICE CHAIR COHEN: Yes.

For the record, I want to disclose that in 2000, I was appointed to the DC Housing Authority Commission, and I was on that Commission until 2008. The period of time that has elapsed enables me to be objective in this project.

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CHAIRMAN HOOD: Okay, thank you.

Commissioners, any concerns?

(No response.)

CHAIRMAN HOOD: Does the Applicant have any concerns?

(No response.)

CHAIRMAN HOOD: Not hearing any, we will proceed.

Mr. Freeman, if you could, come forward.

Commissioners, let's take up the party status request.

Vice Chair Cohen.

VICE CHAIR COHEN: Thank you, Mr. Chairman. There's a Barry Farm Resident Council that has been a longtime resident council, and they are the official council; every public housing development has one.

So I have to be honest with you, I don't understand how the Barry Farm Tenant and Allies Association is uniquely effective. They could have, should have maybe, been part

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of the Barry Farm Resident Council, so I don't see them as being more effective than the council itself.

It's my understanding from reading the testimony ahead of being provided by Councilman/Mayor-for-Life Barry that a lot of the people that are part of this organization did not even live in Barry Farms.

So I would recommend that we deny their party status.

CHAIRMAN HOOD: Okay. We're going to put that in that parking lot. We've been joined by the Mayor for Life.

You can come right on up. We're going to stop in the middle of the sentence for you.

COUNCILMEMBER BARRY: Thank you, Mr. Chairman.

(Applause.)

CHAIRMAN HOOD: I tell you, every time you walk into a room, you get applause. You are the man.

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COUNCILMEMBER BARRY: Thank you very much, Mr. Chairman.

CHAIRMAN HOOD: Just a moment; we want to make sure your microphone.

COMMENTS BY COUNCILMEMBER MARION BARRY

COUNCILMEMBER BARRY: It's partly because I've done so much for so many.

Seriously, I came here in 1965, and Downtown in Washington, DC was -- I know you native Washingtonians don't want me to say this, but my son is one, so he told me to say it too -- a sleepy Southern town. There were no high-rises, nothing on Pennsylvania Avenue except the FBI building, nothing on the West end. Downtown was desolate -- no MCI Center, no convention center -- none of that was there. I got busy right away to try to change and transform Washington, DC, and I had an administration that worked hard to balance out the needs of the neighborhood and the needs of Downtown. And you can see now, our city is flourishing for some. We have become a city of

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have and have-nots. Haves and have-nots.

So, in that context, Mr. Chairman, let me just say I'm a four-time former mayor and current Councilmember of Ward 8, Marion Barry. I'm here to testify and give my strong, unwavering support for the development of Barry Farm.

Before I do that, though, Mr. Chairman, let's put this all this in context. Prior to even this limited home rule in 1974, the commissioners made the decision through zoning and through other means to relocate people from Georgetown who were black and mostly poor to Ward 8. From the Shaw area to Ward 8 -- poor; from Capitol Hill now, there.

You know, Mr. Chairman, sometime back, there were shacks and shanties within eyesight of the White House and Southwest Washington. When they closed those shacks and shanties down, where did they move the people? To Ward 8.

So, as a result of that, we have the

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highest poverty rate in the city, and some would say in the nation. We have the lowest home ownership rate. Only 25 percent of the people who live in Ward 8 are homeowners; 75 percent are renters. I love renters, but we know that when you rent for 15 or 20 years, you're paying somebody else's mortgage. You're not paying your mortgage. So we need to push hard for more homeownership either through zoning or through other kinds of situations that we have here. Also, look at the social indicators. We have the largest number of TANF, Temporary Assistance for Needy Families, the largest number of Section 8, the largest number of Medicaid and Medicare.

Now, all this is the result, Mr. Chairman, of poverty. Nobody asked to be born in poverty. They did not ask to be born in poverty. We don't determine where we're born, what color we're born, and where we're born. So you can't blame those who are in poverty, born in poverty, for their poverty. You can't

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do that.

So what I'm trying to do in terms of Ward 8 is bring some hope and some help, to bring some concerns and some money, and bring some understanding for the people who live there that's worked very well. Part of why people got back behind me with applause is they knew how hard I've worked on their behalf. I have not been as successful in some instances as I've wanted to be, but I've been very, very successful in other places. Now, why am I doing this? I think we need to put everything, Mr. Chairman, as you know, in context. As a pretext, as a context, as a post-text. And so I'm putting this in context.

Now, in terms of Barry Farms, in April 2005, Councilman Vincent Gray and I introduced New Communities legislation, which included Barry Farms, Nathan Heights, Richardson, and Park Morton public housing. Under Mayor Fenty, nothing happened in those three projects; very little. They might have

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gotten 35 units off-site at Lincoln. And Mayor Gray, who I support strongly -- I campaigned for him; I got out of my sickbed to do it -- has not done much better. Has not done much better.

You know, I, I always try and tell it like it is. You know that. That's part of what I believe in doing. And so we have, since 2005, been waiting for Barry Farms. Waiting in vain. What we've had, Mr. Chairman -- and this is not personal to anybody; it's an institutional problem. Poor people and those who support for people don't get the same kind of respect and the same kind of support that you do if you're non-poor and you're non-black.

So we have had over 250 meetings. Mr. Chairman, I got tired of it. I stopped going to meetings. I told Adrienne Todman, I told the residents, I told Edmund Little and others, that I am not coming to another meeting. Don't think that is no support. Just take it is, I'm just damn tired of the kinds of things that are going on.

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And so we come today to figure out what we doing. And so, finally, after a lot of pushing, a lot of pulling on my part, the Housing Authority went through several motions and some of this, some of that, the housing code violations that are down there. So the residents have a right and a duty to be angry. They have a right to be angry, being treated like that. They are American citizens and citizens of Washington, DC. You shouldn't treat a dog that way. People live in housing code violations. It's not just Adrienne Todman's fault. It's the whole system that keeps these kinds of things going on in our city.

Thank God, though, we've been able to do about 10,000 units of affordable housing. We have businesses coming to Ward 8. We have several HOPE VIs, Willow Creek, several are there. But we don't have the despair you would expect. The number of people there still have hope, hope that things are going to get better.

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Let me say something about Empower DC. I was once where they were. I was kicking down doors and raising hell about things that weren't right, and so you all have to put this in the context that the Bill of Rights guarantees freedom of assembly, freedom of religion, freedom of all these kinds of things. So I welcome them there because what happens -- even if I disagree with them in some instances -- it pushes all of us to do better as we go forward.

Now, Empower DC is mixing up national housing policy, which is diminishing public housing. But our local policy, our local policy, in public housing is having one-to-one replacement. That hasn't always been the case. It started around 2006, 2007, 2008 when I had gotten busy and pushed that policy through.

It's the same with Barry Farms. We have guaranteed every resident who wants to come back, a place at Barry Farms. For those

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who go out and spread these rumors about, we're going to put everybody out in the streets, and we're going to do this, we're also working and trying get 200 housing vouchers from HUD as one way of lessening the situation. I think we have relocated almost 100 residents already.

We're had a big debate about Barry Farm. Some people want to keep it as it is. They'll patch it up, fix it up -- that's crazy. It's been patched enough. It's patched over, patched under, patched around. I was opposed to that approach. I want to tear Barry Farms down, and out of that will be an oasis in the desert -- a Phoenix rising in affordable housing -- with market-rate housing, homeownership. It will be subsidized homeownership and have retail on Sumner Street. That's the vision that the residents would like for me to have, and I have it.

So, Mr. Chairman, we come here today with that experience. What you're going to get is a democratic process. You're going to get

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people who disagree. That's the way it ought to be. I welcome disagreement. I welcome dissent because it's the American way of doing things.

But back to homeownership, Mr. Chairman, this city has got to get serious about homeownership and low-income communities in Ward 7 and Ward 8; some parts of 6; some parts of 1; some parts of 2. We don't need any more home ownership Until the city government participates in Ward 3 they are able to purchase their homes without subsidy because of the economics. So I if we're talking about economics, Mr. Chairman, some people say, what does that have to do with this zoning case? It has everything to do with it because if we fail to plan, we plan to fail. That's my philosophy about it.

So we're not putting so much emphasis on homeownership that I think that renters in a lot of instances are being exploited in the sense -- I'm one of the

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officers of rent control -- in the sense that they've be here 20 years, either single families or multifamily units, and they won't have any equity, not one red cent. If they get put out on the streets or relocated, there is no homeownership. There's nothing there for them.

But we have not lost hope. I don't need to tell you -- you know me, Mr. Chairman. We've known each other a long time, and I appreciate your leadership. I remember when I was talking to you about the Zoning Commission.

CHAIRMAN HOOD: Did you ever forget that story.

COUNCILMEMBER BARRY: You said, Mr. Mayor, I don't know a thing about that. I said, you know about community, and that's what you do. I said, you can learn zoning; that's not hard.

CHAIRMAN HOOD: No, not at all.

COUNCILMEMBER BARRY: And so I keep pushing homeownership hoping somebody will

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hear that.

Also, with this new approach, we have to also be provide job opportunities for the residents who come back. The great, great majority of them are unemployed. The great, great majority of them are on TANF, Temporary Assistance for Needy Families. So, unless we hook up a comprehensive program of job training, of secure development, career development, and even give people the feeling that if they want to do it, if you're willing to work hard, you can go to college, you can graduate from college, you can do some things. So job training, job development, career development, has to be and is an integral part of this approach.

The other part of this approach has to be health. We have the highest health disparities in the nation, almost, and Ward 8 and Ward 7. The highest health disparities in the nation. Nationally, in terms of the chronic diseases that kill you, heart disease

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is number one and stroke is number two. But do you know what number three is? Renal failure, renal failure as a result of diabetes. We have the highest diabetes rate anywhere in the country. And so we have to look at all of this comprehensively -- I know you agree with me -- not just at housing, PUD, planned use development, but as a comprehensive look to renew this whole community. That is my approach as we approach other projects in Ward 8. It's the same approach Sheridan Station. We've got to have some job training money. We'd get it from the city. It had not been any coming and so we've sort of stalled in that area. But our approach has not, it can't be piecemeal. It can't be, patch this here and patch that there, because the people that we are planning for are human beings. They're not numbers; they're human beings.

So I would urge this Zoning Commission to look at and ask the developers, what do they intend to do around pushing job

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training? What do they intend to do on the construction site to ensure that former residents of Barry Farms can work on the site? What are they going to do to ensure that Ward 8 residents work on this site? We have a hell of a time in this city trying to get these contractors to do first-source, to try to get them to put together a minority subcontracting plan.

I had a heck of a time at Turner Elementary, for instance. We had about \$8 million in the budget. I managed to get another eight, and in two years, we get \$26 million. But they gave this contract to Whiting Turner, an out-of-town, non-CV firm. And you know, I just did the best I could. And finally I said I'm going to disapproval resolution in, and we ended up with about 56 percent subcontracts for minorities. We had more black residents working at Turner than at with any project around. The same is true with Ballou: \$171 million will be spent there.

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So my point I'm making, which I know you understand, is that poverty affects so much of our lives. Educators will tell you that young person from low-income families come to school less prepared; not unproductive, just less prepared. Studies will tell you that a young person who comes from a college family, going to college, their vocabulary is three to four times that of a non-college family.

Also, they will tell you that in the third grade, if you're not reading at a certain level and you're not handling math at a certain level, they can predict with certainty that you are going to end up in the criminal justice system because you are going to drop out of school, and you'll get frustrated with that, and you'll turn to what you can do to make some money: You sell drugs; you rob people; you do burglaries, etc. I don't have a silver bullet, but I think we have a way of making Barry Farm the marvel of our urban development.

Again, just let me say I understand

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the frustration of the residents of Barry Farm. If I'm frustrated, I know they're frustrated, and I've been around a good, long time, and I know how to take stress and so on.

So I want to thank you all, Mr. Chairman, for allowing me to come. Let me say in closing, Mr. Chairman, as you know, I had a rather serious illness and I was at the Howard University for is 16 days with a blood infection. It takes a lot of people to get it, but God blessed me with a good surgeon and doctors and a good God to come back to the people of Washington, DC.

I'm proud of the fact that I'm able to serve because that's the only time -- once you retire, and you've been around here too long -- as long as you've got problems, let me have them. As long as you need my leadership, God blessed me with some leadership skills, he blessed me with courage, he blessed me with resilience, and he blessed me with a vision of going forward, rather than going backwards.

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So, when you look at Barry Farms, ask the developers these questions. Some of them, they're not really required to deal with, but the developer is required to hire a contractor for first source. First source. HUD requires -- HUD requires -- the residents in a development, as it's being renovated or torn down and done, is you former residents of that development or present residents of the development. And so we've got a tool here.

I know you, Mr. Chairman. You believe in using all you can use, and all the members of the committee.

You know, Mr. Miller Commissioner Miller, good to see you again.

COMMISSIONER MILLER: Good to see you.

COUNCILMEMBER BARRY: You know, you were at the Council for some time. Now you've got a nicer job.

(Laughter.)

COUNCILMEMBER BARRY: It's tough

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working for council members, I tell you that, because we have so much work to do but not the resources. But I thought about this a long time, and I'm trying to put it in context. So we've got this single issue in our plan --smokestack planning, as they call it in the sociology kind of language.

And finally, Mr. Chairman, I've been very blessed that tomorrow I'm going to officially release my book called Mayor for Life: The Extraordinary Journey of Marion Barry. Now, I can't lobby for it here because this is a government facility. And I'm not asking to; I just don't want to do it that way. But I'm just blessed. It took me a year to do this. It was a hard task, going back into the past. I'm 78 years old.

Back in the day, Mr. Chairman, we didn't have photographs and we didn't have newspapers and other things that black people could have some access to. Only after the Civil Rights Movement started did we start

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getting information. And I have a number of my former administrators come in and talk to me about it.

One thing about this book: It's designed to inspire. It's designed to educate people and tell my side of it. Everyone else has been talking about Marion Barry but me. It's time for me to talk about me in regard to me. And so I'm having some good successes. I'm about 80-, 85-percent back from my illness. I still walk with a little bit of a limp because my legs are not as strong as they ought to be.

But I appreciate all of you on the Commission for your hard work. They can pay you to do the kind of things you're doing. You're doing it because you care deeply about this community. And Washington is a great community. It has its share of problems, no question about it. But Washington is the envy of the country now. We've got 18,000,000 people who come to Washington primarily for the federal government, but also conventions.

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Our new convention center, up and running, had a lot to do with that because I remember when the scene in 1995. It was a box; it closed L Street and it closed M Street. The closest east-west street was P Street, and to the south, Pennsylvania Avenue. It was ridiculous. I was like, let's take us out of here. The architect got a little angry with me, and I said, I don't care about that. So we have what we have now. We have one of the finest convention centers in America. We're attracting thousands of people, many conventions, and our economics are going.

But my final call to all of you within my eyesight: Let's get more concerned about poverty in this community. I talked with the chairman about that the other day. We may put together a poverty summit where we sit down and actually try to figure out what we can do in the short term. We have more a conservative counsel now than it was when I was on it, but we can do some things.

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So I think I'll stop there. I get wound when I think about all the challenges that we've faced and all the successes we've had, too.

Thank you, Mr. Chairman and members of the Commission.

CHAIRMAN HOOD: Thank you, Mayor-for-Life.

Let's see if we have any questions.
Vice Chair Cohen?

VICE CHAIR COHEN: Thank you, Councilman/Mayor, former Mayor Barry.

One of the major obstacles for moving ahead in any redevelopment of public housing -- at one time, was providing assistance through the Hope 6 process, which is a competitive projects -- but each Hope 6 required substantial commitment from the City itself.

With Barry Farm in Lincoln Heights and Park Morgan sort of all in some form of development pipeline, what is, to your

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knowledge, the City willing to put up to assure that this project can move ahead, especially in light of the fact that there's no assurance that HUD will promote and provide a Promise neighborhood grant.

COUNCILMEMBER BARRY: Well, I give you my philosophy exists or at the city government, and that is the local government. With all this money we have, all these \$11 billion budgets and \$500 million camouflaging, we ought to be able to do it, as I did when I came here in '78, '79. Chancellor Creek was the first project that had local money in it. The second project was Greenway, a renovation for seniors, and so on.

I've been doing all that I can, and the Commission can help by requiring certain things from the city government that we have to do, and one of them is money. One of them is money. But we've demonstrated somewhat that that's the case with that raggedy recreation center down there. And the city, with my

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urging, took \$20 million out of the housing trust fund, and now you have a newly built recreation center with an indoor swimming pool.

Let me tell you something, Marcie, and I'm known you a long time, when I talk to people about an indoor swimming pool: They go, why do you all need that? They say, are you out of your mind? Or, something. So we're showing them that we can do it that way. The Housing Protection Trust Fund has over \$100-some million in it. I'm trying to get some of it or homeownership.

Certainly, you have my commitment and the commitment -- I've spoken to the majority of Council members, and I'm almost sure you have the commitment of Muriel Bowser, who's running for mayor.

That's a good question. It's a great question. Everybody doesn't feel like I do, but I think we've got enough people on the Council who do. And I think that Ms. Bowser, if she's elected in November, will come to the

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table prepared to help because she understands, because she comes from a middle-class family, fifth-generation Washingtonian. She understands the plight of low-income people. She was in Barry Farms about two weeks ago talking to people trying to understand. It's hard to understand from a distance, and so that's what I think would happen.

But you all can help us by requiring certain things from the city. Again, I can say, well, we don't have any choice but to do it.

CHAIRMAN HOOD: Any other questions?

VICE CHAIR COHEN: Thank you.

CHAIRMAN HOOD: Okay.

Mayor-for-Life, as always, I want to thank you for coming down.

I can tell you, whenever there's a Ward 8 case, one thing about it: Marion Barry is always here.

So thank you very much, Mr. Mayor.

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COUNCILMEMBER BARRY: Thank you.

(Applause.)

CHAIRMAN HOOD: Good luck on the book and everything you doing tomorrow. Good luck with that. I was trying to figure out how you were going to fit all that into your schedule coming down here and doing all that.

COUNCILMEMBER BARRY: I'm taking orders.

CHAIRMAN HOOD: I got you. Okay, we appreciate your coming down. Thank you.

We were doing party status.

FEMALE SPEAKER: Yes, excuse me. I'm a resident of Barry Farms, and I'm a member of the --

CHAIRMAN HOOD: Excuse me; we have not finished with that.

FEMALE SPEAKER: I was just going to say (off mic).

CHAIRMAN HOOD: Okay, let me just say we typically don't do it that way.

FEMALE SPEAKER: Okay.

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CHAIRMAN HOOD: But let me just tell you how we're going to move. We've heard from the Mayor-for-Life, Council member from Ward 8. That's typically what we do.

Second, I heard some young folks -- some babies, actually -- in the audience, and that someone brought them and they probably want to take them home and get them to bed in a reasonable time, so I want you to indulge me on that.

I do want to hear from young folks, and I also want to hear from DMPED. Now let me just tell you, we meet twice a week, and we do that all over the city, especially if you're bringing a young person down. Now, I'm going to preface it like this: If we had to continue this hearing -- I know we all have small children at home; don't bring them all down to the next hearing, but the ones who brought them today -- if you could, I would like for them to start coming forward.

Here's the thing. We've all had

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young children and you know, they -- a school out?

(Chorus of yeses.)

CHAIRMAN HOOD: Okay, two weeks ago, school was still in, so I didn't know whether it was in or not.

But anyway, we want to make sure. I think there are one or two young folks. If somebody's with them, and they want to testify, I'm then asking them to prepare themselves now.

Ms. King, can you come forward? Ms. King, you can come to the table. We need to finish party status.

Okay, Vice Chair Cohen, I hate to ask you to repeat your statement, but if you could, please repeat your statement.

VICE CHAIR COHEN: It won't be exact.

Barry Farm Resident Council is the official, officially voted for and recognized representative body at Barry Farm, and every public housing project has a resident council,

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so this is the acknowledged representative council of the residents of Barry Farm.

My point was that the Tenants and Allies Association, I don't know why they're not working with or through the Barry Farm Resident Council, that their members appear to be both some residents of the Barry Farm and Wade housing, but some appear to be from outside. And so I believe that the appropriate party would be Barry Farm Resident Council, and I would move that we do not recognize as a party -- because I don't know why they're more uniquely affected --

SPEAKER: The Barry Farm Resident Council?

CHAIRMAN HOOD: Excuse me --

VICE CHAIR COHEN: -- the Barry Farm Tenants and Allies Association -- I don't see how they're more affected or impacted by this project.

CHAIRMAN HOOD: Okay, let me just tell you some rules. We do have some decorum,

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and one of the things we do, we go by your submission when we make these types of rulings because your submission is what's provided for the record. That's what we make our decision on. We're making our decision on the record now. If you are turned down for party status, you will have an opportunity to come and testify. I want to make sure that's clear.

One of the other things we don't do is we don't yell from the audience. Okay? We are trying to keep some order here. Believe it or not, we do.

(Off mic comments.)

CHAIRMAN HOOD: You can talk to Ms. -- well, right now, when Ms. Schilling comes back
B

(Off mic comments.)

CHAIRMAN HOOD: Okay, you should speak to Ms. Schellin, yes.

Commissioners, you've heard the comments of the Vice Chair.

Commissioner?

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COMMISSIONER MAY: I heard a motion.

CHAIRMAN HOOD: She made a motion. Give us a second.

COMMISSIONER MAY: I'm not going to second it.

CHAIRMAN HOOD: In that case, I will second it.

Any further discussion?

COMMISSIONER MAY: Yes.

CHAIRMAN HOOD: Okay, Commissioner May.

COMMISSIONER MAY: I understand the point of the resident council, and that's a good way for the residents of a particular housing complex to be represented. However, I also think that not everybody would necessarily agree with the conclusions that are reached by that resident council, and --

Please, we need to keep decorum, as the Chairman says.

I don't know that everyone is going

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to necessarily find a voice. In fact, we have often granted party status to individuals who are in close proximity to projects or are directly affected by projects, and we also sometimes have multiple citizens groups who gain party status to represent particular positions on a given project. And that's happened on multiple occasions.

I think that on paper, a case has been made that this group is entitled to representation. I mean I think there is a legitimate question about whether there truly is an organization of affected residents, or whether it is something that's driven by something from the outside. Now, again, there's nothing to prevent a group of residents from having assistance from others outside of the neighborhood; that's happen on many, many occasions as well.

So, as long as there really is a substantial contingent of affected residents that are part of this group, I would be inclined

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to grant them party status.

CHAIRMAN HOOD: Okay.

Would anyone else like to comment?

(No response.)

CHAIRMAN HOOD: I will tell you, on the base of the submission -- and I've never had anybody come from the audience -- but on the face of the submission, I don't to get warrants the level of party status.

Typically, our requirement is how they are uniquely affected, then the general public. I think, due to the site and this area, a lot of folks are affected, and I think we will get that through individual testimony, from what I see in the submission. This is basically all I can go by, with what's on the record.

So is there any other discussion?

Commissioner Miller?

COMMISSIONER MILLER: Well, my question is, is the request, the written request for party status, is it contained in

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this one two-sided, two-page document? Is that all we have from the --

CHAIRMAN HOOD: That's all that's submitted, Exhibit 27.

COMMISSIONER MILLER: Which doesn't even list their numbers or their addresses.

COMMISSIONER MAY: Well, I have Exhibit number 35.

CHAIRMAN HOOD: Okay, well, that was provided tonight.

Again, believe it or not, we work hard over the weekends reading, and that was given to us tonight.

COMMISSIONER MILLER: Okay, thank you. Let me review that.

CHAIRMAN HOOD: Okay, we have something that was submitted tonight, which has a few names on it. It has nine names on it, from the Barry Farm Tenants and Allies Association.

Mr. Freeman, do you have any objection? You've heard the motion, but if

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they were granted party status, do you have any objections?

MR. FREEMAN: No, sir.

CHAIRMAN HOOD: All right. We have a motion to deny, and it's been seconded by myself. Is there any further discussion?

Commissioner Turnbull?

COMMISSIONER TURNBULL: Just a technical thing, Mr. Chair. Do you still feel after reading this that they have not fulfilled our normal procedures?

CHAIRMAN HOOD: Again, I've always been on the fact of how they're uniquely affected.

COMMISSIONER TURNBULL: Right.

CHAIRMAN HOOD: And I'm not going to go into another case. I've stood that ground now for about 17 years, and I still believe that they -- I don't see anything uniquely affected. They will have an opportunity to get all of their concerns and points across to this Commission, but I think,

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for the threshold of being uniquely affected, I don't think so. They're no different than the other folks who live in that area.

COMMISSIONER TURNBULL: Well, I mean the thing that I'm looking at is, our standard form usually has a standard set of questions that usually get answered, and I don't see any of that in this form.

CHAIRMAN HOOD: And it's number 5. It says, "uniquely affected." That's actually a legal issue for this Commission.

COMMISSIONER TURNBULL: Right.

CHAIRMAN HOOD: So, again, I heard some comments -- one thing about it, I am a community guy. Okay? I've been out there a long time in the trenches. I was appointed by Marion Barry, so I am a community guy.

But I will tell you, one of the things that we look at is we have legal requirements that we have to look at. Now, we will hear from everyone, whether you're pro or con. That's one thing about this Commission:

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We're going to hear from you. Okay?

So I'm going to call for the vote. It's been moved. Now the motion is to deny, and we're going to call for the vote. It's been moved and seconded.

All those in favor?

(Chorus of ayes.)

CHAIRMAN HOOD: All those opposed?

(Chorus of no.)

CHAIRMAN HOOD: Okay, Ms. Schellin, can you record the vote?

MS. SCHELLIN: I'm sorry; I was helping the young lady with her baby.

Did Ms. Cohen move that motion?

VICE CHAIR COHEN: Yes.

CHAIRMAN HOOD: Ms. Cohen moved it; I seconded it.

MS. SCHELLIN: Okay, and you seconded it.

The vote is 3-2-0 to deny party status to the Barry Farm Tenants and Allies Association, Commissioner Cohen moving,

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Commissioner Hood second, Commissioner Turnbull in support of denial, Commissioners May and Miller opposed.

CHAIRMAN HOOD: Okay.

Ms. King, if you'll indulge me, we have a young person here who has a baby, if she can introduce herself and the baby, you then can do your presentation and then you'll be free to go.

COMMENTS BY TAMIKA SMALLS

MS. SMALLS: Good evening, everyone. My name is Tamika smalls, and this is Azira (phonetic). We're currently homeless, and I'm here tonight because my heart is heavy. Everyone says, oh, tear down Barry Farm and let's put up some houses and condos, but what they don't understand is that those people are going to have to go through what I'm going through.

You're given a Section 8 voucher to pursue a better life or a better way of living, and that's not happening. We've been homeless

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for almost eight months. My baby has never slept in a crib. This beautiful face may smile, and I'm prideful, I'm holding my head up high, but my heart is heavy. You're going to do the same thing to these Barry Farm folks that you did to Arthur Capper and so many before.

It is not easy. Section 8 certificates were meant to be liquid gold at one point. You would call, and a landlord would jump at the chance. We need a four- or five-bedroom house and we cannot find it. I've begged two-bedroom apartment folks, one-bedroom apartment folks, give me somewhere to stay.

My daughter graduates from Deal tomorrow, and maybe baby is in a room with six people, and she has to get dressed. This is supposed to be the time of her life because she's moving on, and now you ask her to tear down somewhere else. Those babies are going to have to go through the same stuff that my children are going through.

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Landlords are not accepting Section 8 certificates. The first thing they tell you to do is to take a certificate and move. I bleed burgundy and gold, so why should I move? I've been here 38 years. I'm raising six kids, three of whom are grown who have college degrees. And Section 8 helped us at one point get them to where they are because I didn't have to worry so much about rent. But now, with the high prices in DC, that's not possible. We have nowhere to go.

As of tonight, I have to pack my bags, drag us all into a car -- I'm now in debt -- that I had to get because we had nowhere to stay. So all of my income is going to this van and car insurance and storages. Don't put these folks through that unless you have guaranteed that there's landlords that are willing to absorb those Section 8 certificates and will have places for those folks.

Do what you must, but do it in the right way. Rebuild it from the ground up.

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These people have talents. They are people. Just because where they're living does not make us who we are. Just because we need assistance does not mean there any less human than anybody else.

Remember Tamika Smalls, not because I'm shedding tears or because I'm homeless, but because I am human. I am a mother. I am a strong woman. I graduated, and I'm now a registered EMT. I cannot get a job with no place to stay. I have several health problems. You cannot go on a job and tell them, oh, I can't move my body; back is locked up. So Section 8 was supposed to cover it so my kids could have a place, and all the money that we're getting is going into just holding our heads up, and it's not happening.

Please don't put anybody else through this. And you're talking about hundreds of families, hundreds of children.

Thank you. I, I don't know what else to say, but they need help. Do it the

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right way, not for the money, not because it's everybody's sore spot. Polish it. That's a diamond in the rough. Redo it.

Thank you.

(Applause.)

VICE CHAIR COHEN: Could you --

CHAIRMAN HOOD: Ms. Smalls, could you wait? We actually might have some questions for you.

MS. SMALLS: I'm sorry; I apologize.

CHAIRMAN HOOD: Okay. First of all, we really appreciate your testimony.

Can you introduce a little one there with you?

MS. SMALLS: Oh, Azira.

CHAIRMAN HOOD: Azira.

MS. SMALLS: Yes. He's four months.

CHAIRMAN HOOD: Okay, make sure to save that videotape of you and Azira testifying in front of the Commission.

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Colleagues, do you have any questions of Ms. Smalls?

VICE CHAIR COHEN: I do.

CHAIRMAN HOOD: Vice Chair Cohen.

VICE CHAIR COHEN: You say you do have a certificate for Section 8, a voucher.

MS. SMALLS: Yes, ma'am.

VICE CHAIR COHEN: Who's helping you at the Housing Authority to -- no one.

MS. SMALLS: I said before, Mr. Barry and Mr. Jim Graham, over six weeks ago. And they, there were some folks in the audience from DHA -- I'm sorry -- the Housing Authority, and they asked them to help me.

No one has helped me. They give you case manager. I've been back down there to renew -- after six months, you have to go back and get your voucher updated, and they can choose to do it or not. And by the grace of God, they have done it. What happens is, when you come to that deadline, you panic and you'll take anything. And that's why I'm in one of the

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situations I'm in now, is because the house started to fall apart around us because it was an emergency, and I needed somewhere for my kids to go. I don't want that happening again.

VICE CHAIR COHEN: So would you prefer to remain a Barry Farm? Is that what you're telling me?

MS. SMALLS: I'm not even at Barry Farm. I'm advocating for those folks because I don't want them to be in the position that I'm in.

VICE CHAIR COHEN: I see.

MS. SMALLS: I'm homeless; I have no home. I've been at the Red Roof Inn in Jessup for the last four weeks commuting back and forth to DC, bringing my baby to Ward 1 just to go to school. I grew up in Ward 7.

It's just, it's just too hard. I don't want anyone to go through the pain that I'm going through.

VICE CHAIR COHEN: Okay. Thank you.

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CHAIRMAN HOOD: Any other questions?

VICE CHAIR COHEN: And I think there are people from the Housing Authority that you may want to sit down with again.

CHAIRMAN HOOD: Are there any other questions?

(No response.)

CHAIRMAN HOOD: Ms. Smalls, let me assure you, is going to be asking this Applicant the questions. I have not always sat here. I also helped Montana Terrace some years ago, and some of the same results that you're talking about have happened, so I've been there, and I understand.

We want to thank you for coming down, and we appreciate your testimony.

MS. SMALLS: Thank you, and everybody have a blessed evening.

CHAIRMAN HOOD: Does the Applicant have any cross?

(No response.)

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CHAIRMAN HOOD: Okay, thank you.

Is this the only young person we have?

(No response.)

CHAIRMAN HOOD: Oh, Ms. Cuthbert,
do you have any cross-examination?

MS. CUTHBERT: No.

CHAIRMAN HOOD: Okay, thank you.

Again, Ms. King, thank you for being
patient.

FEMALE SPEAKER: I saw one other
baby.

CHAIRMAN HOOD: Do we have another
young person?

I do this all the time, so forgive
me. If it takes us to do it at another time,
we need to give deference and priority to our
young folks, our babies, and I'm sure everyone
understands.

Is there anyone else?

(No response.)

CHAIRMAN HOOD: Not seeing any, Ms.
King.

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PRESENTATION BY KIMBERLY BLACK KING
ON BEHALF OF THE APPLICANT

MS. KING: Good evening, members of the Zoning Commission. My name is Kimberly Black King and I serve as the Director of the New Communities Initiative in the Deputy Mayor's Office for Planning and Economic Development. I am here tonight representing the Executive Office of the Mayor.

First, I want think the Commission for the opportunity to speak before you in support of Barry Farm Redevelopment, Zoning Case 14-02. The New Communities Initiative is a District Government program designed to improve the quality of life for families and individuals through the redevelopment of neighborhoods with severely distressed housing, concentrated poverty, high crime, and economic segregation. The initiative targets four neighborhoods, including the subject of tonight's hearing, Barry Farm.

New Communities has four guiding

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principles that were born through a community-driven process. In November of 2005, the District of Columbia, in conjunction with the Barry Farm Advisory Committee, initiated a public planning process to create a revitalization plan. The result of that was the Barry Farm Redevelopment Plan, which was adopted by the DC Council as part of the New Communities Initiative. The application to the Zoning Commission for a first-stage planned unit development and zoning map amendment for the Barry Farm is consistent with the goals and principles under the New Communities Initiative and the Barry Farm Redevelopment Plan.

The New Communities Initiative's four guiding principles include:

1. One-for-one replacement to ensure that deeply subsidized units are preserved. For Barry Farm, that means that a total of 444 units, which is the sum of 432 units at Barry Farm and 12 units that Wade Apartments,

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will be demolished, and a total of 444 deeply subsidized units will be rebuilt.

2. The opportunity for residents to return to stay in the community call -- for Barry Farm, that means that residents will have a priority for the new replacement units as they are built.

3. Mixed-income housing to eliminate the concentration of poverty and combat residential segregation. For Barry Farm, that means a vibrant mixed-income community with housing options for people with a range of income levels, where all of the housing is of the same quality, regardless of that income level.

4. The build-first principle, which is intended to minimize the displacement by building some of the new housing prior to demolition. For Barry Farm, this has been accomplished through the creation of 100 replacement units that have already been produced in Matthews Memorial Terrace and

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Sheridan Station.

In addition to those four guiding principles for New Communities, the PUD is consistent with the other goals of the redevelopment plan and priorities for the District to help bring stabilization to our neighborhoods. These include increased affordable housing. The zoning application will allow up to 1,692 residential units. We know that 344 of those units will be replacement units, with a priority for Barry Farm and Wade Apartment residents. Three hundred forty-four is derived from the some of the required 444 replacement units, less the 100 units already in production at Matthews Memorial and Sheridan Station.

Through the increased density requested, the balance of the units will bring a healthy mix of affordable housing and market rate housing. Thus, this plan not only preserves the existing number of public housing units but also increases the District's

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much-needed supply of affordable housing stock.

Economic opportunity -- the PUD not only calls for increased residential density but commercial space as well. Through this development, we expect benefits including economic stimulus and improved amenities to the neighborhood, including retail stores, space for new businesses, transit, schools, and increased tax base.

Recreation -- the PUD application includes two acres of open space. This space will provide intrinsic environmental, aesthetic, and recreation benefits for the neighborhood. This plan for recreation space can be used for all ages and help improve the health and safety goals of the plan as well.

Preserving the culture and heritage -- the PUD application includes elements that will provide an opportunity to honor the history of Barry Farm and its rich African-American heritage. For example, new

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streets are proposed to eliminate the superblocks and create new, small street patterns allowing for more walkable and safer neighborhoods.

Just as the Barry Farm streets do today, the new street names can include honoring the history of the neighborhood.

In conclusion, this PUD supports the master plan for Barry Farm and is the result of an inclusive planning process with the residents of Barry Farm and community stakeholders. The District looks forward to continuing our work with the community and seeing this project to fruition.

Thank you.

I'm happy to address any questions you may have.

CHAIRMAN HOOD: Thank you very much, Ms. King.

I'm going to start right off. You've heard from Ms. Smalls -- I will tell you, I've experienced it, too, while it was some

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years ago -- and I'm going to ask the Applicant also, about the vouchers. I don't want anyone to think I'm pointing at this project; I'm just pointing at my experience from being on this Commission. Prior to this Commission, I worked within the community. And some years after that -- even though this may be 20 years ago -- some years after that, I asked about the batches, and one of the residents told me it didn't work.

It sounds good down here, but you heard from Ms. Smalls, and I think that is one of the things I read in this submission about the issues about relocation.

But I heard you say something about Matthews Memorial. Help me understand what happens. So they will be able to go over for relocation at Matthews Memorial. Help me understand that process.

MS. KING: Sure, sure.

So Matthews Memorial was developed as part of the New Communities Initiative, so

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there's 99 units in that building. There are 99 affordable units. Included in those 99 units are 35 replacement units, so those replacement units have a priority for Barry Farm residents. So Barry Farm residents have an option to move, to apply for those units, and there are 35 Barry Farm residents living in those units.

CHAIRMAN HOOD: Okay, and what is the guarantee?

So for the phase-in plan, how are we going to be relocating and then making sure that people come back? Because, in this instance I'm talking about, people relocated, but the mechanism wasn't there for them to come back.

MS. KING: Sure.

So, so we have human capital services in place. We have a service provider that is in place to help us track residents, help engage residents and services. They've been in Barry Farm since 2007 at 2008, so they there to provide comprehensive case management

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services. And that does help the resident prepare for the move. But the goal of that program is really for overall self-sufficiency.

So we do have a method in place to assist the Housing Authority in tracking the residents and making sure that we don't lose track of residents.

CHAIRMAN HOOD: Are we starting to work with residents now?

MS. KING: Absolutely, yes. Yes.

As I said, they've been in the neighborhood since 2007 or 2008, and they have been engaging the residents ever since.

CHAIRMAN HOOD: And I'm going by my experience. You know, we were invited. We were over there helping the residents and we got everything going. And then it got to a certain point, they uninvited us.

MS. KING: Um-hmm.

CHAIRMAN HOOD: And then at the end of it, we came to find out there was no

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relocation. We got fancy materials up front; we got it all.

So I guess what I'm hearing -- and I'm going by what I heard from Ms. Smalls. It's a trust factor there.

MS. KING: Absolutely.

CHAIRMAN HOOD: What can we do to make sure -- and I'm going to be an advocate also. I'm like her; I don't want the same thing that happened in '95 to happen now.

MS. KING: Right.

CHAIRMAN HOOD: Especially to the residents of Barry Farms.

MS. KING: Absolutely, and we don't see that either, so that's why this is a community-driven process and that's why we have been engaging the residents through -- as the Councilmember Barry said, there have been a series of meetings since this plan was adopted, and just to, just actually re-create the plan.

So we've continued that process of the being very inclusive. The relocation plan

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will be developed in conjunction with the residents. My partners from the Housing Authority will talk about that a little more, later this evening. So we don't want to see that either. The plan is to make sure that if residents want to return, they have that opportunity to return.

CHAIRMAN HOOD: Okay.

I'm going to be looking at that, and I'm going to tell you, this Commission is going to be hard on that fact.

MS. KING: Yes, sir.

CHAIRMAN HOOD: Okay. Any other comments?

Vice Chair Cohen?

VICE CHAIR COHEN: Thank you, Mr. Chairman.

Ms. King, I just want to sort of mention history to you. Back in 2001, the DC Housing Authority adopted the principles of which the New Communities then adopted. So I just want you to know that these principles were

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worded differently, but they've been in place since 2001.

MS. KING: Thank you. I appreciate that.

VICE CHAIR COHEN: Okay.

And you have mentioned that the City Council approved the Barry Farm plan. What does that --

MS. KING: That was in 2000 or 2007.

VICE CHAIR COHEN: And when did the DC Housing Authority Commission adopt the plan?

MS. KING: That plan was adopted by the DC Council, so that wasn't a separate process, to my knowledge, that went to the DC Housing Authority.

VICE CHAIR COHEN: Are you aware that the DC Housing Authority Commissioner and HUD must approve this plan?

MS. KING: Yes. Yes, I am aware that there is a full process of the Housing Authority has to go through with HUD, yes.

VICE CHAIR COHEN: And do you know

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that HUD creeps along a snail's pace?

MS. KING: Yes, which was why we were very anxious to get this moving forward.

VICE CHAIR COHEN: So when do you plan to go to HUD with this --

MS. KING: To start the application process? So we are in conversations with Housing Authority now on that, so we expect to do that relatively soon.

VICE CHAIR COHEN: Okay, because this is a necessary step. Otherwise, you know, if HUD doesn't approve it, the Commission doesn't approve it, it's a no-go.

MS. KING: Right.

VICE CHAIR COHEN: Okay, you're involved with the overall New Communities program.

MS. KING: Yes.

VICE CHAIR COHEN: How much would you said that the new communities will cost if you include Lincoln, I guess it's Parkmore and then Barry Farm. How much will that cost,

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overall?

MS. KING: So we don't have numbers to share with you this evening, but we can certainly get back to the Commission on that.

But the District is very committed to these neighborhoods that are within the New Communities Initiative. We currently have \$120 million in our capital improvement budget that is dedicated to New Communities.

VICE CHAIR COHEN: Okay, because frankly, I think what's going to be the obstacle to moving ahead is not only relocation and finding sufficient resources that must be built in many cases because of the income level, but also the financial structure.

So, obviously, I am terribly concerned about, we're going through this zoning process, and I don't know if zoning is required for Promise neighborhoods. But I just want to make sure that I understand fully the schedule because we're asking for a five-year approval before construction starts.

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I just to make sure that everybody is aware and on top of every single process.

MS. KING: Absolutely. Yes, I appreciate those comments.

We are working very closely with our partners at the Housing Authority. The Choice implementation grant is what we would be submitting an application to HUD for, and while the zoning points are not required, that is an extremely competitive process and there are extra points given for zoning. So that would be a significant improvement to our application.

VICE CHAIR COHEN: Terrific. Thank you. That's a very important point for me to be aware of.

CHAIRMAN HOOD: Okay, thank you.

Any other questions of Ms. King?

Commissioner Miller?

COMMISSIONER MILLER: Thank you, Mr. Chair.

Thank you for your testimony.

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So 100 or close to 100, I guess, units in the general neighborhood have been identified for Barry Farm residents, currently, and you expect that 344 units will be built on site for --

MS. KING: On the site, yes, on the existing Barry Farms site. Three hundred forty-four public housing units will be mixed into the other units.

COMMISSIONER MILLER: They'll be mixed in both with the multifamily buildings and with the row house development.

MS. KING: Yes. Yes, sir.

COMMISSIONER MILLER: Do you have any idea, right now, of the mix in either of the types of development?

MS. KING: No. No.

COMMISSIONER MILLER: Do you have any idea of the size of the 344 units?

What's the existing size of the 344 units on site?

MS. KING: Yes, I think you're

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asking what the --

COMMISSIONER MILLER: Whether they're one bedroom or two?

MR. FREEMAN: If you don't mind, Commissioner Miller, some of these questions are probably best answered by the Housing Authority.

COMMISSIONER MILLER: The Authority -- okay. I'll defer them until then.

But let me just ask a more general question. You're talking about return or identifying replacement units. So there's no way to build the units first, before residents are vacated from them, vacated from the existing units? Because, that's part of the New Communities principle, to build first.

MS. KING: Right, yes.

We've invested in 100 units that are mixed into Matthews Memorial and the two phases at Sheridan Station as part of the build-first principle. So we've built 100 units or -- well, we've actually built 60 units and then 40

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units are in construction -- and that's the third phase of Sheridan Station.

So that's what we've done to date.

COMMISSIONER MILLER: But for the 344 remaining units, do you anticipate that there will be other developments like Sheridan Station?

MS. KING: We anticipate that the 344 remaining will be on the existing Barry Farms site.

COMMISSIONER MILLER: But those units won't be built before they have to vacate their existing units.

MS. KING: Right. Exactly, so there would be some demolition and relocation required before we would be able to build those units on site.

COMMISSIONER MILLER: Okay.

Thank you.

CHAIRMAN HOOD: Commissioner Turnbull.

COMMISSIONER TURNBULL: Thank you,

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Mr. Chair.

Thank you, Ms. King for coming down.

The Applicant, in their prehearing submission, had one other comment. It says, "Phasing of this large and complex project will be subject to market conditions and the availability of financing, both of which are extremely difficult to project five years into the future."

Given that it's hard to get your arms around this and really see how you're trying to do an integrated approach, what is occupancy right now at Barry Farms?

MS. KING: I would have to defer to the Housing Authority to respond to that.

COMMISSIONER TURNBULL: All right, well, we can have somebody come up.

I guess what I'm concerned about is this whole phasing thing, which we're going to get into, as Commissioner Miller was talking about. I guess that is part of our concern is how this -- there are so many balls up in the

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air. We all want to do the right thing. We're all willing. It's just that I think we want to see a balanced plan that's really going to bring this all together.

MS. KING: Um-hmm.

COMMISSIONER TURNBULL: Do you have any other comments on this that might make us feel warm and fuzzy?

MS. KING: Yeah. I think that, you know, we have 40 units that are coming online in Sheridan Station, Phase 3, and then just reemphasizing that we have a service provider that's in place, that is positioned to work with residents, that's working with residents now, has the capacity to work with additional residents. We have staff in the Deputy Mayor's Office that helps and manages that process.

So we are really trying to put all of the tools in place to make sure that this is a process that the residents can go through, and it can be beneficial to them and not detrimental.

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COMMISSIONER TURNBULL: I appreciate that. I still think that's going to be, as we go through this hearing, one of our major thrusts is that we do have an integrated approach to make this successful.

Thank you.

CHAIRMAN HOOD: All right.

Commissioner May?

COMMISSIONER MAY: I'm still struggling with the same thing. I mean, you know, "build first" sounds like a nice slogan, but it sounds like it's just "build some first." I mean you're actually only building 100 units in advance of the demolition of 444. Is that right?

MS. KING: Yes, unless we do future off-site project.

There are a few challenges with the build-first principle. One is time. You know, at the scale that we've been building at, it would take a significant amount of time to build another 344 units, and I think there is

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some urgency with Barry Farm in its current condition.

And then there's money. The longer it takes it us to do it, the more it's going to cost. So those are two issues.

And then there are safety issues. So, as we, you know, as we build the additional units off site and empty units in Barry Farm, if we just have a host of units that are empty, that could cause safety issues on the site.

In addition, if they are units that are occupiable, I mean we do have 70,000 people on the wait list at the Housing Authority, and another 6,000 in our point-in-time count last January. So, you know, to keep those units vacant would be another very challenging position to be in.

So, while in theory the build-first does sound like the perfect principle, it has been very challenging to implement, and those are just some of the reasons.

COMMISSIONER MAY: So is there an

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intention to stage the vacating of units, the demolition of units, and the construction of new units so that maybe the first hundred who get moved out, they're all in one place, and so you demolish the buildings they were in, and you build more units there so that the people who are living across the street can move into them. I mean is that the principle?

MS. KING: Yes, so I will defer that to the Housing Authority as well, but I will say that the project will be built over phases, and that will absolutely be a consideration.

COMMISSIONER MAY: So people will only happen once.

MS. KING: That would be, that would be a goal. So that will be one of the considerations.

COMMISSIONER MAY: So they'll still be in the Barry Farms community.

MS. KING: Right. Yes, sir.

COMMISSIONER MAY: But you can't guarantee at this moment that every one of the

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344 are going to happen away.

MS. KING: No, we can't guarantee that at this time, but that is something that would be considered as we develop the phasing.

COMMISSIONER MAY: Yeah, I think we need to get very concrete about that.

Thank you.

CHAIRMAN HOOD: I would also agree, Commissioner May. We really need to kind of nail that down.

Any other questions up here?

VICE CHAIR COHEN: I just want to ask if we can have a copy of your testimony. That would be very helpful.

MS. KING: Absolutely, yes.

CHAIRMAN HOOD: Okay.

Let's see; does anybody have any cross?

(No response.)

CHAIRMAN HOOD: Ms. King, thank you very much. And we're looking forward to hearing your testimony.

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MS. KING: Thank you.

CHAIRMAN HOOD: Let's ask the Applicant to come forward.

Let me put this out there right now. The Applicant has asked for 60 minutes. I believe we're going to try to run until about 10 o'clock. Normally, we go until 11:30, but we're going to do it until about 10 o'clock.

Let me just put this out there so I don't get beat up on it at about 9:30, when we say we're getting ready to get cut off. At nine o'clock, we're going to do an assessment of where we are, and we're planning on continuing this hearing on Thursday.

If you have any issues with that, please see Ms. Schelling. If you've got some catastrophe and you can't be here -- no, let me take that back. Let's try to work with Thursday.

Here's the other thing: If you can't make it back Thursday, you can always submitted in writing. Okay? But the goal is

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we're going to hear from them for about 60 minutes, and at nine o'clock, we're going to do an assessment of where we are. The goal is not to keep everybody down here all night and we not get to you. I don't want to tell you at 10:30 we're going to stop it there; I want to give you notice far enough in advance. We'll let you know where he we are. You can leave and you can come back and testify on Thursday because we're going to try to continue this and finish this on Thursday if needed.

Okay, Mr. Freeman, you have 60 minutes.

FEMALE SPEAKER: She was part of this.

CHAIRMAN HOOD: Oh, Ms. Cuthbert? Ms. Cuthbert?

(Off mic comment.)

CHAIRMAN HOOD: Yes, when she comes back, could you ask her if she has any cross-examination? I forgot about that. I will make sure we dot all our Is.

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Okay, if she has cross, we'll just stop where you are, Mr. Freeman.

MR. FREEMAN: Mr. Chairman, we did have a couple of expert witnesses.

CHAIRMAN HOOD: Here she comes.

Ms. Cuthbert, did you have any cross-examination of Ms. King?

MS. CUTHBERT: No.

CHAIRMAN HOOD: Okay, thank you.

Mr. Freeman.

PRESENTATION BY HARRIS FREEMAN

ON BEHALF OF THE APPLICANT

MR. FREEMAN: Good evening, chairman Hood and members of the Commission. For the record, my name is Harris Freeman. I am a partner with the law firm of Holland and Knight here on behalf of the Applicant.

As a preliminary matter, we would like to qualify our expert witnesses. You have their resumes submitted in the record.

Our first proffered expert is Mr. Steven E. Sher. We've proffered him as an

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expert with zoning and land use analysis.
You've seen him a number of times.

CHAIRMAN HOOD: Okay, let's save
time with Mr. Sher. Let's move on.

MR. FREEMAN: Mr. Richard
Staudinger, his resume is at Exhibit 16 G.
We'd like to proffer him as an expert in
transportation and civil engineering and
analysis.

CHAIRMAN HOOD: Okay.

Commissioners, I think it's behind
tab G, his resume.

Any objections?

(No response.)

CHAIRMAN HOOD: Not seeing any, the
next person is --

MR. FREEMAN: And last but not
least, we'd like to proffer Mr. Matthew Bell as
an expert in architecture and urban design.
His resume is at Exhibit 25A.

CHAIRMAN HOOD: Okay, so we missed
somebody.

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COMMISSIONER MAY: We did qualify Mr. Bell before; right?

MR. FREEMAN: Yes. Yes, sir.

CHAIRMAN HOOD: Yes, Mr. Bell -- so we only have two people to proffer.

MR. FREEMAN: We have three: Mr. Sher, Mr. Staudinger, and Mr. Bell.

CHAIRMAN HOOD: Okay. Any objections from -- well, there are none.

And we've been joined, probably a long time ago, by Ms. Steingasser from the Office of Planning.

We will accept those proffers.

MR. FREEMAN: Thank you, sir.

We are excited to be here to present our application seeking a first-stage PUD map amendment from R5A to R5B and C2A for implementation of the Barry Farm Small Area Plan on our site.

As the Commission is aware, this is a first-stage PUD which involves three things: one, a general review of the site suitability

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for use as a PUD; second, the appropriateness, character, scale, mix of uses, and siting of the proposed uses; and three, the compatibility of the proposed development with citywide, ward, and area plans of the District. And you will see in here tonight that we comply with all of those standards.

In terms of our witnesses, we have, to my immediate right, Mr. Steve Green on behalf of the Housing Authority, Mr. Matthew Bell on behalf of Perkins Eastman, who will walk us through the plans, Richard Staudinger on behalf of CH2M who will describe the transportation aspects of the project, Mr. Feras Qumseya on behalf of A&R Development, and Mr. Roger Brown of Preservation of Affordable Housing -- both Mr. Qumseya and Mr. Brown will describe the project, the work with the community, and the importance of this first stage approval. And last but not least, we have Mr. Sher, who will do the zoning and land use analysis.

I will keep my opening short. As

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you know, we have the support of the Office of Planning. They have submitted two detailed reports, but a set-down report and a final report. We have a report from the Department of Transportation included as Exhibit 32, recommending approval of the application. And we have a number of letters in support, including one from the Barry Farm Resident Council, the United Black Fund, as well as the Excel Academy. All of those are included in the record.

So, without further ado, I will turn it over to Mr. Green to present his testimony.

CHAIRMAN HOOD: Can we stop the clock for one moment?

Before we go to Mr. Green, I think you've heard some of our comments that we've already made. So I would ask that as we go through this presentation, to help expedite time, if you could, really hit on those high points, especially with the relocation.

MR. FREEMAN: Yes, Sir.

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PRESENTATION BY STEVEN M. GREEN

ON BEHALF OF THE APPLICANT

MR. GREEN: Good evening, Chairman Hood, members of the commission, and staff. My name is Steven M. Green. I'm the Director of the Office of Capital Programs at the District of Columbia Housing Authority.

On behalf of DCHA, I am here in support of Barry Farm first-phase PUD and related map amendment, Case Number 10-42, squares 5865, 5866, and 5867. I am joined today by development partners A&R Development, represented by Feras Qumseya and Preservation of Affordable Housing, Incorporated, represented by Roger Brown.

Located in historic Southeast DC between the Anacostia Metro and the St. Elizabeths campus, Barry Farm's origins are quite literally explained by the neighborhood's name. The land was part of a farm owned by James Barry in the mid-19th century.

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In 1867, the Freedmen's Bureau purchased the land from the Barry family and parceled it out as settlements for recently emancipated African Americans. The community became and was home to more settled and affluent African-American residents until the 1940s.

In 1943, the federal government acquired a portion of the site and began to build today's public housing units for low-income residents. It is a 344-unit development; in addition to that, Wade Apartments was added. So, today, we consider it both -- it's 432 in Barry Farm and 12 in Wade Apartments, for a total of 444.

Today, the site is a 25-acre parcel that houses Barry Farm and Wade Apartments, which together consist of 440 townhomes and apartment units (432 townhomes and 12 flats in Wade Apartments) and include a mix of one-, two-, three-, four-, and six-bedroom units. Of the 444 total units, 380 are currently occupied. The bedroom breakdown is as

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follows: there are three one-bedroom units, 213 two-bedroom units, 179 three-bedroom units, 39 four-bedroom units, and 10 six-bedroom units.

Physical condition -- Barry Farm and Wade Apartments are part of an aging and substantially deteriorated housing stock. A 2010 physical needs assessment found that the key building systems of the residential buildings, including exterior walls and roofs, are "in extremely poor condition." There is no central fire alarm system, sprinkler system, or emergency lighting. The same physical needs assessment estimated that the community's gas furnaces had one to six years more of operational, useful life. There is no central air-conditioning system. Erosion and storm water issues plague the site and cause unstable sidewalks and flooding of basements.

Additionally, the assessment concluded that most of the community's windows would require replacement immediately, and several interior stairs and floor covering and

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flooring systems were found to be structurally unsound.

In 2013, Barry Farm generated 3,829 work orders. This amount of work orders is approximately three times the typical amount of work orders for this size development.

DCHA is seeking to recapitalize the community's housing stock, making them sustainable for the next 50 years. The achievement of a vision that is this transformative is only possible through a complete redevelopment of the site -- diversifying unit density, increasing housing options, attracting a more diverse resident income base, introducing commercial and retail uses into the community, while preserving the 444 in public housing units.

In addition to the aging and deteriorating quality of the Barry Farm units, the District has a great demand for affordable housing, and DCHA's waiting list for assisted units is vast and indicative of the need to

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bring some more affordable housing options.

As of December 2013, there were a total of 71,923 names on the waiting list -- that's unduplicated names -- for assisted housing, and 47,605 of those were on the waiting list for public housing. The other were on the waiting list for the Housing Choice voucher program.

Breaking down the public housing waiting list by bedroom size, 83 percent, or nearly 40,000, of the families are looking for studios, one-, and two-bedroom units with a heavy leaning towards one-bedroom units. There are 16,690 families on the waiting list for two-bedroom units. Of the remaining 13 percent, or 6,351, households are looking for three-bedroom units, and three percent, or 1,371, are looking for four-or-larger-bedroom units. Of that amount, there are four on the waiting list for a unit size of more than four bedrooms. That's out of 49,000, or, 47,000.

Of the current Barry Farm/Wade

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Apartments residents, the most current bedroom needs report, all a fluctuating figure, suggests that 339 households are looking for a unit with one, two, or three bedrooms, with a heavy leaning toward one- to two-bedroom units, while there are 41 households looking for a four-bedroom or larger unit, six families for a five-bedroom, and two families for a six-bedroom unit.

The planning process -- the age and deteriorating quality of the housing stock at Barry Farm calls for a total redevelopment. In 2005 and 2006, a great deal of planning was undertaken with community residents, city officials, and members of the surrounding community. In addition to several community meetings, the District held three-day charrette that led to the production of the 2006 Barry Farm, Park Chester, and Wade Road Apartments Small Area Plan, which the DC Council adopted in 2006.

The 2006 Small Area Plan, informed,

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informed by a vigorous community engagement process, is the foundation of the proposed Master Plan. In 2013, DCHA relaunched a robust and active planning and community engagement process at Barry Farm and Wade Road Apartments, which led to the development of the proposed master plan. DCHA has held over 30 community meetings where residents, stakeholders, and the community at large participated and provided input into the development of the master plan. The community meetings and engagement efforts are ongoing, and we continue to hold community and stakeholder meetings.

As part of the planning process, DCHA conduct a needs assessment of the residents in 2013. The assessment was designed to provide us with a snapshot of demographic information that goes beyond the household composition and income. The survey results show that the average household size that Barry Farms is 2.7 persons, people, per household, and the average annual income is

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\$14,514.

The surveyed residents identified safety is a top concern, with 52 percent reported not feeling safe in the neighborhood. The community lacks grocery stores and other essential services, such as medical facilities. The 'food desert' classification of the community could also be indicative of the high incidence of high blood pressure, with 43 percent of the residents reporting to suffer from high blood pressure. The lack of nearby medical facilities could also be among the reasons that 51 percent of the residents reported to have visited the emergency room within the previous 12-month period.

Through implementation of the master plan, today's Barry Farms residents will come back to a community that will provide better housing, better amenities, and access to services and retail. As we continue the planning process, DCHA will work toward the development of the relocation plan for the

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community in consultation with Barry Farm and Wade Apartments residents.

The relocation will comply with the requirements of the Uniform Relocation and Real Property Acquisitions Act of 1970, as amended. The timing of the residents' relocation will be driven by family circumstances and housing needs, as well as the practical realities of redevelopment phasing and financing.

The master plan -- the proposed master plan is an important step in implementing a comprehensive redevelopment plan and bringing new mixed-income housing, new public space, new retail commercial space, and additional affordable housing units to this neighborhood. The master plan includes the following elements:

- o A variety of housing types -- potentially up to 1,692 units consisting of townhomes, apartments, two-over-two, and other concepts, to accommodate family sizes and residents at

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different stages of life.

- o one-for-one replacement of the 444 public housing units -- DCHA in the Board of Commissioners, as was noted earlier, and the development team are committed to one-for-one replacement of public housing units, unequivocally.

- o Variety of affordability -- public housing, market rental, the low-income housing tax credit program, market and affordable home ownership opportunities are all part of the plan.

- o Better connections through the neighborhood, including roads that go through the site in both directions and fewer one-way streets.

- o A beautiful park network, a central community park, to include community designs such as playgrounds for young children and passive green space.

- o Retail community uses on site -- the potential for every multifamily

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building to house ground-floor retail and community uses.

The proposed master plan is envisioned to include a mixed-income community of 1,692 housing units of varying types and affordability, including the replacement of 440 public housing units.

In keeping with the District of Columbia Housing Authority and its Board of Commissioners' commitment of the one-for-one replacement of the 444 public housing units, DCHA and the District of Columbia will have replaced 100 units with newly constructed units at Sheridan Station and Matthews Memorial by 2015. To date, DCHA and the District have delivered 60 units at Sheridan and Matthews, with an additional 40 units projected delivery starting this fall. The remaining 344 public housing units will be replaced on site.

Our development approach and strategies will reestablish an outstanding physical setting as a foundation for positive

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social and economic opportunities. The proposed master plan capitalizes on the neighborhood's best attributes: an ideal location near the gateway to Downtown DC from the Potomac River's east side, panoramic views of the city and Anacostia River, and access to regional transportation and nearby public amenities.

Additionally, our master plan calls for the replacement of 344 public housing units in a manner that incorporates long-term sustainability by bringing in a new street grid, diversifying housing stock, income, and economics to the community. The master plan will be an impetus to dismantle the factors that promote isolation and capitalize on the community's advantageous location and vast and substantial public housing options. We believe the result will be a community that will be attractive and a community of choice to a wide range of the population.

Lastly, I believe our proposed

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master plan for Barry Farm will enhance the health, welfare, safety, and convenience of the current Barry Farm residents and citizens of the District of Columbia, and in doing so, advances important goals and policies of this great city.

Thank you for your time and continued support.

MR. FREEMAN: Do you want the whole panel to go in any order?

CHAIRMAN HOOD: We've heard a lot from Mr. Green, but let's do the whole panel.

MR. FREEMAN: Okay.

Our next two witnesses will be Mr. Feras Qumseya and Mr. Brown.

PRESENTATION BY FERAS QUMSEYA

AND ROGER BROWN

ON BEHALF OF THE APPLICANT

MR. QUMSEYA: Good evening, Mr. Chairman, members of the Zoning Commission. My name is a Feras Qumseya, and I am the vice President of Development at A&R Companies.

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A&R is a family-owned and operated group of businesses spanning more than 35 years in real estate development, construction, and property management. The company has provided development and construction services for more than 8,500 residential and senior living and college-age units, and more than 1,000,000 square feet of office, retail, and community space.

The majority of our work has been in Baltimore in Washington, DC. We are long-term partners with the Washington Housing Authority and are proud to have completed three Hope 6 projects in the District east of the river -- Glenncrest, Capital Gateway, and Willow Creek.

MR. BROWN: And my name is Roger Brown, and I am the Managing Director of Real Estate for Preservation of Affordable Housing. Along with our partner A&R Development, we have been selected to be the master planner and developers of Barry Farm.

Preservation of Affordable

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Housing, or PAOH, is a nonprofit organization that preserves, creates, and restores affordable rental homes for low- and moderate-income individuals, seniors, and families. PAOH is created close to 8,500 affordable housing units in nine states and the District of Columbia, providing updated, energy-efficient homes that offer high quality amenities and common areas.

PAOH's philosophy, consistent with that of New Communities, is that housing can be a platform to success in work, education, and family life, and we believe that offering our residents safe and attractive housing improves their quality of life and inspires healthy and thriving communities.

MR. QUMSEYA: PAOH and A&R artfully committed to Barry Farm. We believe that the redevelopment of this community will be transformative, creating a gateway to historic Anacostia and other east-of-the-river neighborhoods.

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The core assets of the neighborhood today, its history and significance in the African-American community in DC, its strong resident base, its proximity to economic centers, the Capitol Riverfront and Downtown DC, its access to the Metro and the Anacostia River, will serve as the foundation for what we envision to be a safe, healthy, successful, and connected Barry Farm. Since being selected last year to work with DCHA on the redevelopment, we have worked closely with these agencies in the community to prepare the plan we are presenting this evening. We have had over 30 meetings with the community residents and stakeholders, including focused subcommittee meetings on human capital and social services, education, and housing.

What we've heard from the residents in these meetings is that the current state of the housing at Barry Farm is not acceptable. Physical buildings are beyond their useful lives. Units are small and in need of

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modernization. Sidewalks and other infrastructure are aging. And the design of the community, with its alleys and one-way streets, does not promote safety. Our public housing residents absolutely deserve better, but they will not achieve better without the wholistic redevelopment we are looking at today.

Our goal is to produce modernized, sustainable homes and well-defined blocks where current and future residents can prosper. Our master plan includes apartments as well as townhomes, which will accommodate residents in different stages of life -- young people, families of all sizes, and seniors. Some homes will be for rent, and some will be for sale. Our goal is to sell homes at a variety of price points. This includes very low-income public housing units, which we are committed to replacing one for one according to the New Communities program, as well as moderate-income and market-rate homes.

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What we also heard loud and clear from the residents is that current retail options in the neighborhood are not sufficient. Residents have to leave the Barry Farm neighborhood to buy food, find a pharmacy or health care provider, or visit the bank. The first step to attracting retailers is to create a physical space for it. We envision a main street with concentrated retail on Sumner road, where residents the neighborhood from the Metro, Firth Sterling Avenue, or Martin Luther King Junior Avenue. This will create jobs and economic opportunities in the neighborhood.

We heard from residents that the community is physically isolated, bounded on all sides by large roads or other hard boundaries. Only three streets traverse the 25-acre site today, and two are one-way. The long blocks are broken up only by alleys, which duck behind the buildings, resulting in an environment that is unfriendly and unsafe for both pedestrians and vehicles.

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Our plan incorporates new streets that go through the site in both directions so that residents have more options about where to walk or to drive. Two intersection of Martin Luther King Junior Avenue that residents pass through every day were recently named to DDOT's list of the most dangerous intersections in the city. For a community where so many residents are transit-dependent, this is unacceptable.

We are working with the DDOT WMATA to explore options for safer paths to the Metro. More crossings for pedestrians will be installed on Sumner Road and Firth Sterling to make sure that residents can walk safely to Metro and the bus stop. New sidewalks, street trees, and green space will make Barry Farm a more inviting place to walk and live.

Finally, we heard that residents want safe places to spend time outdoors together. Our two-acre park will be the community heart for Barry Farm. Apartment buildings and townhomes are designed to face

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the park. The park will ultimately be designed with resident input regarding uses and programming. Residents have given us some ideas about what they want or would like to see there, such as community gardening spaces, programs, and places for children to play safely.

MR. BROWN: In meeting the design and program goals that Feras has outlined, we are presenting to you a plan that calls for approximately 692 units, of which 407 are townhouses. This density of development, approximately 68 units per acre, is comparable to similar recent projects, and the development team is confident that the market supports the proposed program.

This program allows the team to leverage funding for new infrastructure, including new streets and open space that are such important neighborhood amenities in our plan. It brings a critical mass of households to Barry Farm to encourage the location of

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retail and community services to the site, which we've heard a lot about in the last eight months. And it allows us to finance mixed-income housing programs, including replacement public housing units, workforce housing, and market-rate housing.

I want to close by explaining the importance of approval for this stage-one PUD application for the future of Barry Farm's redevelopment. Only when this stage-one PUD is approved, can the development team move quickly toward financing the redevelopment. We plan to apply for HUD's Choice Neighborhoods program, for which the applications will be available this fall. The Choice application requires zoning approval in order to be competitive.

As the commission is well aware, the stage-one approval that we are seeking today is only the beginning of our work together on this project. We will return to you for each stage-two application needed to complete the

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Barry Farm redevelopment, and we will be reporting to you on the key issues of affordability, sustainability, and design at each step of the way.

We are confident that we can work together and produce the highest quality development for the residents living at Barry Farm today, resulting in a better Washington, DC. We ask you to approve this application so we can complete this work.

MR. FREEMAN: We'll now have Mr. Bell walk through -- you obviously have a full-detailed plan packet, but we're going through an abbreviated version of it. And you have a copy of that on the dais tonight as well.

PRESENTATION BY MATT BELL

ON BEHALF OF THE APPLICANT

MR. BELL: Good evening. It's my job to walk you through, briefly, the highlights of the master plan. I'm Matt Bell. I'm an architect with Perkins Eastman Architects here in Washington, and it's an

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honor to bring this project to you. We think what we have here is a project that will bring another great neighborhood to Washington, DC, a neighborhood that will be a great gateway, a diverse neighborhood, and will be truly transformative.

By way of introduction, I should also mention that we also have a number of successful master plans in Washington. We've worked on the Wharf, which is under construction along Maine Avenue. We've done the master plan and architecture for Dunbar high school, Reservation 13, Schools Without Walls, the Deanwood Community Center, and another project that you may have heard of that's currently in process as well at McMillan. So we're happy to bring this project to you.

Why don't you go ahead and dim the lights? We just have a few flights to show.

By way of explanation, these are some historic images of Barry Farm when it was first constructed. And even though, as Steve

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Green mentioned, much of the housing stock has deteriorated, the actual physical appearance of the exterior of the buildings, the two-story buildings, there really hasn't been anything added or changed. One thing that's important to recognize is that when the site was first glance, it did set along the Potomac, and with all successive landfill, with highways and things, it has moved further and further away from the water.

The site today is a series of garden apartments. Most of the buildings are similar to each other, with green infrastructures sort of stretching throughout. My colleagues have talked a little bit about some of the challenges of that. One of the major challenges of Barry Farm today is that there is little distinction between public and private space, and so the sense of a defensible boundary for the people living there is really quite diminished. It's quite common for the kind of housing that was built in this period after the War, and it's

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been exacerbated by the surrounding of highway infrastructure as well, to increase the sense of isolation.

The site today -- as I mentioned, there is little distinction of public and private. At least, it wasn't planned that way in the beginning, although that may have happened over time. Much of the architecture is the same. Many of the units are similarly sized. And of course, as you all know, it was not meant to last as long as it has been used.

We are also quite aware of the context. One of the things we included in the PUD package was a discussion of the context of Anacostia, quite an interesting place in our city, and a very important place for the history of our African-American, early African-American communities, and then a listing of what some of those landmarks are. I should also point out some very sort of important tentacles in the region -- the Suitland Parkway coming through and also the

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interstate highway system in historic Anacostia, as well as some of the other communities, St. Elizabeths and the Coast Guard facility and other things that are happening in our city. So this is an area where we're seeing changes today. We've seen historic things happen in the past, and we're hoping and we're planning for this to be part of, really, the excitement of great communities in this part of Washington.

Just drilling down a little further on infrastructure, here, one of the most important things to happen in this area was the building of the Anacostia Metro station and the opening of that a few years ago. There's the community outlined in yellow. We have the streetcar plan, and the tracks have gone in. There's the surface transportation infrastructure.

One of the great challenges today, of course, is that although this is a 25-acre area that's quite close to the Metro, it's

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quite circuitous for residents to get to the Metro station. In fact, they have to cross Suitland Parkway at a very dangerous intersection to get to the Anacostia Metro station, and there have been some very serious accidents that have happened there. One of the things we're hoping to do with this plan is to tee it up in such a way so that the residents of this community have much easier access to the Metro station. It's a very important part of the livability of this part of town.

So this is the master plan we're bringing to you today. We've made a simple gridded plan with small blocks and walkable streets, lots of connections through, unlike the current plan. It has about a two-acre central park. One of the things we've tried to do with the park is locate it in such a way so that residents are no more than about two blocks away from the park, so that everybody feels as though the park is a part of their community. It's close to everyone. It's not something

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that is closer to one group or another group, but it is centrally located.

We have a mix of building types, from multifamily building types to different kinds of row houses, from buildings with park-unders, to buildings with auxiliary garages, to small flats there, and these are all organized into a simple grid of streets.

One of the most important things to realize is, with the Anacostia Metro station here, with our plan, in the future, it will be easy to connect, hopefully, the streets to the Anacostia Metro station so that it will take away the dangerous intersection on the corner and make it something much more integral to the experience of the neighborhood. You may note, as well, that there is the new community center under construction in this location. So this plan is showing 692 units, and it is really designed to reinforce those connections and to build upon the connections to the open space in the center of the plan.

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The site does have some topography. These are just site sections showing that. The buildings, the taller buildings, the multifamily at the bottom of the plan, are situated such that they will be possible views over the top of them in the future, and we're playing planning. It's a little bit washed out, I think, in your packet; it's easy to see -- excuse me. I'll just mention one other thing; we're also planning for retail along the Sumner Road, and you can see a little bit in this section here where this part, and I'll talk about that a little bit more in a second, will be places where we're planning for community retail -- other sections showing the slope and topography of the site.

This is our main rendering. We chose this point of view for the illustration to show how the potential connection to the Metro could easily be facilitated, to show the centrality of the park, to show the variety of the building types, the walkability of the

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blocks and the interconnectedness of the plan that really is designed to make it easier for somebody living here to go visit somebody living there, instead of, today, having to walk down long streets and cut across yards, it's really a pleasant walk through tree-lined streets and past community parks. We really want to create, with the park and the connection to the Metro, and also the retail along Sumner, a sense of place that Barry Farm that is different and enhanced for the residents today, and gives a clear sense of how these places are part of the public realm.

And the next rendering I just want to show is in this location, at Sumner and Firth Sterling. Here, you can see some of the retail at the base of the multifamily buildings; the future light rail that will be at this location; residents enjoying a walk, a beautiful day. There will be a small public park there that's just outside the Barry Farm boundary, and then the multifamily buildings facing to the North.

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These are a drawing that shows the retail here, and also the residential Here, the multifamily. It's a little bit washed out in the color. But the unit averages for the multifamily are about 900 square feet per unit. For the row houses, they range -- and we plan being able to absorb a range of units; it could be anywhere from 1,600 to over 2,000 gross square feet for the typical units there. And some of these also have the potential for ancillary units; that would be a unit, 350 square-foot unit perhaps but above the garage there so that a family member or a rental unit could be accommodated, and that's about 350 square feet.

And as has been mentioned, we will be bringing to you the further refinements of these building types in the stage-two applications. But our planning methodology has been to use those numbers to make the sort of unit sizes that work for the residents and work for the market in this area.

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We've also been working with DDOT to make a plan that meets DDOT's requirements. This shows the loading dock locations. We have some things to work out in this area. We feel very confident we'll be able to do that. But one of the things I would like to point out is the preponderance of our loading is occurring in places where we will not have large loading docks or loading locations facing onto streets. We'll be able to use both on alleys and off-street locations. And many of the townhouse units also will have garages accessible through alley locations as well, as well as on street parking.

We feel very confident that we can work with DDOT. The comments we got were all things that we're taking a very close look at. It doesn't really alter the program. There are some adjustments we'll be working through with them, that we feel will not have any real material effect on the quality of the plan. They've sort of voiced some concerns about

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things, and we've look carefully and feel that those things are all things that we can sit down and discuss and come to a profitable end agreement on.

So, some of the building types -- I mentioned row houses, row houses that could have garages in the back, row houses that could have integral garage units -- these are spread throughout the plan here. As I mentioned, these range, you know, in square footage from 1,600 over 2,000 square feet, depending on whether they're two-story or three-story, or whether they're 16 feet wide or wider, and that will be a program that we'll have to determine.

For the multifamily, I mentioned 900 gross square feet there. These are some different types here that show either ground-floor retail or podium parking, putting the parking for the units inside the first floor and parking these buildings on a podium.

And then, just to talk a little bit about the street and block layout, this is the

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existing street and block layout. You can see no street connectivity, really, across the plan in this location, just several streets running north-south. And our plan is really trying to weave this interconnected street network in such a way that mobility is enhanced -- sidewalks on every street, safe streets, streets for parallel parking, streets that people will feel they're used to being able to move around in.

I mentioned the public spaces, some of the ideas for the spaces. The two-acre park in the center -- a unique place for the entire community. And it has been mentioned, of course, it has not been designed if not fully designed, but we'll be coming back to designs for that based upon the input of the community, and also the retail location along Sumner Road.

We do have some slope to the site, and we may be able to terrace it so that community activities, sort of looking into kids playing or other different kinds of activities,

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maybe a possibility for the park.

While we have proposed some changes to lot coverage in the PUD guidelines, for the multifamily buildings -- these -- we're asking for a range from 100-percent to 60-percent lot coverage. The reason for that is we're proposing a podium for parking that will cover the site. And then, above that, the multifamily buildings would be at the regular lot coverage, anywhere from 60 percent on up, and we'll be bringing those designs to you.

We've also looked at the coverage for the row dwellings in the PUD, and they range from, we're asking for 74-percent lot coverage for some of these to ones that might get as far up as 80 percent. The reason for that is we're looking really to make as much of a large park in the center of the plan so that it can be enjoyed by all the residents. And so what happens, we believe, and it's a very positive thing, is that by giving us a little bit of flexibility there, some people can have a unit

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type that will have a rear yard. Some might prefer a terrace on the roof. Some may just want a balcony. There will be the choice of that through the plan. And then all will be able to enjoy the open space in the center.

Just a couple of comments about Sumner. This is Sumner Road showing the retail and then heights of the buildings, with a setback for the penthouse here. So we're planning to attract retail and make this a beautiful community street down particularly at the end where it meets Firth Sterling. And then one of the typical community streets, a 60-foot right-of-way here showing parallel parking. These will probably be row dwellings there, and sort of a very nice intimate street section, buildings facing the street, eyes on the street, good secure locations, so that people have a sense of what's going on in their community.

So this has really been a pleasure for us to develop this plan. We think this is

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an exciting plan. It's transformative. I won't repeat some of the things my colleagues said. Only suffice to say that the plan as we refine it and bring to you this stage-two refinements of buildings, this is a really, we believe, strong framework of public spaces and streets and blocks that we'll be able to develop and make a really great neighborhood.

CHAIRMAN HOOD: Thank you.

MR. FREEMAN: I --

CHAIRMAN HOOD: Stop the clock for just one moment.

One of the things that I've been observing and one of the things I'm very concerned about is that I see a lot of residents leaving. We have a process we have to go by. Actually, while our questions may go for a while, and in my position, it's really hard to predict timing. I know I said I would do it at nine. I really want to have this discussion now because I see people who are going to be affected leaving, and I want to make sure that

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we here at this Commission hear from folks who are leaving.

So what we mentioned earlier was having another meeting on Thursday night. I think, tonight, we're going to try to go as far as -- and I'm asking Ms. Cuthbert help me -- as far as DDOT.

Ms. Cuthbert, if you can, come to the table right quick.

We may finish this in the next hour, which I doubt, or we may finish this in the next two hours. So, you know, it's almost like throwing something in and seeing what comes out.

Chairperson Cuthbert, if we were to start on Thursday night with you, is that okay?

MS. CUTHBERT: That would be fine because we need to find as much information tonight, what they're presenting, so that will be fine.

CHAIRMAN HOOD: Okay. So, Thursday night, why don't we start with you? I

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may miss this, but whatever time we finish with DDOT in our cross-examination of DDOT, and wherever we are then, we will stop. I'm doing that for the benefit of those who may need to leave and come back on Thursday. I watched a lot of people, one by one, slowly leave. If I wait another 30 minutes, the place will be empty.

But we want to hear from the residents who live out there.

Can you do me a favor? There were three ladies who really got my attention. They were sitting back there. Can you make sure they come back and submit something -- oh, I see one. She switched her seat on me. But there was another lady. We want to hear from those residents.

MS. CUTHBERT: I believe they're in the hall, but I'll make sure that they come back on Thursday.

CHAIRMAN HOOD: Oh, they're in the hall. Okay, thank you very much.

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So that everybody knows, we won't get to organizations or persons in support, or organizations and persons in opposition, or to the ANC until Thursday at 630. Are we all right? We're going to get everybody on Thursday at 6:30; all right? We're going to get to everybody Thursday at 6:30. If you have an issue, you'll want to see Ms. Schellin. If for some reason you can't come back, we'll see where it is.

I don't normally open it up and do this because this causes a problem, but I just see too many people leaving, and I can tell you, this is a long process, and some nights, we go until 11:30.

This is not an easy job right here. Trust me.

Young lady, if you could come back to the table and tell me what your concern is -- if you can come to the table and just identify yourself -- I'm going to hear from you right here.

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COMMENTS BY BETTE JEAN SANKER

MS SANKER: Good afternoon. My name is Bette Jean Sanker, and I just want to ask some questions about --

CHAIRMAN HOOD: Okay, Ms. Sanker, I want you to address me right now. We haven't gotten to that point. I understand; for some of us, this is our first time on the stand. That's why I'm doing it this way.

If you're not able to make it back down --

MS. SANKER: No, I'm not.

CHAIRMAN HOOD: -- okay. Could you see Schellin, please, Ms. Schellin into my left? We'll go from there.

MS. SANKER: Okay.

CHAIRMAN HOOD: But we want your questions.

Anyway, let's get back to the Applicant's case.

I did that for a reason, because I felt too many people leaving that are going to

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be affected.

Okay.

PRESENTATION BY MR. BROWN (cont'd)

MR. BROWN: Very good.

Just by way of closing before I hand it over to Richard, I just want to point out that this plan is possible because the development team has committed to rebuilding streets, which is a significant commitment -- new kinds of streets, better streets -- rebuilding the utility structures through there, and providing open space and parks. I think it's important to underline the things.

MR. FREEMAN: Thank you.

PRESENTATION BY RICHARD STAUDINGER

ON BEHALF OF THE APPLICANT

MR. STAUDINGER: Good evening, Chairman Hood and Zoning Commissioners. My name is Richard Staudinger. I'm the civil engineer and project manager for the transportation and utility infrastructure for the Barry Farm PUD submittal before you

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tonight.

I work for CH2M Hill, the engineering company under contract to the developer of this project. We've performed engineering services for many projects in the District of Columbia --

CHAIRMAN HOOD: Excuse me. Excuse me. Can we have some water here, please?

MR. STAUDINGER: Are we ready?
No.

We're going to take a five-minute break, and we're going to let everybody who needs to leave, leave because this Commission, as everyone knows -- we go sometimes until 11:30 at night and I'm trying to be considerate, as we've talked about being considerate of those who have to get home, you know, when it gets too late. So that's where we are. We do go until 11:30 at night, sometimes 10 minutes until 12.

So we'll take a five-minute break and we'll be right back. Thank you.

(Whereupon, the above-entitled

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matter went off the record at 8:31 p.m. and resumed at 8:37 p.m.)

CHAIRMAN HOOD: Again, we want to apologize for all the interruptions, but it's not easy sometimes trying to juggle everybody's schedule and trying to keep time frames and everything else, you name it. We've got to try to deal with it.

You may begin.

MR. STAUDINGER: Okay, I'll restart if you don't mind.

PRESENTATION BY RICHARD STAUDINGER (resumed)

ON BEHALF OF THE APPLICANT

MR. STAUDINGER: Good evening, Chairman Hood and Zoning Commissioners. My name is Richard Staudinger. I'm the civil engineer and project manager for the transportation and utility infrastructure the Barry Farm planned unit development submittal before you tonight.

I work for CH2M Hill, the engineering company under contract to the

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developer of this project. We've performed engineering services for many for many projects in the District of Columbia, and I'm personally working on several major efforts in the vicinity of the Barry Farm PUD, including the District's Anacostia Waterfront initiative and the St. Elizabeths east campus.

In my career, I've worked on public and private infrastructure and development projects throughout the United States and internationally. Our team at CH2M Hill prepared the transportation infrastructure study dated May 2014 for the Barry Farm PUD, as well as the conceptual utility plans in the PUD submittal package that you have before you.

Tonight, I would like to spend a few moments focusing on the traffic infrastructure study (TIS) effort for Barry Farm. The present site, as has been discussed at length earlier, suffers from isolation and poor connectivity to the adjacent transportation systems area. The present configuration of long blocks with

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limited pedestrian vehicle crossings, and a one-way system of roadways contribute to poor access into and through the neighborhood, major safety issues, and challenging pedestrian circulation within and out of the neighborhood.

The new master plan and transportation system of proposed local roadways, pedestrian and bicycle connectivity, and mass transit access features will significantly improve the connectivity of the Barry Farm neighborhood to the adjacent transportation network. With respect to mass transit, the study recommends adding bus stops and working with WMATA to optimize bus service and pedestrian bicycle access to the Anacostia Metro station via enhanced surface crossings and the potential for a bridge over the Suitland Parkway -- by others; not part of this project -- connecting directly to the Barry Farm neighborhood.

In addition, the study and master plan reflect significantly improved internal

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circulation and external connectivity to Firth Sterling and Sumner Roads. An additional connection point to Firth Sterling has been added to help connectivity on the west side, and four new connections to Sumner Road are proposed, in addition to the Wade Road connection that's out there today between Barry Farms and Sumner Road. This benefits the neighborhood by spreading out vehicular traffic and allowing safe, convenient pedestrian and bicycle access northward from the neighborhood to Sumner Road and then to the north across the Suitland Parkway to the Anacostia Metro station.

Our TIS was prepared to meet the requirements of DDOT's comprehensive transportation review for new developments, and concluded that there were no significant impacts to the adjacent transportation network from the development. We specifically looked at the connections proposed from the Barry Farm neighborhood new master plan to the adjacent

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roadway network and to the mass transit systems, including the specific intersections at Firth Sterling, Sumner Road, and Martin Luther King Junior Avenue.

The master plan of April 2014, which was the original submitted, and the updated master plan of May 2014, which is in your package, have the same identical connection points, and therefore, similar minimized transportation impacts from the planned unit development traffic generated from the redevelopment of the neighborhood. Therefore, the TIS impacts would not be changed in any significant manner by the May 2014 master plan update over the April 2014 master plan included in the TIS. This is important because we don't believe an updated traffic study is warranted at this time unless the site plan undergoes significant revisions to change exterior roadway connections or significantly change in accounts for the development.

With respect to the DDOT report

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items for the stage-one PUD application, we respond that we will continue to work with DDOT as we move forward to ensure that the street and right-of-way layouts meet DDOT standards for local streets.

As to the recommended TDM -- that's transportation demand management, the TDM measures -- we agree that continuing coordination with DDOT and WMATA on the bus stops, bus routes, and pedestrian access to the Anacostia Metro station are critical issues to ensure the transportation systems function at a high level of service in this area. To that point, we've already held several joint meetings with DDOT, WMATA, DMPED, and the DC Housing Authority, along with the developer and other stakeholders, to explore the ability to make the access to the Anacostia Metro station easier and safer than conditions that exist today.

TDM measures discussed in the traffic impact statement outline some standard

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TDMs that could be incorporated into the Barry Farm transportation demand management plan. The DDOT report included several requested TDM measures to be incorporated into that plan. We don't believe that the PUD has enough commercial spaces or unknown aspects associated with the traffic impacts to require any performance monitoring by the Applicant, which was one of the requests. And our detailed responses to the suggested TDMs are bulleted in my testimony.

Designate a TDM coordinator responsible for organizing and marketing of the TDM plan: The Applicant can include that in the plan. I agree.

Provide a location for capital bike share station: The Applicant can agree to that and include that in the plan.

Unbundle parking costs from the price of lease or purchase, and price no less than charges of the lowest-fee garage within a quarter of a mile: That's not something that

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we're interested in including into the plan at this time, and the Applicant can speak to that in more detail if there are questions.

Install a transit screen with printed material: The Applicant can include that in the plan.

Designate specific parking spaces for car-sharing in parking garages: The Applicant prefers that these be on-street parking spaces that are assigned for car-sharing because that has more visibility than in secured residential garages, so we would look for that adjustment in that TDM measure.

Provide reserved parking spaces for carpools and van pools: We don't believe that there's enough commercial space and commuting into the neighborhood to make this a viable or practical TDM measure.

Provide website link to commuterconnections.com and goDCgo.com on developer and property management websites:

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That can be included in the plan.

Provide bicycle, car sharing, or transit subsidies to employees and residents: That's not something the Applicant wants to include in the plan at this time.

Transit screens should be installed into the lobbies of all commercial multifamily buildings: The Applicant can include that.

Provide showers and changing facilities in commercial buildings for employees: That parallels the vanpool comments earlier. The commercial spaces will be local, neighborhood-based, and small shops, and probably will not accommodate such facilities that showers. Nor will there be the number of employees to warrant such facilities.

Limit non-auto incentives to capital bike-share memberships car-share memberships to all residential tenants and commercial employees for a period of three years: And the Applicant does not want to include that in the plan.

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So, in summary, we believe that the TIS indicates that the Barry Farm planned unit development, as presently master-planned, will not deteriorate the operating conditions of the transportation network and may only marginally increase queues on a few intersection approaches in the network. The PUD will have no negative impact on public traffic safety, and it will improve pedestrian safety and access to transit facilities due to better internal roadways allowing continuous lateral connections and elimination of existing private alleyways used to work or ride across the site.

These conclusions of the traffic impact study showed that the no-build alternative level of service for the intersections adjacent to the network were not significantly different after the addition of the Barry Farm PUD, and that's very important to understand, that this is not contributing to a decrease in level of service in the area.

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Thank you.

PRESENTATION BY STEVEN SHER

ON BEHALF OF THE APPLICANT

MR. SHER: Mr. Chairman, members of the Commission, for the record, my name is Stephen E. Sher, Director of Zoning and Land Use Services with the law firm of Holland and Knight. I want to just take a couple of minutes and point out things that are included in all the information that you have before you, but just in terms of the requirements of the PUD process and the consistency with the District's plans for this area.

As the Commission is aware, the existing zoning on the property is R5A. What we have proposed is a combination of R5B and C2A. Zoning is shown on page 44 of the book that you have in front of you. The C2A area is along Sumner road and Firth Sterling; and then, R5B for the remainder of the property.

What you have heard described before is a project with 1692 new units with a

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mix of row dwellings, flats, and apartments, and about 55,000 feet of ground-floor retail on the multi-family buildings. The height of the buildings would be no more than 65 feet, which is consistent with what's permitted under the PUD for both C2A and 60 feet for R5B. But the R5B properties probably would not exceed 48 feet.

As I've said before, the overall FAR is 2.42, based on the net land area, taking out the streets and just looking at what the developable sites are. The vast majority of that is residential, and then a small amount is commercial.

In terms of the compliance with the standards of Chapter 24, that's set forth in the outline that you have before you, both in terms of consistency with the comprehensive plan, the notion of benefits and amenities versus the flexibility and incentives that we've asked for -- again, remembering, this is the first-stage PUD, you get many more bites at the Apple or

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cracks at this, or whatever analogy you would like to use, when we come back with each individual second-stage application.

This is conceptual. We have not, for example, laid out all of the lots and the widths and the exact yards and courts that will result because those building haven't been defined in the level of detail yet. We do know, however, that there are probably two areas where we are going to need flexibility: number one, on the lot occupancy, which Mr. Bell talked about before, where we may well have 100-percent lot occupancy or something close to it on the ground floors and then have lesser occupancy as you go higher; and the second thing is that we are not planning to provide any 55-foot loading berths, which would be required for an apartment house with 15 or more units. All the loading berths will be 30 feet. So, at the moment, we are showing six; they would all be 30 instead of 55.

In terms of compliance with the

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comprehensive plan, not only do you have the comprehensive plan, as was referenced before, you have the Barry Farm, Parkview, Wade small area plan adopted by the Council in December of 2006. You've heard some discussion of that already, and there is an attachment at the back of the outline which goes sort of point by point through those plans, and also through the New Communities Initiative and the four points that were raised in the Deputy Mayor's presentation.

I think, key in this is clearly the notion that the policies map designates this as a neighborhood enhancement area. This is an area that is not projected to remain the way it is but needs revitalization and new incentives to make things better than they are now. So the result of that is the plan, which Mr. Bell presented, which we have laid out before you are.

In terms of other policies in the comprehensive plan, they are set forth in the outline, and I'm not going to go through those

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unless you have specific questions about them. I know you have questions, but I'm not sure that they're directed at those issues.

And I would conclude that what you have before you is a sufficiently complete application that meets the standards and requirements of the zoning regulations in Chapter 24 and that, as you work through the issues, you should approve that application with conditions so that when we come back with the second stage applications, you will be satisfied that we have addressed all of the things that we need to address.

Thank you very much.

MR. FREEMAN: That concludes our direct presentation. We're happy to answer any questions.

CHAIRMAN HOOD: Thank you for your presentation.

Mr. Green, if we could get a copy of your testimony and everyone whose testimony we do not have, unless we already have it, because

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I didn't see it.

MR. FREEMAN: We didn't file any copies, but we'll file all of our written testimony.

CHAIRMAN HOOD: Okay.

Mr. Sher, I was happy to hear you talk about another bite at the apple, and I think that was very important for a lot of people to hear. Some people unfortunately left, so I'll mention it again when they return on Thursday.

What's your name, the gentleman who presented the transportation, please?

MR. STAUDINGER: Richard.

CHAIRMAN HOOD: No, I'll call you by your last name.

MR. STAUDINGER: Staudinger.

CHAIRMAN HOOD: Staudinger.

I'll tell you this, Mr. Freeman: the things that they were mentioning, the things that the Applicant was not going to do -- in other cases in the city, we do those

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things.

I need a compelling reason -- you don't have to answer now; I'm actually going to let my colleagues go first -- why all of a sudden, now, we're not doing those things, and I'm hearing that the Applicant doesn't agree to do it? We do it all over city, and now we come here and we can't do those bike-share things. Did the community said they didn't want them? Maybe I need to listen a little more.

But I can tell you I want to see how much DDOT is going to push this because I think it's very important: We don't have space, et cetera.

Actually, I was insulted. I really was insulted to hear that because I sat here enough and I know: Oh, we can accommodate this; oh, yes, we can do this. I don't want to say because it's in Ward 8, but all of a sudden, we can't do it anymore. So I can tell you that you can get yourself together, I'll put that out front because it's nowhere but up. I want to

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take it down, what I've heard in this transportation report, and that's one commissioner's perspective.

You don't have to answer because I'm going to have my time to ask questions. Okay?

Let me open it up. Commissioners, who would like to go first? Or, did I go first?

(Laughter.)

CHAIRMAN HOOD: Mr. Turnbull?

COMMISSIONER TURNBULL: Well, use -- we'll let you have another bite at the apple.

CHAIRMAN HOOD: I appreciate it.

COMMISSIONER TURNBULL: I want to thank you for your presentation. I think this has the potential for being a very exciting and revitalizing project for this part of the city, which is greatly needed.

I do have some questions. You're asking for an increase in height and density on this project, more than what a PUD would normally give -- yes, it's in the OP report.

MR. FREEMAN: That was an, that was

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an error. The proposed height is 65 for all buildings. We're not asking for any additional height above --

COMMISSIONER TURNBULL: You aren't.

MR. FREEMAN: No, sir.

COMMISSIONER TURNBULL: So the OP report is incorrect.

MR. FREEMAN: The OP report is correct, but it's referencing something that was shown incorrectly on one of the sheets in our plans.

COMMISSIONER TURNBULL: Okay. All right, thank you.

We have row dwellings, flats, and multifamily, and I guess multifamily and flats are going to be rental units, and row dwellings are will be homeownership. I'm not quite sure how that works out.

MR. GREEN: Well, it's not completely determined yet, but the multifamily buildings would primarily be rental. There

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may be some condominium homeownership mixed in those multifamily buildings.

The townhouses will be both. Clearly, they will be both. They will be rental and they will be for sale.

COMMISSIONER TURNBULL: Okay.
And on the flats then are?

MR. GREEN: The flats?

COMMISSIONER TURNBULL: Yes.
Those are two-over-two units.

MR. GREEN: And those are, again, both. We've had successes --

COMMISSIONER TURNBULL: So you're making homeownership and rental in all the units.

MR. GREEN: We think it's very important to mixed tenure and affordability type.

COMMISSIONER TURNBULL: Okay. I would agree with the Chair's comments about the transportation management. I think, hearing a lot of the right-off-the-bat no, no, no on some

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of the things, that's going to be unacceptable on a lot of levels. I think the community is going to want to weigh on that. And so will the Department of Transportation.

CHAIRMAN HOOD: We're having a problem hearing you.

Are you having a problem?

Setting that aside, we control a few things. Are we repairing the building, in the garage?

COMMISSIONER TURNBULL: Yes, we have for repairs to the garage going on.

CHAIRMAN HOOD: Maybe, if we get right into the mic --

COMMISSIONER TURNBULL: Yeah, I can talk loud.

(Laughter.)

COMMISSIONER TURNBULL: Now, the relocation plan, we talked about only one move, but it's actually two moves. You're going to move out, and then you're going to be moved back, so there's actually a double move. It's

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one relocation, but two moves.

I have a question about, I guess what's a little bit disturbing. What I heard, and I know are looking at a very schematic plan a very conceptual type plan, but podium parking -- years ago, in the '70s and the '80s, often referred to as four-plus-one, in which case you had four floors of residential or four floors of commercial and one floor of parking. And a lot of times, it was wide-open parking, just covered.

What I'm concerned about is what these really do look like. I think, architecturally, this could be a real detriment, just seeing blank walls around one floor of a multifamily building or a commercial building. I mean you're either going to be handing it architecturally very well, or it's going to look like a pig in a poke.

I know, Mr. Bell, you're very talented and doing this and I don't want up which won a spot, but I'm just concerned about

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the concept of, you know, the first floor parking, and doing something with it can be very difficult to do.

MR. BELL: Yeah, clearly, when we come back for stage 2, that's going to be something you're going to be looking for. One of the things we want to do is to make sure we use the slope of the land in the right way to tuck parking in.

COMMISSIONER TURNBULL: Right.

MR. BELL: Some of it may be a bit a little bit above grade. We're hoping to get it, you know, a lot of it to reside below.

You know, the developer has committed to active and beautiful streets, so we're not looking to do big blank walls where parking is exposed and things.

But, on the other hand, I think it's also fair, and you all would recognize, that underground parking does affect affordability. So one of our challenges is going to be to provide for the right balance between a design

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strategy that accommodates the parking and yet maintains affordability, and yet gives the proper public give realm to the streets.

MR. GREEN: Commissioner, we would agree with you, though, that a four-plus-one does look a little bit like a pig in a poke, so I appreciate what you're saying. And our objective will be to bury as much of the parking is possible.

COMMISSIONER TURNBULL: Yeah, okay. I'm just concerned that people walking along the street with just blank walls is not very inviting, and we're looking for security in making this a real neighborhood. I'm just concerned that -- I know what you want to do, but I'm just concerned that there are issues on how to handle it, and it's going to be very awkward to do it.

The other thing, I guess I'm concerned about is on Sumner. You talked about the retail on, although a lot of the plans call out potential retail. I wouldn't want to see

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a modification coming back later on to the Commission saying, we really can make a go of the retail. It can become podium parking.

I'd like to hear a really good commitment that this is retail. I mean I guess what I'm afraid is you're going to come back and say, we can't make a go of the retail; it's at the far end; there's not going to be the traffic to support it.

I really just want a very good commitment that it's not just to make potential retail but it's an earnest, what you're trying to do.

MR. GREEN: Well, I could add, before Feras jumps in, I think that we strongly believe that retail will enhance the quality of life in the community. You know, retail will enhance it by access and convenience, et cetera. I think that retail will largely be, in the beginning, convenience retail.

I think what we believe is that when completed, there will be enough households on

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the site to generate a moderate retail demand. I would be -- it just wouldn't be honest to say that there is a high demand in the very beginning, but that doesn't mean that we're not going to commit to the retail. I have a feeling that some of that retail will take some time to get occupied.

But I think that one of the arguments for density is to create some critical mass.

COMMISSIONER TURNBULL: Right.

MR. GREEN: Although we would love there to be a grocery store in that area, I'm not sure that's a critical mass out there to do that. But we do believe that the transportation, the location as it relates to other transportation, particularly down closer Firth Sterling, really does potentially draw a huge retail demand.

So, as you know, in retail marketing, you may have all the statistics and all of the car trips and all the exposure, but

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you've got to convince the retailer, we have to convince the retail to come. But you're clearly talking to folks who believe that retail is a critical part of the overall success of the plan.

COMMISSIONER TURNBULL: Okay.

MR. QUMSEYA: The other thing I want to add is it's a focal vision of this plan, and the team spent a lot of time looking at how can we create a vibrant street along Sumner with the existing energy in that community. So it is focal vision of that community.

COMMISSIONER TURNBULL: Okay.

I'm glad to hear that.

I guess I'm still not quite sure on how we, the potential for tying into the Anacostia Metro. I mean it looks like it's down the road, and I'm just concerned that you're still going to have only the one route.

MR. BELL: Yeah, I think that's a very important part of the success, the potential game changer of this plan offers.

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Right now, residents have to walk down to Firth Sterling across the Suitland Parkway right about there. Or they can walk up to MLK. But there's no direct connection. There's no traffic light across the Suitland Parkway.

So what we're suggesting is that by teeing this up in the proper way, we believe that the logical second move would be to have a grade crossing potentially to connect one of those streets at Barry Farm to provide a much more direct pedestrian pathway and street and intersection to the Metro station.

It is not our property.

COMMISSIONER MAY: Right.

MR. BELL: -- now. But I think one thing we try to do in urban design, as we all know, is we try to tee it up for moves that happen after we make our move.

So we believe that if we establish and did this in the proper way, it will lead to a better conclusion somewhere down the road.

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Richard may want to comment on that.

MR. STAUDINGER: I just want to add one more comment about what's happening outside of our site. The actual intersection at Firth Sterling in the Suitland Parkway is part of the South Capitol Street corridor phase-one improvement process by DDOT that's under design right now, and that intersection is going to change once that project is completed and become safer.

Some of the free right turns that are happening right there -- for instance, going westbound on Suitland, that free right going north toward to what's now on-ramp to 295 northbound, that on-ramp goes away and that turning movement goes away. That narrows some of the pavement in that intersection. And there are other improvements there that are going to make it friendlier, safer, and shorter for pedestrians to get across there.

Again, that's outside the control of this plan due to development, but it is in

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process by DDOT, and it will help, and it may happen before this other crossing that Matt was talking about happens.

COMMISSIONER TURNBULL: Okay. I guess, can we talk a little bit, Mr. Staudinger, about the connection or -- the time between your storm sewer utility and your storm water management plan? You've got all this landscaped area, and I don't know whether you're going to use bio swales or what to tie in, but from an infrastructure standpoint, how do you see making that all work?

MR. STAUDINGER: There's a specific sheet in the submittal that takes a look at that. And not all of those technologies have been determined at this stage I. But we're confident that we can use low-impact drainage (LID) standards. And whether that's going to be percolation underground, percolation through green space, expanded tree grades, pervious pavement and parking areas, things of that nature, those are

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all technologies that we'll work with --

COMMISSIONER TURNBULL: It's your plan to look at and try to incorporated that.

MR. STAUDINGER: Absolutely.
Absolutely.

And right now, all of the drainage goes to the northwest corner of the site, right where Stevens and Suitland Parkway intersect. And there's a problem there right now. So, with this improvement and adding new facilities and adding water quality and retention to meet the new criteria, the drainage should improve out in that area.

COMMISSIONER TURNBULL: One of the comments -- I think it with Mr. Green -- I think you were talking about prioritizing the needs of the residents or looking at the prioritizing the moves of people who would be in the area. Maybe it wasn't you. But I thought someone talked about, when you started doing your phasing and looking at the plans, prioritizing, there would be like niche for who's going to

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make the move and how you move this people out.

My only concern is, if you've been looking at the whole thing, the areas may not match up. They may not be one clean sweep. So I'm just confused on how you try to coordinate all that.

MR. GREEN: Well, it isn't easy.

I'm not sure directly what you're referring to, but we do -- you know, when it comes to relocation, we really develop our relocation plan in consultation with the residents.

COMMISSIONER TURNBULL: Yes, I guess one of the comments that I thought I heard you say was that we talked to the residents and we look at the immediate needs of different people, certain ones will rise to the list more so than others. There's ones that are probably going to have to be moved first because of the situation; either the building is in worse shape or whatever. So you're going to put those on the top of the list because their

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building is deteriorating worse than someone else.

MR. GREEN: I think that is -- that is true, as well as we -- as I started to say, we give residents a lot of choice. So, some of that, the timing of relocation for these families have a lot to do with the choices that they make in terms of available units. So we try to work extensively with our residents to make the relocation process as easy as possible.

We've been in the business of doing this in various sites for the last 15 years, and I don't want to underestimate -- you know, we really appreciate how significant -- I think the most three important stressful things in death in the family, divorce, and moving, and we recognize that. It's a very stressful thing for families to go through. So we try to work with families and their individual needs, and that's what I was trying to express. And that sometimes affect things. Physical condition

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clearly is a mandate. But certainly, when we enter into a relocation, these folks get a high priority, they jump to the top of our waiting list, et cetera.

COMMISSIONER TURNBULL: How does that work with the different schools? Do you try to place people near their schools, or do you --

MR. GREEN: We often provide transportation so they can get back to that school.

COMMISSIONER TURNBULL: Okay.

MR. GREEN: It's their choice, often.

COMMISSIONER TURNBULL: Okay, thank you.

All right, Mr. Chairman. I think we can move on.

CHAIRMAN HOOD: Okay.

Commissioner Miller?

COMMISSIONER MILLER: Thank you, Mr. Chairman.

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This really does, as I've said, have the potential to be a positive transformational project for the Barry Farm and surrounding communities, and for the District of Columbia as a whole, with the one-for-one replacement of all of the existing HUD deeply subsidized housing, with the addition of mixed in common market-rate housing, with the new streets and sidewalks and having the parks and open space and the 55,000 square feet of retail that's badly needed in this area, all of that, and the new streets, opening up the street grid. It's all very positive.

I would concur with the comments that the Chairman made about the transportation mitigation measures, and I would concur with all of the comments of Commissioner Turnbull and the questions that he raised.

So I just would ask a few questions. One, we have a statement from the ANC and we're going to be hearing from them later. I think there's something there, there was a concern

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about the number of units going from 444 units on this 25-acre site two, now there will be 692 units, and concerns, plus all the other things that we just mentioned, open space in the retail, the parking.

Is there something you can say that would assure that it's not going to be too dense, it's not packing too many people into -- I mean it is 25 acres -- are there comparable, developments around town that you can compare to that might give some reassurance to the ANC?

MR. GREEN: Two things. We didn't set out with a unit count in mind. We set out with a philosophy about how to lay something out. We did engage with what I really believe -- and I mean this sincerely -- one of the better master planning firms in the city, who did a great job in terms of bringing it down to reality of the blocks, of the townhouses. We didn't give them a mandate saying, do this many units, do that many units, we don't want anything less. We said, go do this and tell us

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what it comes out to.

We have reduced the number of units. Of course, we have heard that comment. We thought, though, that the unit layout, the way the property laid out, was important, which is density on the corridor, on the thoroughfares, and a residential townhouse development on the interior of the unit, with a very large park. So were worried about making the park even bigger because it gets harder to maintain and to defend, so we ended up with a number of units laid out that way.

The second one is that the unit count per acre is very similar to Capper/Carrollsborg. So, if one looks at that townhouse type, there will be some taller buildings there. But the townhouse type is very similar to what we're talking about, with some modifications and additions to that building type.

So we felt that it was comfortable. Capper is going to be 1,700, almost 1,800 units

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when it's done; it's a 25-acre site. So this was slightly less.

We believe that, really, as I said, it was a question of how it laid out. And we accommodated the townhouse-style development that we've been able to accommodate successfully.

And it was also appropriate, given its proximity to Metro. You know, it is a Metro-adjacent site. It is, you know, TOV; you know, pick your term. But I thought it was important to get the appropriate number of units on the site given its proximity to Metro and the transportation, the regional transportation system.

COMMISSIONER MILLER: And the multifamily buildings are no more than 65 feet, so they're, what? No more than six stories? Five stories?

MR. GREEN: They're more likely to be four-story when they come to it, but it could be as many as five stories and stay with the

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podium.

I, I would like them to be one-story underground parking and four-story stick construction, but they might be as many as five-story stick construction.

COMMISSIONER MILLER: And the row house buildings three stories or four?

MR. GREEN: Three or four stories.

COMMISSIONER MILLER: Okay.

Mr. Sher, do you think that this still meets the moderate-density residential designation on the comp plan, when you look at the overall density?

MR. SHER: I believe that it does. As was just mentioned, Capper/Carrollsborg is about the same density, and that's also shown for moderate-density on the map with some pieces a little bit higher.

COMMISSIONER MILLER: And I think it's important to be redundant in this particular case, to restate your commitment to the replacement of the one-to-one and that

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there will be no net loss and that there will be a relocation plan that assures that everybody who's there will be able to come back.

MR. GREEN: We affirm that, and I would like to pick up on a comment by Commissioner Cohen.

I was in the Mayor's Office in 2001 when we went in to representative of the Housing Authority at the time, when that, that policy was adopted. It's been held fast. It was adopted at the time when the Capper/Carrollsborg program was put together. And as you know, there's a commitment to rebuilding 707 public housing units there. We are on our way to completing 515 of those units, with the developments we have either completed or in the pipeline.

And every day at the Housing Authority, we restate our commitment to no net loss of public housing units. We believe we should add to the public housing inventory, not subtract from the public housing inventory.

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And we are in fact working with a series of developers to add about 150 units to the public housing inventory over the next year, in addition to the work that the authority is doing which would add a similar number of units.

So our commitment is not only no net loss, frankly, our commitment is adding to it, to the extent that financing is available to do so.

COMMISSIONER MILLER: And you went through, in your testimony, the range of sizes of the existing units. I think you said there were three one-bedrooms, 213 two-bedrooms, 179 three-bedrooms, 39 four-bedrooms and 10 six-bedrooms. Is that same proportionate mix going to be available? Well, I guess you have 100 units off-site. I don't know if that's the same proportion.

MR. GREEN: Well, what we try to do is, since our commitment is to house residents, is to the fill residents as much as possible. The question is whether these unit sizes

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represent what the current residents need. We have found in other developments, in several developments, that when we drilled down, that was part of the reason for my testimony about our waiting list -- is there is actually a preponderance of demand in one- and two-bedroom units.

So what we would tend to do in our needs assessment -- I talked about that -- what we found as being the statistics that are self-reported by current residents. So what we will try to do is conform our bedroom configurations to the best information we have available for what residents can be legally Houston.

COMMISSIONER MILLER: I think I heard you say the average household size there is 2.7.

MR. FREEMAN: Two-point-seven, correct.

COMMISSIONER MILLER: But you will have a range of some other units.

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MR. GREEN: And I'm sure there will be a demand for a six-bedroom house, and if there is a demand for a six-bedroom unit, we will build it.

COMMISSIONER MILLER: Thank you.

Mr. Qumseya?

MR. QUMSEYA: Commissioner Miller, I just wanted to add to the ANC, I strongly believe that their concerns, we understand very well. It's a quality-of-life issue.

Commissioner Cuthbert's concern is that the unit sizes should not be too small and not habitable. And I think, as you've seen from past testimony, the townhome units are fairly sizable; they range from 1,600 square feet over 2000 square feet. So I think we can meet -- when we come back to stage 2, we will work very closely in making sure that the sizes of these units are appropriate.

COMMISSIONER MILLER: And while you've got the mic, can you just follow up a little bit on Commissioner Turnbull's question

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about the retail? What type of retail do you think is needed there and will work there?

MR. QUMSEYA: We think that the neighborhood-serving retail is what's needed most in the neighborhood. Neighborhood-serving retail, versus destination retail.

COMMISSIONER MILLER: And I think I saw somewhere -- I mean this is up -- that's 55,000 square feet of space. Is it 55,000?

MR. QUMSEYA: Approximately.

COMMISSIONER TURNBULL: It also could be service-type of --

MR. QUMSEYA: Correct.

COMMISSIONER MILLER: -- like a health clinic, daycare.

MR. QUMSEYA: Correct. We consider that will perform that retail with a storefront.

COMMISSIONER MILLER: On the connection to Metro -- I don't know, Mr. Staudinger, if you'd go to a mic -- is proposed

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Avenue D extended where you're talking about?
Are there sidewalks proposed, for example?
Are there any sidewalks proposed on the east
side of parcel 1B?

MR. STAUDINGER: Okay, as Matt said
earlier, that is actually off the PUD property.
So we can plan that alignment, but the details
of that is really under the control of both DDOT
and WMATA. And as I said in my testimony, we've
had two meetings with them so far regarding what
is going on in that whole area and how to look
at the big picture, and not just the immediate
project needs.

WMATA has just kicked off a joint
development planning study through the
Anacostia Metro station, and they're
indicating by August they'll have a couple of
concepts on how to do that. They don't know if
a surface crossing is the best way to go, with
an extension of D, or whether that might be a
podium over the bus circulation area at the
Metro station and development of that site, so

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a bridge may be more appropriate for pedestrians to get into there. So they're in the process of taking a look at that.

DDOT is also looking at that section of the Suitland Parkway, which is in the second phase of the South Capitol Street project, to see whether an intersection at the service will work or not with the ramps that are associated with the access that's being provided to MLK Boulevard off of Suitland.

So it's in flux right now. People are looking at the different options, and we wanted to keep that open as a corridor and a potential for the future. If that was a connection that could be made, it would be a vast improvement over what is on either side of the development now.

COMMISSIONER MILLER: But you would have a sidewalk adjacent to parcel, I think it's 1B, north of Sumner Road.

MR. BELL: Most certainly.

COMMISSIONER MILLER: DDOT has

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also suggested, or not suggested but recommended -- you're proposing 331 on-street parking spaces in addition to the, I forget the number of off-street parking.

MR. GREEN: What's a number of all-street parking spaces?

MR. STAUDINGER: Approximately 1,200.

COMMISSIONER MILLER: Twelve hundred. And they're saying that it might be twice the amount of on-street parking spaces, and they're proposing that you allow parking on both sides of the street for safety reasons; I guess for slowing down traffic for pedestrians on the sidewalk.

Are you amenable to going with that? Are you reworking a site plan to take account of that?

MR. STAUDINGER: As I mentioned earlier, you know, we did look at the comments to see what the impact would be on the site plan in the program, and we know we have some work

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to do to get a final plan with DDOT on that for the street design. So we don't, we don't think that anything that has been suggested a fix the program.

I think one of the things we were trying to do philosophically was to have a finer-grain hierarchy is streets -- a few smaller, some bigger -- because this is not a neighborhood where there's going to be a lot of cut-through traffic. You know, it's really people who are living there using the streets. So we were trying to get, cut a finer grain of some of the street sections.

But you know, from a philosophical point of view, we understand what has been said, and we had proposed some things that were a little bit different, but we feel confident we can work through all that.

COMMISSIONER MILLER: All right, and it's possible that if there's more, there's double the amount on street parking, there would be less off-street parking, or?

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MR. STAUDINGER: we can certainly take that under advisement and come back and see. I can't say exactly how it affects the program and exactly what sort of parking ratios.

I will tell you that the townhouses and the flat and two-over-twos that we've included all self-park. So the street parking is the guest parking and things like that. So it is self-parking, those product types.

COMMISSIONER MILLER: And all of the new streets that you're extending through the current site are, will be public streets, public rights of way.

MR. GREEN: Yes.

COMMISSIONER MILLER: Thank you very much.

CHAIRMAN HOOD: Okay, Vice Chair Cohen.

VICE CHAIR COHEN: Thank you, Mr. Chairman.

I want to reiterate Chairman Hood's

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request that we get the testimony. And frankly, we should have it in front of us so that we can follow along. There's a great deal of data that I think would have helped us in having a better understanding of what's going on because there was data there.

Second of all, I'm going to request pagination on maps so that we can't really discuss them back in for it if we have questions on them.

I want to concur, of course, with my colleagues who alerted talk about the podium. Podiums are really ugly, and to find the right design is a challenge, often. And I assure you, with all these brilliant people in front of us, you will find the best design. Otherwise, watch out for the architects and me and my colleagues.

One of the things that, you know, we see every day of our lives is that there is a fear of change, period, as you've mentioned, you know, in any kind of upset in the family.

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But fear is often fed by a lack of information.

So, Mr. Green, have you taken ANC commissioners and residents of Barry Farm to take a look at the Capper/Carrollsbury project, and to explain to them the density that people are living in?

MR. GREEN: Yes, we have. On at least one occasion, we rented a large bus, filled it with everybody that was interested, and toured not only Capper/Carrollsbury but Sheridan station, where we are doing the, the Smith company is our development partner; they are doing a two-over-two project that's been enormously successful, had a quite a positive reaction to that. It was sort of interesting to see.

We also took them out to East Capital Dwellings -- what you know as Capital Gateway. I'm sorry; I think of it as my previous life. So, Capital Gateway out at the intersection of East Capitol Street and almost the Maryland border. So we went to a number of

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different developments and tried to get people familiar with the different product types that we have developed that are available.

VICE CHAIR COHEN: So 380 occupied units, and there were roughly, what? Three hundred people that took advantage?

MR. GREEN: No, we had, I think, 50 people on the bus.

VICE CHAIR COHEN: Can you offer that again.

MR. GREEN: Sure.

VICE CHAIR COHEN: A lot of people seem to come out tonight, and I think there were more than 50 in the audience.

Does DCHA have to compete for DHCD funding on their rounds, or do you get a special allotment of funding?

MR. GREEN: Well, to answer your question, we do both. But this funding that is coming through the New Communities Initiative doesn't get allocated through DHCD. It's allocated directly by the Deputy Mayor's

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Office, as represented by Ms. King.

VICE CHAIR COHEN: So, since there are number of projects in the pipeline that you're working on, do you have a firm commitment on the financial number that the city is willing to put forward for this project?

MR. GREEN: We haven't gotten to that point. We have a firm commitment on financing, but we haven't gotten to an exact number because we're still working on all of the complexities that go into exactly what those numbers are.

VICE CHAIR COHEN: But you do probably have to have this for the application in the fall; is that correct?

MR. GREEN: Interestingly enough, in the Choice program, they only ask you to provide definitive sources and uses for the first phase.

VICE CHAIR COHEN: And --

MR. GREEN: Unless they've changed that.

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VICE CHAIR COHEN: A lot of what I'm asking, because I know that everybody is concerned about, this is just at stage 1, is really getting at the five-year window that you're requesting.

In the breakdown of data that you provided, how many seniors are on site?

MR. GREEN: Approximately between 25 and 30.

VICE CHAIR COHEN: So they will be relocated to some of the studios and one-bedrooms on site. They may end up being downsized in their apartments.

MR. GREEN: They might be. If they're currently a single senior living in a two- or three-bedroom apartment, we are obligated to have them inappropriate-size unit. That's correct.

VICE CHAIR COHEN: You're obligated by?

MR. GREEN: HUD regulations.

VICE CHAIR COHEN: Thank you.

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How many children are on site?

(Off the record.)

MR. GREEN: We have the number. We just don't have with us tonight. There's approximately 500 to 600-range children on site.

VICE CHAIR COHEN: So the park will also accommodate different levels of --

MR. GREEN: It will, as well as, remember, the city has invested \$28 million and a state-of-the-art recreation center that is adjacent to the property and across the street from other parts of the property. So we have one of the best recreation centers in the city right there with an indoor swimming pool, basketball courts, an outdoor playing field, and a whole host of athletic and recreational amenities.

So we thought of the -- you know, the thought was at the park would be more passive, though, so it's a work in progress. We have tried to accommodate balanced large and open

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green space as we thought we could handle without it becoming a difficult mid-something from a safety perspective.

VICE CHAIR COHEN: And what about teenagers? Do they have their basketball fields?

MR. GREEN: We haven't really figured it out. There are basketball courts, two sets of basketball courts, at Barry Farm Recreation Center. There is the almost historic basketball court that has the famous summer program at it, and there's another set of courts being built to accommodate other players. The good thing is we've got two because I think, sometimes, folks tell us that they feel intimidated because they can't play at that basketball court. So, now, there's sort of another set of courts not even adjacent to, but at the opposite end of the rec center. And I thought that was a brilliant idea on their part.

VICE CHAIR COHEN: Has the

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Metropolitan Police Department taken a look at the site plan or safety and security? Are you working with them?

MR. GREEN: I can't say we're working directly with MPD, but we are working with our own police force that is in constant contact with the Metropolitan Police Department.

(Off mic comments.)

MR. GREEN: Excuse me?

VICE CHAIR COHEN: Let's go on.

I'm going to ask the Office of planning to also get in touch with them. I just want to make sure that they're engaged in this.

MR. GREEN: Okay.

CHAIRMAN HOOD: Let me say this. Here's what we need to do: Those who want to testify on Thursday, if you hear something you disagree with, make a note and say something to us instead of making a comment, if we're not going to remember making the comment tonight. What I'm going to do is cut you off and ask you

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to get a glass of water or something.

Make a note. If you agree or disagree with Mr. Green, come in on Thursday and let us know. He'll be sitting in the audience, I believe. Okay?

I'm sorry.

VICE CHAIR COHEN: On the retail, I do have a suggestion, and that really relates back to job opportunities. I think, if you begin tomorrow to work with some families that may be interested in businesses and they can be tutored and trained by businesses that you've identified the you need, they may not have the wherewithal for a large grocery store, but they may have the wherewithal to take up some of the other identified needs when you get to that point. But you have to begin that immediately for some people.

MR. GREEN: That's a point well taken.

VICE CHAIR COHEN: On the possibility of having a five-story building, I

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presume they're not elevator.

MR. GREEN: They will be elevator, absolutely.

VICE CHAIR COHEN: Oh, they would be elevator.

MR. GREEN: Oh, yeah. I argued, and we have more elevators than they told me to.

VICE CHAIR COHEN: I agree with you then, Mr. Green.

So you looked at the below-grade parking. You're hoping to just go down one and up one; is that correct?

MR. GREEN: No, just preferably to go down one.

VICE CHAIR COHEN: You'd go down one.

MR. GREEN: That's it.

There will be no above-grade parking except, as Mr. Bell pointed out, there are some situations where there's a topography issue. So some of the parking may stick up a little bit, where the other end of it is buried.

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But beyond that, it's not intended to be, I don't think the demand for parking is great enough to warrant more than one level of parking for four stories of residential.

VICE CHAIR COHEN: No, I would agree with. I just misunderstood.

I still believe we need the FAR determinations, even though this is just stage 1. Isn't that what OP asked for, too?

MR. FREEMAN: We've provided our FAR for the site. I'm not sure if I -- and the tabulations include the gross square footage per --

VICE CHAIR COHEN: And that was in Submission 25C; is that correct?

MR. FREEMAN: No, it's in our plans dated May 27.

VICE CHAIR COHEN: Okay, thank you. I'll go back and revisit that.

Is it possible or hopeful that you will be involved in some of the discussions with DDOT and WMATA regarding the access to the

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Metro, and is there -- I know that, again, it's timing, it's all timing, and that's not firm -- but if you're up and running and some of the quads earlier, is there a temporary fix that's possible?

I guess I'm throwing this out to the transportation guy. Richard is his name; I can't is last name -- sorry.

Richard?

MR. STAUDINGER: It's Richard Staudinger. Actually, the DC Housing Authority, the Deputy Mayor's Office, WMATA, DDOT, and the Applicant have all been meeting. They've met twice regarding planning for the future.

And as I mentioned earlier, I think I said then in August, WMATA is supposed to come back to us with a couple of conceptual plans, then it will be time to sit back down again and see what, if there are some interim issues or if there's some long-term plan that everybody can agree on. And then once the improvements

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are identified, then it's figuring out the timing and how to pay for them.

So that process is starting. That's ongoing. I would expect August to be the next time everybody would get together.

VICE CHAIR COHEN: All right. Well, it warms my heart that not everybody's in their own silo, that they actually are talking to each other.

MR. FREEMAN: I think I would really add that with the help of Ms. King and the Deputy Mayor's Office, we've convened not only as the sort of the immediate planning team, but have engaged other representatives in a day-long session, including a councilmember who would talk about the overall -- you know, just the opportunities and challenges being presented by this proposed redevelopment.

Because of the extraordinary amount of capital investment that's being put into the infrastructure around there, we thought it was a great opportunity to try to integrate across

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the silos all of this planning activity, and we spent a day with the master planning team, the development team, the Department of Transportation, WMATA. MPD was there. DDOE was there --

VICE CHAIR COHEN: You made your point that people are actually talking. Thank you. I hate to cut you off, but --

MR. GREEN: It was a very good session. I think a lot of good came out of it. I guess that was my other point.

VICE CHAIR COHEN: I think you, in your application, you were very -- how shall I say this? -- wishy-washy about your LEED standards. You're making a contingent on this funding and that funding. That's me is very unacceptable. This is extremely them were to have a healthy environment.

One of the corrections that you're supposed to be making with this new development is to -- and you brought it up in your own testimony, or maybe it was also the mayor who

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said -- you know, some areas just have higher rates of asthma and other illnesses, and it's due to the fact that these particular buildings of living in have lead in them and old and every problem that's conceivable.

We must be firmer on the LEED requirements. You're smart enough to realize that there are resources out there that may be able to help you at least reduce the cost, whether it be from enterprise or some other areas that are willing to finance; HUD, maybe.

So I'm really going to stick it to you.

MR. FREEMAN: I think you'll find us come back with a very strong commitment on the LEED.

VICE CHAIR COHEN: And let's see. Did I cover everything? Yes, I think that might be -- oh.

You're mixing homeowners and renters. There are certain issues that occurred in the past. Please work carefully

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with the Resident Council to make sure there is not tension. That's a future thing, but I'm aware of it. I think I should share it with you.

And the last thing, on the park, who is going to maintain that? Are you going to come up with a homeowners association?

MR. GREEN: Yes, Homeowner and Resident Association clearly and clearly, the development owners of the multifamily, in conjunction with the residents and the homeowners in the area, will maintain it.

We don't believe that relying on the District Department of Parks and Recreation, given that they have an existing budget that's not expanding and this would be additive to it, if they could take care of the parks and rec, we think we can take care of the responsibility to take care of the open space.

VICE CHAIR COHEN: All right. Just make sure that when people have their dogs out, that they have access to bags.

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MR. GREEN: Just, on the green issue, given that we have to start funding, we're going to have to comply with the District green building law.

VICE CHAIR COHEN: Right. Right.

MR. GREEN: So I'm not sure what was wishy-washy in the application.

VICE CHAIR COHEN: I was talking about dogs.

MR. GREEN: I was going back to the LEED issue. I've sort of past the dog issue and went to the LEED issue because we will be required to comply with the green building act, and the multifamily will hit some LEED certification at a minimum, and probably higher, and the residential will probably be one of the Great Homes or one of those other certifications that don't fall into the LEED categories.

So I'll come back with affirmative and affirmative commitment.

MR. QUMSEYA: If I may add, I'm not

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sure what the commitment was in the application, but we are thoroughly committed to LEED Silver on the buildings. No? Okay.

Well, we will get back to you he could, by Choice, we are required to do a LEED neighborhood. So the last projects we brought before you, you gave us -- east of the river -- you gave us an "A" on sustainability. So, as a development team, we're very can committed to sustainability.

CHAIRMAN HOOD: Do you need to move closer to Kyras?

MR. QUMSEYA: No, I think I can reach them here. My leg is long enough.

CHAIRMAN HOOD: Okay. You need to sit next to him.

Commissioner May and I only have about two questions a piece, so we're going to end -- Commissioner May?

COMMISSIONER MAY: But you said I could go until 11:30.

(Laughter.)

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COMMISSIONER MAY: Okay. So there's certainly a lot to like about the prospect of making a substantial change in this development. I think everybody agrees that something needs to change there, and they're very positive things about what's being proposed here. But I think, overall, this, even first stage-one application is pretty light, pretty wishy-washy. And it includes some pretty surprising information.

First of all, I share the Chairman's indignation that you would just bring up some of the things that we see regularly proposed by DDOT and say that you're not going to do them. I mean: We're not going to do that. What kind of answer is that? I've never heard that before. I mean how many hundreds of -- well, not hundreds of PUDs -- but dozens and dozens of PUDs and we get suggestions about. And you know, shower rooms: no way I can do that.

I mean I'm dumbfounded. That's one of the surprises about this.

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CHAIRMAN HOOD: We are right here.

COMMISSIONER MAY: I mean I'm also really surprised about the ANC's problems with this. They seem to be pretty simple questions that they are asking about the size and livability of what you're doing, and with good communication and good information, I would think you could address those. And maybe the project doesn't need to change all that much. Maybe it's just a matter of communicating what you're trying to do. Taking people to see Capper/Carrollsborg might be instructive, but For Capper/Carrollsborg is also different in many ways.

And I think one of the things that's really significant about it, in order to get up to that high unit per acre, you've got some 11 and 12 story buildings that are going to be a part of that development; right? I mean this is a much different development. And I know you're not going to find one that's exactly the same acreage, same density, same mixture, but

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I think that what we're trying to get at is an understanding of how livable the neighborhood will be once it's been redeveloped, and I think that is something you can communicate. You can look at the things that you are trying to design, and you can show people with other like either by tour or even by showing other drawings of things and, you know, people can make associations with those -- or photographs of things. There are lots of ways they can be communicated.

I understand that you've had a lot of meetings that a lot of communication, but clearly, something is not going all the way across yet. People are not understanding it yet.

I do have one question to start with, which is, Mr. Bell, when did you start working on this project?

You looked at your watch?

MR. BELL: Six weeks ago.

COMMISSIONER MAY: Okay, so this is

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a project that's had some substantial revision in a very short period of time.

MR. BELL: That's correct.

COMMISSIONER MAY: Right, well, I think that's apparent from the drawings, and I think that's it's all in a good direction.

But it's also, I think, part of the reason why what we're seeing is fairly light and why it needs much more development. The idea that you come to us here, and DDOT is objecting to street widths. We don't ever see stuff like that we don't ever see stuff like that. I mean all the things get worked out before it comes to us.

It's not to say that it's not, that you're not trying to do the right thing. It's just that it's -- you know, how are we going to sort things out when DDOT says, a minimum street width of X, and you are saying, you know, X less 10? I mean there are too many things that are just up in the air.

MR. BELL: Yes, we did use the DDOT

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road code to design the project.

COMMISSIONER MAY: Yeah.

MR. BELL: And they still came back with comments, so we have to work those things out.

COMMISSIONER MAY: Right, and I think that's part of it.

MR. BELL: And so it's not like we're inventing things that are not in their --

COMMISSIONER MAY: Right, and even if you were, I think that's fine. The point is that there should be the conversation, and there should be time for that conversation before he comes to us. So we don't get something that's kind of undercooked, and that's kind of the feeling I get, that this is really undercooked, even for a stage 1.

You know, some of the other vague statements that we've heard -- some of them are going to be rented and some of them are going to be ownership; that may not be an exact quote -- but at this point, you don't even have a

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target for ownership? You don't even have a sense of how it's going to be developed and what may be parceled out and sold, versus what's going to stay in the District ownership and what's going to become housing.

I mean, is that information in what we received? I couldn't see it. Maybe it's there. You know, a lot of times, you know, we have to read a lot of information a lot of times they miss things.

But a bigger strategy on what the ownership is going to be -- what's going to be privately held and what's going to remain in the District's hands? These are going to be the sort of things that I think need to be resolved, and they need to be resolved before we can undertake any kind of decision-making on this.

It's almost to the point where I feel like we need to see a revision, and then we'll have another hearing about it. I'm not saying that that's the case, but that's how undercooked I feel this is.

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MR. FREEMAN: If I could just make a quick point, Commissioner May.

COMMISSIONER MAY: Okay.

MR. FREEMAN: On the, on the revised street layout, that's something that we can actually, I think, address really quickly, I believe.

COMMISSIONER MAY: Oh, yeah, I'm fully expecting that at least that is going to be fixed.

MR. FREEMAN: On the TDM stuff -- and we can talk about that -- particularly with respect to the commercial uses, some of those comments were based on the relative size of the commercial uses in some of those particular buildings, not because it's in Ward 8 and not because it's an and affordable housing project.

COMMISSIONER MAY: I understand that, but we've seen other projects that are much smaller in Ward 8 that have had all those things.

MR. FREEMAN: And we can respond to

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that. The ANC questions, their main question was unit size. We've provided that information on multiple times. We've provided that today. We are happy to provide it again.

COMMISSIONER MAY: So then why are they voting so strongly against this?

MR. FREEMAN: We, we can't speak for the ANC.

COMMISSIONER MAY: Well, I think there needs to be some further conversation with the ANC because I'm not comfortable with this, this outright opposition that we see.

(Off mic comments.)

COMMISSIONER MAY: Is there a guarantee of affordability for the current residents? I mean do we know that their ability to pay is not going to be an obstacle for them to move back in?

MR. FREEMAN: It's not going to change.

COMMISSIONER MAY: It's all --

MR. GREEN: Their ability to note

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that -- their rent does not change. What they pay now, they will pay in the future.

COMMISSIONER MAY: Okay. I appreciate the fact that you recited the breakdown in unit sizes. It seems like you've figured out some of that stuff in pretty substantial detail and yet that was, that came in the oral testimony today. You know, I think we need to see that and what you submitted in the testimony. We also need to understand what kind of flexibility that's going to be required there, and hopefully, that will be spelled out as well.

I do want to see some sort of a target on, you know, what's going to be rented and what's going to be put up for sale.

Just to clarify, on what was reported in the Office of Planning where they need you need flexibility on heights in both phones, and that was incorrect. Was it incorrect in both zones?

MR. FREEMAN: There was a request

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for flexibility for one of the parcels. Parcel 8 was showing as 73 feet. That was incorrect. We're not asking for any --

COMMISSIONER MAY: Right, and that was one of the C2A parcels.

MR. FREEMAN: Yes.

COMMISSIONER MAY: But the R5B parcels are going to be are all going to be 60 feet or less, or 65 feet or less?

MR. FREEMAN: Yes, sir.

COMMISSIONER MAY: Sixty feet or less.

MR. FREEMAN: Yes.

COMMISSIONER MAY: All right, because they had shown that there was relief needed on the R5B parcels as well.

So I'm glad you brought up the South Capitol Street Bridge project. I think you have greater influence on that you might suggest. It may be worthwhile for us to actually see what those improvements will be along Firth Sterling and how people will be

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walking to the site because I think that affects your site plan to some extent because that would be the only access in the future.

I mean as much as we want to see a bridge or a better grade crossing, I might be the only one. So I think seeing that in some finer grain might be helpful.

We talked about looking at some developments of comparable density, and I brought up the issues is about Capper/Carrollsborg.

I think we will want to see a recap of your response to DDOT's various issues, and I think actually you need to reconsider them. We've already gone over that.

My last question is, how is this actually going to be designed and developed? I mean this is a very, very big project. I know that at Capper/Carrollsborg, just like the other example, you have multiple developers and multiple designers who actually designed each building.

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What's the scheme going to be here?

MR. QUMSEYA: We have a development team and the housing authority, and then we will be working collectively to design one phase at a time and bring it back for stage 2.

COMMISSIONER MAY: So Matt Bell is going to be designing every building.

MR. QUMSEYA: We haven't decided who the architect will be. Right now, we're engaged in the master plan.

COMMISSIONER MAY: There will be a single architect for all of them.

MR. QUMSEYA: Not necessarily.

COMMISSIONER MAY: Well, that's why I'm asking.

MR. QUMSEYA: Well, I'm just trying to speak to --

COMMISSIONER MAY: So multiple architects, and are you going to, like, parcel out any of this to other developers?

MR. QUMSEYA: That's not the expectation or the intent.

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COMMISSIONER MAY: So your team is going to be the --

MR. QUMSEYA: Master developer.

COMMISSIONER MAY: Your team is going to be the developer of everything.

MR. QUMSEYA: Correct.

COMMISSIONER MAY: I mean you just use the word "master developer," which implies that there are other developers working under you.

MR. QUMSEYA: Currently, there's no other developers working under us.

COMMISSIONER MAY: And there won't be.

MR. QUMSEYA: No. I mean right now, we don't have, the plan is not --

MR. FREEMAN: The Housing Authority is the land owner and is a member of the joint venture development team, and we selected a team to develop it. And we don't expect -- unless -- you know, there's always a chance that somebody is added to the joint

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venture, but it is a joint venture. You're looking at the joint venture development team.

COMMISSIONER MAY: Right. Okay, that's fine. I wanted to understand exactly what it is because, again, at Capper/Carrollsborg, for example, there are multiple developers. We've seen other large PUDs come in for stage-ones, and we'd give them a relatively long leash on life. And all of a sudden, it winds up being cut up into pieces and sold off and other developers come in. That's not happened with a Housing Authority projects, but it is something that we're watchful about when it comes to stage-ones. And it's one of the reasons we're not so keen on, you know, more than the one year before we start seeing stage-two applications.

And there will be multiple architects taking on different parcels are collections of parcels.

MR. FREEMAN: There will clearly be more than one.

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COMMISSIONER MAY: All right, thanks.

CHAIRMAN HOOD: Okay, first, let me start out by saying I really appreciate the testimony and the presentations I've heard tonight, and I think it's a good start.

Mr. Green, I do know of your work in the past. I've been here for most of it; I think I've probably been through all of it, and the city has benefited from a lot of the things that you've had your hand in.

Now, having gotten all of the good remarks out of the way -- I sincerely meant them -- but Mr. Green, I have to preface that because I'm going to go after you about this relocation.

I am very concerned, and I'm going to be honest, and maybe it's this is because of the experience that I had prior to you getting involved in this city, more or less, before 2001. My experience goes back to 1995.

You know, first impressions are lasting impressions. Every time I hear

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something about relocation -- I understand what we heard tonight from the young lady with the infant who spoke, and I can tell you, I am just as concerned as she is, or anyone else, because I work with a group. I mentioned this early. I work for the group. We went through that. I had a lot to do to help them, and when it came time for things to actually going to action, it didn't exist.

And we came down here and went before the Board of Zoning Adjustment at the time, and we heard all these fabulous plans, and they gave us all of these great handouts. So I was a victim personally, so I take that very seriously.

So you have the job of convincing me that the relocation is going to work. I know there are some requirements. We've been there and done that. But it does not happen. I can tell you, through this process and with the other bite at the apple, I need to have some assurances on that relocation because I think

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it needs to be predictable, and those residents deserve to have something that is predictable.

I don't know if you can answer tonight. I'm going to see you again, but I can tell you, that is a big concern of mine.

MR. GREEN: We appreciate the concern, and we'll try to add more certainty to our history of doing it and how we would approach this.

As we said, we're early on in the process, and relocation is something that happens down the road. So we've not, sort of the grist that you're looking for perhaps is just not something we've developed yet. But week but I appreciate --

CHAIRMAN HOOD: I don't want to take another step because I had the fancy handouts. I got that.

MR. GREEN: I didn't come with any fancy handouts.

CHAIRMAN HOOD: No, I'm not saying you did, but I just want you to know that I've

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been there. I've been down that road with the fancy handouts. I've been there with the community, with the tenants association.

MR. GREEN: Right.

CHAIRMAN HOOD: And then when I inquired, some affidavit stopped us from coming in, and I inquired some years later. I was informed that the never happened, and I don't see the same people that us all over their prior to that development because, again -- I'm actually going to use this, Colleagues; you don't have to tell anybody I got that from the Mayor for Life -- but if we fail to plan, we plan to fail. I actually like that because that's true. So I'm going to be looking for that. I need something succinct.

Mr. Green, if anybody can turn my mind around on the relocation, it will be you.

MR. GREEN: Thank you.

CHAIRMAN HOOD: That's your homework assignment. I'm serious about that.

MR. GREEN: I take that seriously.

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CHAIRMAN HOOD: Now remember, ice still don't fall short on your good deeds that you've done prior to this. And the transportation -- I'm not going to say anything more about that.

MR. GREEN: I appreciate that. We'll take care of that.

CHAIRMAN HOOD: All right. I'm not going to say anything more about the transportation.

I do want to make this statement for the public because I got beat up on it earlier. It's almost 10 o'clock, and we haven't even gone to the Office of Planning and DDOT, so I think we've made a good decision about how proceeding tonight and then coming back. The problem with this is that a lot of the questions that are being hashed out by the Commission and the Applicant: The public does not have a benefit here. That's the only problem I have.

And we meet at 6:30 for a reason. Have heard the young lady when she went out

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fussing, she thought she was going to be heard tonight. It's 10 o'clock. It's probably going to be about 10:30, so I'm going to stop with my soapbox because it's going to be 10:30.

Now, there is a letter that we got tonight from Ms. Betty Sankers; I believe that's her name.

Was she the older senior lady who was sitting there?

Mr. Freeman, I want you to get a copy of that because the questions coming directly from her, and I would like to have those -- can we answer this by Thursday? If we can answer those questions by Thursday, that would be great. Can we answer those by Thursday? I want you to look at them and answer as many as you can by Thursday. I'm sure this may not be the only case that you have, but if you can answer those -- wait a minute; today is Monday -- yeah. You can answer them by Thursday. I don't know why I thought that it was Tuesday.

Let's talk about first source. Are

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we doing a CV in this case?

MR. FREEMAN: We've committed to first source, yes.

CHAIRMAN HOOD: First source.

MR. FREEMAN: Yes.

CHAIRMAN HOOD: Where have we started with first source? I know that this is the first stage. I understand that. While I know this is the first stage, we still need to get the pool ready. And as the Mayor for Life, Councilmember Barry has mentioned, we need to make sure -- not just in Ward 8; this is all over the city -- we need to make sure that we get our pool ready so that when I ride by the site from now on and say, this is the site, this is being developed and I voted on it, I don't want see those West Virginia tags and those Pennsylvania tags taking our money, coming in here, and leaving back out with it. Let the residents over there make some money.

So what are we going to make sure that Apple is ready when it's time for this

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development?

MR. GREEN: Well, we can submit for the record that about a year ago, we were here for Capital Gateway Marketplace, and we had -- about a year ago, we were here for Capital Gateway Marketplace with the very same developer, and they actually have an excellent track record of first source in the District of Columbia.

So what we can submit for the record is some information regarding their first source programs; for example, have Rhode Island Row. And I would assume they would replicate that success for this project.

CHAIRMAN HOOD: Why don't we do Rhode Island Row. And what else would it be? Capital Gateway also?

MR. GREEN: Sure.

CHAIRMAN HOOD: Let's get that for the record. I think my colleagues have asked you some great questions.

When you go last -- and I'm not going

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to say, I -- oh, HOA. I forgot. I think you, Vice Chair, talk about HOA. I can tell you that's another concern.

The city has, unfortunately does not have good regulations when it comes to a HOAs. Again, we're talking about taking care of things, and I know it's not so much that you can control, but we need to make sure that something is in concrete and some guidance is put in place when we get to that point for those residents because a lot of times the developer leaves after about 75 percent, and I can assure you that some time -- even 75 percent is this no way for the residents who occupy the development to turn because they're confused.

So let me make sure that we memorialize about how to proceed forward.

MR. GREEN: I tell you one thing that we've done at Capper is that the Authority has a seat on the HOA board. So we've maintained a presence in the HOAs from the initial occupancy right until today, and our

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asset management folks continue to me with the HOAs -- HOA 1 and HOA 2 -- on an ongoing basis. So that's one way we will memorialize it. We're open for others.

We understand what you're saying, that sometimes they become almost dysfunctional because -- for whatever reason. I think the HOA's and the authority, though, we had maintained a strong commitment to having a long track record that there is an active HOA at the Glenncrest community, as well as --

CHAIRMAN HOOD: Capital Gateway.

MR. GREEN: -- Capital Gateway -- but we can show you some of the recent products, recent examples of some of the things that the HOA has initiated at Glencrest with the assistance of the developer -- it happens to be the same developer -- and the Housing Authority.

So, while I understand, I think we have a pretty good track record.

CHAIRMAN HOOD: I was unaware of

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that, Mr. Green.

MR. GREEN: We're in the housing for the long term. We don't get out of the housing. We're committed to this work, you know, for the next -- you know, for infinity. We're not selling the product. The public housing units will remain public housing, and we are committed to these communities for the duration.

That is a different dynamic model than private development, and that's not a criticism of private development. But it is the mission of the Authority, and I think that some of the folks at the Authority -- it has become institutionalized, our long-term commitment to the community that we've been involved in the redevelopment of.

MR. QUMSEYA: And I might, Mr. Chairman, A&R has been owned for 47 years, and we still on some of the properties we developed 37 years ago. So we view this as a long-term labor, investment in that neighborhood.

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And so, as Steve said, our philosophy is to maintain a seat on the HOA and work with the residents are the process and be actively involved. So this is how we operate.

CHAIRMAN HOOD: Okay. I didn't know that they had a seat on the HOA, and I'm glad to hear that.

Those are the kinds of things that I'm looking for, those other issues, something that gives me a comfort level to move forward in this case.

VICE CHAIR COHEN: Could I --

CHAIRMAN HOOD: Okay, Vice Chair, can I finish asking --

VICE CHAIR COHEN: Oh, I'm sorry.

CHAIRMAN HOOD: You know, I've been patient the whole time. I will yield to the Vice Chair.

VICE CHAIR COHEN: I wouldn't --

CHAIRMAN HOOD: I'm actually finished. I just wanted to give her a hard time because, if you sit back here, she's on the mic,

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and I haven't even finished and she is holding the base of the microphone.

I just want everybody to know that. She's been exposed.

Go ahead, Vice Chair.

VICE CHAIR COHEN: And I would like everybody to know a couple of things.

First of all, I think it's good for the residents who remained here to recognize that in my experience at Henson, A&R stuck through. There were some construction issues, and they came up with the money to fix everything. And I think the Housing Authority, it behooves them -- it wasn't Henson; it was Wheeler. I'm sorry -- Wheeler Creek.

MR. QUMSEYA: Correct.

VICE CHAIR COHEN: Obviously, I've been away for a long time.

But also, I think the Housing Authority should submit to us their record in relocating from their Hope 6 projects because,

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not that they were ever able to bring everybody back because not everybody wanted to come back after they got their vouchers -- but again, I think that there's a record that they can demonstrate, and that's all. I suggest that you submit that for the record.

CHAIRMAN HOOD: Thank you. And they had some of the things they were going to submit showing the track record on some things.

Commissioner Miller?

COMMISSIONER MILLER: Sorry. In addition to everything that's been requested, I have one additional question on the affordable housing.

We know that 344 units are going to be the one-for-one replacements, in addition to the 100 that were off-sites at Sheridan Station and Matthews. So we know that those are at 30 percent AMR or probably much lower than that. It might be good to have a breakdown of how much lower than that those are.

But it would be good to know, for the

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remaining 1,348 units if I did the math correctly, how many will be in what AMR levels? How many will be in the 30 to 60 percent level, and how many will be in the 60 to 80 level and so forth. It would just be useful to have that if you have that at this point.

And Commissioner May had asked about the home ownership versus rental. That was just an additional question I had.

Thank you, Mr. Chairman?

CHAIRMAN HOOD: Any other questions from the colleagues?

Ms. Cuthbert, do you have any cross-examination, anything that you've heard?

MS. CUTHBERT: No.

CHAIRMAN HOOD: Do you have a lot of cross?

(Off mic comments.)

CHAIRMAN HOOD: Ms. Cuthbert, you'll be getting your questions from the other commissioners and then you'll be asking them.

CROSS-EXAMINATION

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BY MARY CUTHBERT, ANC8C

MS. CUTHBERT: Good evening. Good evening, Mr. Chairman and Commissioners on the Board of Zoning. I'm Mary Cuthbert, the Chair for ANC8C. I'm concerned about the 25 acres of land, and they want to build two acres for a park area. So how many acres will that leave you for development of housing?

MR. FREEMAN: Twenty -- approximately 23.

MS. CUTHBERT: Okay. And we have a new, huge recreation facility in that area.

MR. FREEMAN: That's not part of the 25 acres.

MS. CUTHBERT: I know, so you're really developing 23 acres of housing units; am I correct?

MR. BELL: Well, you have to subtract out the public space in the streets.

MS. CUTHBERT: I beg your pardon?

MR. BELL: You would have to subtract -- if you wanted to just talk about

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that amount of land dedicated to housing, you would have to take the totally acreage, take up the park and any other public spaces there such as spaces of the streets and other public space.

MS. CUTHBERT: Okay.

(Off mic comments.)

MS. CUTHBERT: Well, we have to add that into the figures.

MR. GREEN: Why don't I let Mr. Bell goes through our site --

MR. BELL: I can't, I'm not going to do a back-of-the-envelope -- it's in the PUD document.

CHAIRMAN HOOD: Here's the thing -- hold on, Ms. Cuthbert.

MS. CUTHBERT: You've got to explain the PUD document to us. We wouldn't be here to answer these questions because normally, 8C and Ms. Mary Cuthbert, we don't come to a PUD.

But this is the worst piece of development -- and I'm not even the architect

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-- that I've ever seen.

CHAIRMAN HOOD: Ms. Cuthbert?

MS. CUTHBERT: Mr. Bell, everybody doesn't come down here twice in three times a week like some of us do, so I'm going to ask you to be considerate and answer the questions of the folks who are most impacted.

MR. BELL: All I'm saying is that of the 25 acres --

CHAIRMAN HOOD: I want you to say it, but want to watch how you say it; okay?

MR. BELL: Okay, sure.

I apologize. It didn't mean any malintent.

Page 58.

If you look at page 58, you can see -- let's see. The building footprint is 520,000 square feet. So the amount of land dedicated to -- it's the third number down on the column on the right; okay? You got it?

FEMALE SPEAKER: We can't hear the answer. What is he saying?

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MS. CUTHBERT: Other people are here and they want to hear the answer.

MR. GREEN: But this is confusing because that's just the building footprint. Now, you've got yards in the front and yards in the back.

So I think the answer to your question is, we don't have it right here in front of us but we'll calculate it and get it to you because it's not, we don't have definitively just the streets subtracted from the remaining 23 acres because that would have -- and it's just --

MR. BELL: And we can give you that information.

MR. GREEN: Is it here?

MS. CUTHBERT: I don't have any more questions.

MR. BELL: It's not calculated that way in the chart.

MR. FREEMAN: Let me just answer the question.

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The land area as shown on page 58 of our zoning tabulations is about 859,000 square feet of building area. That takes up the parks. That takes out the streets. That takes out all of the other public infrastructure.

CHAIRMAN HOOD: Ms. Cuthbert, did you understand the answer?

MS. CUTHBERT: Yes. I got that.

CHAIRMAN HOOD: I just wanted to make sure.

MS. CUTHBERT: You said 859,000 --

CHAIRMAN HOOD: Ms. Segers, Ms. Segers B

(Off mic comments.)

CHAIRMAN HOOD: Come on, work with us. Ms. Segers, come on now. I'm going to come to your ANC meeting a number to do exactly the same thing that you're doing in this meeting.

MR. FREEMAN: It's about 19 and a half acres.

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MS. CUTHBERT: I have another -- you know, I could -- you know me; I don't cross-examine when I come down here. But this development is the worst. They would not give us any answer. They want to explain the potential community for the plans. They can't.

CHAIRMAN HOOD: Okay, Ms. Cuthbert, but right now, what I want you to do is if you have questions, I want to ask you ask cross-examination. And those kinds of things are what we want to hear on Thursday night, exactly what you said.

MS. CUTHBERT: Right.

CHAIRMAN HOOD: Right now, it's time for you to ask questions. And then you also have, you'll be able to cross on rebuttal. Well, there probably is going to be some.

So there are going to be two bites -- we're using that quite a bit, Mr. Sher B you have another bite when you cross on rebuttal.

MS. CUTHBERT: Do you have a plan

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for Homeland Security? That abuts the property. It abuts the property.

MR. GREEN: We don't have a plan.

MS. CUTHBERT: Have you seen the plan?

MR. GREEN: Have I seen the plan for Homeland Security? I saw it several years ago when they initially proposed it. I'm not sure I've seen any updates to it. I do know that they are talking about, you know, they did the Coast Guard building, and then in the next wave, I understood from recent papers, with renovation of the historic buildings on the west campus.

CHAIRMAN HOOD: Okay.

MR. STAUDINGER: And Steve, if I can add to that from a transportation standpoint, we do have a copy of their traffic study, and their phasing for the north access road and the south access road and the new interchange at Malcolm X, and we took that into consideration and the development schedule

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that they have in our traffic study. So we've taken that into consideration in looking at what the traffic impacts are in the neighborhood.

I don't know if that addresses your question, but from a traffic standpoint, we did look at it.

MS. CUTHBERT: That's, that's good.

Anything else?

(Off mic comments.)

CHAIRMAN HOOD: Take your time, Ms. Cuthbert. We're not going to rush you. You been patient, and we appreciate that.

MS. CUTHBERT: Okay, the question is, why this presentation that you gave tonight was not presented to the ANC in May?

I have addressed that in our testimony, Commissioner Colbert, because what we learned tonight -- we met with you three times, and we've not come up with any of this. Everything is new.

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MR. QUMSEYA: Well, Ms. Cuthbert, when we met in May, I wasn't at the meeting. And I know Matt was there and went over your plan in general. And then your questions came. So when we came to the next meeting, there were many other items in the agenda, and we had only a few minutes left before 8:30, so we suggested holding another meeting.

And so we came to that meeting with a copy of the entire submittal and we went over page by page through the submittal and the general concept. So we had thought we had went over this information. And what I committed to you afterwards to continue to work with you throughout the process to get you the information that you're still not clear on, and we will continue to work together.

So there's absolutely no intention of withholding any information from you and, you know, we will continue to work with you to make sure all of your questions are answered.

MS. CUTHBERT: I just want to say to

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the Zoning Board -- you all have seen plan development for small-tract, large-tract development. This plan that they presented tonight, in my limited understanding, was thrown together. Nothing was -- that has to be next week.

CHAIRMAN HOOD: That will have to be next week. But -- on Thursday now. Don't come next week, or I'm going to be in trouble.

MS. CUTHBERT: I mean Thursday.

CHAIRMAN HOOD: There will be another hearing next week, and we may be in Georgetown. I don't know where will be next week.

But what I will say, Ms. Cuthbert, if those are the kinds of things that we need to hear. Right now we want to ask questions. And I think Commissioner May was kind of alluding to following back to the ANC I think that's where we were going. If not, that's what I'm going to suggest, but I think you already were going to my route. Am I right,

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Commissioner?

COMMISSIONER MAY: I didn't quite hear what you said.

CHAIRMAN HOOD: I think you were going down the route -- let me just clarify that the Applicant will get back and work with the ANC.

COMMISSIONER MAY: Oh, absolutely yes.

CHAIRMAN HOOD: I think we're going to submit that suggestion.

But right now, while you have them, do you want ask cross-examination of any anything that they have presented tonight?

MS. CUTHBERT: Anything?

CHAIRMAN HOOD: I don't want you to feel rushed.

MS. CUTHBERT: I am.

CHAIRMAN HOOD: Okay, don't feel rushed.

MS. CUTHBERT: No, that's not part of that development.

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Is Park Chester part of the development, the plan? Well, they call It Wade Road, Park Chester, and Barry Farms.

MR. GREEN: The original small area plan passed in 1976 incorporated that area, but the PUD submission tonight what we're, the proposed development that we're currently looking at this not -- does not -- include Park Chester. It only includes what we call Wade Road Apartments, which most people think of as just part of Barry Farm.

MS. CUTHBERT: Okay. Yes, they can do that. That's it.

Mohammed?

Commissioner Watson?

MS. WATSON: Well, I guess a part --

CHAIRMAN HOOD: You have to come up.

MS. CUTHBERT: You have to come up here.

You have to ask questions through me. Now, you have to come through me.

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Is the Coast Guard a part of the development?

MR. BELL: No. No.

MS. CUTHBERT: The community can be involved in retail.

How many houses will be for sale? That's the next topic. Now, we don't know how many houses they're going to bill. There's going to be 1,685 units. We don't know how many are going to be houses. I mean will there be --

CHAIRMAN HOOD: Why don't you just ask the question?

MS. CUTHBERT: How many houses are you planning to build?

MR. GREEN: This plan --

MS. CUTHBERT: -- for sale?

MR. GREEN: We don't know the number of housing units.

CHAIRMAN HOOD: Okay, that's fine, but that's the answer you got.

Did you understand the question?

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How many houses are going to be for sale?

MR. GREEN: Yes, and we don't have that.

CHAIRMAN HOOD: Very preliminary.

MS. CUTHBERT: Yes.

Will the construction and utilities be affected for residents who are on the same grid is very farm?

(Off mic comments.)

CHAIRMAN HOOD: Hold on a second. Hold on. We're trying to keep the order here. There are a lot of questions.

MS. CUTHBERT: Well, they're speaking about the construction of utilities, and some of them, certain parts of that area is on the same grid and it will be affected.

MR. GREEN: Well, typically, not affected. If nothing else, it'll actually be at hand enhance, the actual grid, because we're bringing more utilities to the site, so there will be no degradation in quality of utility services to existing residents, and

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potentially an increase in the quality of services.

MS. CUTHBERT: Any more questions?

Mr. Muhammad?

(Off mic comments.)

CHAIRMAN HOOD: One of the things you could do, Ms. Cuthbert, when you come down on Thursday -- because we're going to start with you -- were going to get into Office of Planning and then to DDOT.

Some of the presentation questions you have, you can do it just as Ms. Sankers, I think, did. She has a list of questions, and some of those questions, you can mention them to us and you all can work together if you have some time between now and Thursday.

MS. CUTHBERT: Yes, we will.

CHAIRMAN HOOD: Conference calling or however. And then we can ask them, or you can mention them at the end and we'll try to get a response at the, when we ask some additional questions.

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MS. CUTHBERT: Okay, thank you.

We will ask you additional questions on Thursday.

CHAIRMAN HOOD: What did you have a question about -- was that Commissioner Mohammed who just brought a question?

Okay, I didn't see you. I didn't see you there.

MS. CUTHBERT: Oh, the relocation -- the question was asked about the relocation plan, yes.

MS. CUTHBERT: What is the relocation plan, and what is the return plan?

CHAIRMAN HOOD: Oh, Mr. Mohammed, I think I actually asked that.

MS. CUTHBERT: I think you asked that .

CHAIRMAN HOOD: I asked at about 8:45.

Now, but seriously, where working on that. That actually was a good question, Commissioner Cuthbert.

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So why don't we move on. Any other questions?

MS. CUTHBERT: I think that's it for tonight.

CHAIRMAN HOOD: Okay, so we're moving out of order. When you come back, you'll be able to ask your questions and we'll move from that point, so will all be ready.

I want to thank you, Ms. Cuthbert, because I see -- did you bring the whole ANC this time?

MS. CUTHBERT: I'm missing two.

CHAIRMAN HOOD: You're missing two.

MS. CUTHBERT: But I'm trying to bring them all to understand a little bit that I know at zoning.

CHAIRMAN HOOD: Well, keep doing the good job you're doing.

MS. CUTHBERT: And we have to participate and work together as a team.

CHAIRMAN HOOD: Exactly. Thank

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you very much. We appreciate all of you all coming down. It's important. Thank you from the other Commissioners, Commissioner Segers and Commissioner Muhammad and all the commissioners here.

I'm going to try to make Commissioner Segers' meeting.

Let's go to the Office of Planning, and the District Department of Transportation.

PRESENTATION BY

MAXINE BROWN-ROBERTS

OFFICE OF PLANNING

MS. BROWN-ROBERTS: Good evening, Mr. Chairman and members of the Commission. For the record, I'm Maxine Brown-Roberts with the Office of Planning.

Mr. Chairman, I will try and summarize as quickly as possible since both the Applicant and the Commissioners have covered most of the issues or concerns that we had.

We do believe that -- and we're very pleased about the redevelopment plan for Barry

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Farms, as has been discussed. And even that redevelopment plan has been in process since 2006.

The site is currently zoned R5A, and the proposed C2A zone, and C2A and R5B that is being proposed is consistent with the comprehensive plan and is also further verified by the redevelopment plan that was approved in 2006. The Applicant has requested flexibility from the loading on the mixed-use buildings, and also on lot occupancy, side yard, and rear yard requirements on the individual lots, which we will discuss further at stage 2.

At the same time, they are provided amenities, which include affordable housing and which go up to 30 percent of AMI. Retail and services, first source agreement, green elements such as the LEED ND standards and other building rating programs, such as Energy Star.

The revitalization of the Anacostia is currently underway, and the redevelopment of Barry Farms, we believe, will contribute

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significantly to its revitalization. Subsequent to this report, we have spoken to the Applicants, and some of the issues that we had brought up, that we needed information on, the Applicant has provided.

One of the things that we did ask for was the FAR requirements separated by the R5B and C2B portions of the site, so that something that we are still looking at.

One of the issues that a member of the Commission asked was concerning the referral to the police. We did send out a referral to them, and we did not get a response. But we will follow up and try to get a response from them to address your concerns.

Thank you, Mr. Chairman, and I'm available for questions.

CHAIRMAN HOOD: Thank you.

Let's go to DDOT.

PRESENTATION BY EVELYN ISRAEL

DISTRICT DEPARTMENT OF TRANSPORTATION

MS. ISRAEL: Good evening,

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Chairman and Commissioners. Similarly, I'm only going to touch on the highlights of DDOT's position as the report provides additional detailing issues.

Ultimately, the proposed project includes a robust network a publicly accessible streets that connects the site internally with itself and externally. The study was consistent with several previous DDOT studies for South Capitol Street project as well as St. Elizabeths and many of the proposed public streets, as you have touched on, do not have an appropriate right of way consistent with DDOT standards. But we are confident that that will be worked out through this process.

With regard to mitigations, we are slightly confused by the testimony that was given tonight with regard to the transportation demand management measures. Several of the measures, most of the measures, that were discussed this evening were actually proposed by the Applicant, so it's not clear to us, then,

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why at this stage several of them are still being ultimately proposed but others are now no longer being included in that.

One of the things that was discussed, however, as part of the application with all the TDM measures that were proposed initially were contingent upon the number of the peak vehicle trips generated by the site, and that is something that we would not support.

Ultimately, we would like to continue coordination with the Applicant for each subsequent stage-2 PUD submission. DDOT expects the Applicant to evaluate its consistency with the stage-one analysis. If the stage-2 PUD submissions are found to have significantly higher trip generation, then stage 1 assumptions, DDOT will request a full CTR update. But at this time, we do not think that it's necessary to do an update of the CTR.

Street closure and rededication will require coordination with DDOT, and may also require Council action. And public

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space, including curb and gutter, the street something, landscaping, streetlights, sidewalks, among other features within the public right-of-way, are expected to be designed and built to DDOT standards. Careful attention should be paid to pedestrian and bicycle connections along the site's perimeter and adjacent infrastructure.

If you have any questions. . . .

CHAIRMAN HOOD: I thank the Office of Planning and DDOT.

Commissioners, do you have questions of either one?

Mr. Turnbull?

COMMISSIONER TURNER: Thank you, Mr. Chair.

I just have one question for Ms. Israel on the -- I didn't get to ask the Applicant; I'm just maybe looking at the long bridge. We talked about this as being an area that you would cut through. But, although Sumner Avenue has the potential coming from 295

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to MLK, and plus it the new rec center and the changes, what's your foreseeing of traffic on summer?

MS. ISRAEL: Of the top of my head, I'm not 100-percent positive, but I recall that the average daily traffic was between, I think, 5,000 and 8,000 vehicles per day.

COMMISSIONER TURNBULL: And I guess, not knowing what the rec center will add, and I guess I know where traffic -- it's not going to be just neighborhood pedestrian people going there. It's going to be attracting other people. So I'm just concerned if -- and I didn't get to ask the Applicant if they figured that amount into their figures, but I'm just concerned about --

MS. ISRAEL: Yes, that was figured in, too.

COMMISSIONER TURNBULL: It was; okay.

MS. ISRAEL: Yes.

COMMISSIONER TURNBULL: It just

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seems that this may be a busier street than -- when I first looked at it, I didn't think it would be that busy, but after looking at 295 and looking at it, I'm just concerned that pedestrians crossing there, it's not going to be anything less than what's there now; it's going to be more.

MS. ISRAEL: It is anticipated to ultimately, I believe, increase in traffic, but on a relatively small scale. I'm going to have to look at the numbers again.

COMMISSIONER TURNBULL: Okay.

MS. ISRAEL: But ultimately, with the proposed design, we think that --

COMMISSIONER TURNBULL: You're okay with it.

MS. ISRAEL: Yes.

COMMISSIONER TURNBULL: Okay, thank you.

CHAIRMAN HOOD: Any other questions up here?

Vice Chair Cohen?

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VICE CHAIR COHEN: Thank you, Mr. Chairman.

Can you explain to me the proposed Anacostia streetcar line? I don't believe there's been a determination made as to when it's going to, and if it's going to, run on the Firth Sterling Avenue and what its connection to the proposed project is.

MS. ISRAEL: My understanding is that it will run along Firth Sterling and ultimately connect past the Anacostia Metro station. I don't know the --

VICE CHAIR COHEN: But the access from this site -- can you explain that to me in any detail?

MS. ISRAEL: Well, other than running -- I mean it won't run through the site. It will run adjacent to the site, along Firth Sterling Avenue.

VICE CHAIR COHEN: Okay. One of the concerns you expressed about the public streets is they do not have the appropriate

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right-of-way consistent with DDOT standards.
Are you still negotiating that?

MS. ISRAEL: Yes, we are.

Ultimately, what we would like to see are a 75-foot right-of-way for two-way streets and a 55-foot right-of-way, which they are showing, for one-way streets, but a slightly does different distribution.

VICE CHAIR COHEN: I think, again -- I hope is appropriate -- but I just think the testimony tonight was not helpful in addressing the concerns of DDOT. So I would like to again see the submission of more detail specifically on DDOT is concerned because I think I'm really not aware of what is outstanding. You did mention a few things that the Applicant was unwilling to do, but then this seems to be inconsistent at communication. So I will hold back on my questions until I see information from the Applicant.

CHAIRMAN HOOD: Okay.

Any other questions?

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Commissioner May?

COMMISSIONER MAY: Yes, I just have one question for the Office of Planning because I think we hit on a lot of the other issues already.

The small area plan that had been done and approved in 2006, you know, we have a copy of the draft from 2006 -- I don't know if that's the final version, but on this key point, I think it is consistent with what you reviewed for your report -- states that there would be a total of 1,110 units of housing. This is on page 13 of your report, at the bottom. There doesn't seem to be any mention in your analysis of this, any inconsistency of that number with the total as high as 1,692.

I'm wondering if you did speak to that a little bit and tell me why you think there are other aspects of the small area plan that somehow mean that 1,692 makes sense, since you're supporting the proposal.

And don't misinterpret this -- this

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is a reasonable transit-oriented development, and I'm not anti-density at all. But there does seem to be this inconsistency in my mind.

MS. BROWN-ROBERTS: The, the small area plan has been approved. It's just that a final cover hasn't been printed to say "approved" or anything.

COMMISSIONER MAY: I'll just cross that word "draft" out.

MS. BROWN-ROBERTS: Yes. And I do notice here where you're referencing the 1,110 units. Actually, we didn't analyze that, but that's something that we'll take another look at it.

COMMISSIONER MAY: Okay. We appreciate that. Thank you.

CHAIRMAN HOOD: Okay.

Hopefully, we can make some clarifications, as DDOT has mentioned, with the traffic and the Applicant and find out exactly what is going on. Some things were proffered, and now tonight, they were taken off the table.

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So let's try to get that cleared up.

MR. FREEMAN: We can clarify that. Just two quick points that Chairman Turnbull asked a question about something Sumner Road. We can answer that now.

MR. STAUDINGER: Yes, figure 1.3 in our traffic study indicates that the average daily traffic volumes along some there are 1,500 vehicles and 1,700 vehicles. The 5,000 figure is the traffic along Firth Sterling. So that will give you a little bit of a relation as to what the traffic on Sumner versus Firth Sterling.

And the other question was regarding this streetcar access to the neighborhood. There are two streetcar stops right at Eton Road and Firth Sterling station. The station platforms that are built now, and the rails are built along Firth Sterling from South Capitol Street all the way to just short of Suitland Parkway. The plan DDOT has is to continue that rail system just past Howard

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Road, including a station for the Anacostia Metro station at that location.

Those plans are pretty close to 100-percent complete, but I don't think that a construction date has been set yet.

So I hope we've answered your questions and clarified close comments.

VICE CHAIR COHEN: Nor has the funding, I think.

MR. STAUDINGER: Another issue, yes.

CHAIRMAN HOOD: Okay.

Again, the mitigation issues which I asked about and other colleagues joined in -- DDOT just testified, unless I made a mistake; it's getting late; I get tired sometimes too -- but they just mentioned that they were proffered by the Applicant and now they taken ovens saying they can't be done.

So we need to clarify. We're not going to do that tonight. We're going to I want you all to clarify that for us.

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VICE CHAIR COHEN: Yes, Mr. Chairman?

CHAIRMAN HOOD: Vice Chair Cohen?

VICE CHAIR COHEN: I'm sorry.

I omitted -- and for consistency purposes, I do review these traffic studies.

I am always concerned about the problems with crashes and deaths related to different locations, and I just asked DDOT to tell me what are the plans for Suitland Parkway at Firth Sterling to avoid all of those left-turn issues with crashes. I'm always concerned about this kind of stuff.

MS. ISRAEL: Yes, so with the South Capitol Street project, the entire intersection and everything near, along Firth Sterling right at Firth Sterling and Suitland Parkway, is ultimately going to be redesigned.

VICE CHAIR COHEN: The term "ultimately" meaning?

MS. ISRAEL: It is being redesigned. It is in the process of phase 1

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redevelopment. I believe they've presented the design.

MS. KING: Correct. Richard actually spoke about it already. He's very much involved with the design of that project.

So the design is complete, and as you mentioned, a lot of the turn lanes are being removed, so there will be less conflicts unless, just less turning movements and conflicts happening at that intersection.

VICE CHAIR COHEN: Well, refresh my memory regarding the timing. I know that design has been completed, the planning. But what about the implementation, which is a great concern.

MS. KING: Richard can answer that.

MR. STAUDINGER: Yeah, if I could address that, D DOT has issued an RFQ. They've shortlisted four design-build teams. They have a draft RFP in hand. The final RFP subscribed, I believe, in September, which would mean some time maybe second-quarter of

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2015, a firm would be selected and start construction. And it's about a two-and-a-half-year project. So you're looking at late 2017, early 2018, about four years from now, for that to be completed.

MR. GREEN: It is funded, though.

MR. STAUDINGER: Pardon?

MR. GREEN: It is funded.

MR. STAUDINGER: It is funded.

There is a financial plan for the first phase, which is funded.

VICE CHAIR COHEN: Well, at least somebody understands the way I think. Maybe.

CHAIRMAN HOOD: Ms. Schellin, could you record that, because we finally found one person -- no, I'm just playing.

Let's see if the Applicant has any cross-examination of the Office of Planning or DDOT.

MR. FREEMAN: No, Mr. Chairman.

CHAIRMAN HOOD: All right.

Ms. Cuthbert, do you have any

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cross-examination of the Office of Planning or DDOT?

MS. CUTHBERT: No.

CHAIRMAN HOOD: Okay, so we will get back together this coming Thursday at 6:30. Is any anybody unprepared?

MR. FREEMAN: If I could, just for the purposes of moving forward, I know our list. I just want to go over our list to make sure we have what it is the Zoning Commission wants to see. I don't know if we've set a date on this stuff yet.

VICE CHAIR COHEN: We'll go over it at the end Thursday night because they may have more stuff, so we wouldn't go over it time.

MR. FREEMAN: So this could all come after Thursday.

VICE CHAIR COHEN: We wouldn't it tonight. The hearing is not over yet.

MR. FREEMAN: So this can all come in after Thursday.

VICE CHAIR COHEN: Yes.

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MR. FREEMAN: Okay, thank you.

VICE CHAIR COHEN: Did you want to provide it on Thursday?

CHAIRMAN HOOD: Okay. If you can provide it -- that's all right.

VICE CHAIR COHEN: I don't think so.

CHAIRMAN HOOD: Because it makes me uncertain.

So, again, we'll get back together at 6:30 and Thursday, and we will meet in this room. We will start with Ms. Cuthbert.

Ms. Cuthbert, we're going to start with you on Thursday.

Ms. Segers, could you see Ms. Schellin and let her know when your ANC meeting is? I'm serious about it; I'm coming.

So, with that, we'll see you on Thursday night.

(Whereupon, the hearing adjourned at 10:39 p.m.)

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