

1 GOVERNMENT OF THE DISTRICT OF COLUMBIA  
2 Zoning Commission

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8 Public Hearing

9 Case No. 15-16 [MRP 600 RI, LLC., and B&R Associates-  
10 First Stage and Consolidated Planned Unit  
11 Developments at Square 3629, Lots 7, 813, and 814  
12 ("Property").]

13  
14  
15  
16 6:35 p.m. to 8:22 p.m.

17 Wednesday, May 25, 2016

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20  
21 Jerrily R. Kress Memorial Hearing Room  
22 441 4th Street, N.W., Suite 220 South  
23 Washington, D.C. 20001

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25  
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1 Board Members:

2 ANTHONY HOOD, Chairman

3 MARCIE COHEN, Vice Chair

4 PETER MAY, Commissioner

5 ROBERT MILLER, Commissioner

6

7 Office of Zoning:

8 SHARON SCHELLIN, Secretary

9

10 Office of Planning:

11 JENNIFER STEINGASSER

12 KAREN THOMAS

13

14 DDOT:

15 RYAN WESTROM

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

2 CHAIRPERSON HOOD: Okay. This meeting will  
3 please come to order. Good evening, ladies and  
4 gentlemen. This is the public -- no, that's not what  
5 I'm supposed to be reading.

6 Okay. Good evening, ladies and gentlemen.  
7 This is a public hearing of the Zoning Commission.  
8 We're reconvening. Zoning Commission Case No. 15-16.  
9 Today's date is May the 25th, 2016. We're located in  
10 the Jerrily R. Kress Memorial Hearing Room.

11 My name is Anthony Hood. Joining me are Vice  
12 Chair Cohen. We're expected to be joined shortly by  
13 Commissioner Miller. Also we're joined by  
14 Commissioner May, and I believe Commissioner Turnbull  
15 will be reading the record.

16 MS. SCHELLIN: Yes.

17 CHAIRPERSON HOOD: We're also joined by the  
18 Office of Zoning staff, Ms. Sharon Schellin, as well  
19 as the Office of Planning, Ms. Thomas, the District  
20 Department of Transportation, Mr. Westrom. Are we  
21 expected to be joined by Ms. Steingasser?

22 Okay. Ms. Steingasser is held up in traffic.  
23 So tell her to speak to Mr. Westrom when she comes in  
24 and she can figure out how to go around the traffic.

25 This proceeding is being recorded by a court

1 reporter. It's also web cast live. Accordingly we  
2 must ask you to refrain from any disruptive noises or  
3 actions in the hearing room, including the display of  
4 any signs or objects.

5           The hearing will be conducted in accordance  
6 with provisions of 11 DCMR 3022 as follows,  
7 preliminary matters, applicant's case, report of the  
8 Office of Planning, report of other government  
9 agencies. But tonight we're not going to exactly go  
10 -- we have -- we're reconvening this hearing. I  
11 think tonight we're going to start off with the  
12 report of the Office of Planning, as well as the  
13 report of the District Department of Transportation.  
14 We will have cross by the applicant as well as the  
15 ANC and the party in opposition. And then we will go  
16 with persons in support, organizations and persons in  
17 support, organizations and persons in opposition, and  
18 we'll have rebuttal and then closing by the  
19 applicant.

20           Again, the following time constraints will be  
21 maintained in this meeting, and I think Ms. Schellin  
22 has noted from our previous meeting, but we have  
23 organizations will have five minutes, individuals  
24 will have three minutes. So we will look at the list  
25 when we get to that point.

1           The Commission reserves the right to change  
2 the time limits for presentations if necessary,  
3 notice no time shall be exceeded.

4           The decision of the Commission in this case  
5 must be based exclusively on the public record.  
6 Please turn off all electronic devices so not to  
7 disrupt these proceedings.

8           Again, we're going to do this again tonight,  
9 but would all individuals wishing to testify please  
10 rise to take the oath? Ms. Schellin, would you  
11 please administer the oath?

12           MS. SCHELLIN: Yes. Please raise your right  
13 hand.

14           [Oath administered to participants.]

15           MS. SCHELLIN: Thank you.

16           CHAIRPERSON HOOD: Okay, again, as I  
17 mentioned, we're joined by Ms. Steingasser. You can  
18 check with Ms. Thomas. You know, I always have  
19 something to say. You can check with Ms. Thomas.  
20 She'll tell you what I say.

21           But anyway, it was funny to me at the time.  
22 It might not be funny if I mention it again.

23           Let's go to Ms. Thomas, and then we'll go to  
24 Mr. Westrom.

25           MS. THOMAS: Good evening, Mr. Chairman and

1 Members of the Commission, Karen Thomas with the  
2 Office of Planning. OP's report recommended that the  
3 Commission approve MRP's proposal for the  
4 redevelopment of the existing shopping center site at  
5 680 Rhode Island Avenue under a proposed consolidated  
6 PUD and stage 1 PUD, and we will stand on the record  
7 of our report.

8 I'll just like to say a few things about it.  
9 As one of two large sites along the Rhode Island  
10 Avenue corridor, it has the potential to transform  
11 this area of the Northeast by providing a substantial  
12 number of residential units and affordable housing,  
13 and along with neighborhood serving retail and  
14 services with a number of amenities to complement and  
15 enhance walking, biking, and the use of Metro rail.

16 As a stage 1 PUD we anticipate additional  
17 opportunities for improvement in the future  
18 building's design and retail offerings, as well as  
19 community input over time since complete side  
20 buildout would not occur well beyond 2026.

21 The applicant has worked extensively with  
22 DDOT to satisfy their requirements, presenting a  
23 robust TDM package to mitigate the adverse impacts on  
24 the traffic network. The applicant has also worked  
25 extensively with the community in trying to identify

1 several amenities that would address their concerns  
2 and we anticipate they will continue to do so,  
3 including with the ANC and neighborhood associations  
4 on the outstanding issues prior to the Commission's  
5 decisions.

6 Overall we believe that this PUD would  
7 benefit the district, adding a spark to the  
8 corridor's vitality, through its design, housing, and  
9 retail provisions that would be easily accessed with  
10 a variety of transportation options. And I'll rest  
11 on the record with that. Thank you.

12 CHAIRPERSON HOOD: Okay. Thank you, Ms.  
13 Thomas. Mr. Westrom.

14 MR. WESTROM: Thank you, Commissioners. Good  
15 evening again. Ryan Westrom from DDOT and I would  
16 agree with what the Office of Planning has just  
17 stated. The applicant has worked closely also with  
18 us to ensure that the Stage 1 elements have been  
19 appropriately evaluated and also that expectations  
20 for the remaining stage 2 analysis have been agreed  
21 upon, as was also just noted, the site is a  
22 relatively unique location in close proximity to  
23 multiple modes of transportation, especially close to  
24 the Metro and the Metropolitan Trail Branch -- Branch  
25 Trail. And capitalizing on that the applicant has

1 done a good job of site design, and appropriately  
2 mitigated any remaining impacts which we have listed  
3 in our report and I would highlight what we deemed a  
4 robust TDM program which we were very satisfied with.

5           Additionally as outlined earlier, last  
6 hearing, and by the applicant, they've agreed to  
7 additional signal work that we sought at Rhode Island  
8 and 3rd, which we were pleased with.

9           DDOT would also note some items for continued  
10 coordination, including updating analysis in each  
11 stage 2 filing, and further defining and detailing  
12 mitigation measures as appropriate at that time.  
13 Within the updated analysis DDOT looks forward to  
14 continuing dialog on the quantity of parking provided  
15 as was highlighted by Commissioner Cohen last week,  
16 and ensuring that it is appropriate for the location  
17 and the overall development.

18           And then lastly, of course, finalizing all of  
19 the design elements such as the Capitol BikeShare  
20 issue that was raised last week, and details on the  
21 geometric changes that will happen within the public  
22 space. And those are anticipated also in the stage 2  
23 filings and the permitting process.

24           Finally, DDOT would also note that we  
25 anticipate coordinating with the applicant in regard

1 to the specific language on the benefit and amenities  
2 package as we finalize our discussion and dialog on  
3 this case. Beyond that, DDOT does not object to the  
4 development and would be happy to take any questions.

5 CHAIRPERSON HOOD: Okay. Thank you, Mr.  
6 Westrom and Ms. Thomas. Again, I mentioned earlier  
7 we'd be joined by Commissioner Miller. He's now  
8 joined us. And I will say again, I think I might  
9 have mentioned it at this meeting also last week, but  
10 we have relaxed our rules. You don't see the  
11 gentlemen -- well, most of us not with a tie, but we  
12 ask that when you come down in the summer to the  
13 Zoning Commission, that you come down relaxed for the  
14 hearings, and so I just want to extend that for those  
15 who are watching also.

16 Let's see if we have any questions or any  
17 responses to either Office of Planning or DDOT.

18 Anybody? Okay. Not hearing any, let's see.  
19 Ms. Roddy, you have any cross?

20 Okay, Ms. Quinn, do you have any cross?

21 MS. QUINN: I do not.

22 CHAIRPERSON HOOD: And, Ms. Hobaugh.

23 Hobaugh, I'm sorry. Do you have any cross?

24 MS. HOBAUGH: Yes, I have.

25 CHAIRPERSON HOOD: Sure. Come forward. You

1 can introduce yourself and they will be -- either one  
2 of the departments will be ready to answer your  
3 questions.

4 MS. HOBAUGH: Sally Hobough. I reside at 213  
5 Ascott Place Northeast. Just had a couple questions  
6 for DDOT. Mostly about any potential mitigations  
7 that you could see that we could do within the  
8 current neighborhood streets, networks of streets  
9 across on the west side of 4th Street, especially as  
10 those are currently used as commuter routes to avoid  
11 the minor and major arterials of Lincoln 4th, and  
12 Rhode Island and Franklin.

13 MR. WESTROM: Yeah, noted. Absolutely there  
14 are always things that we can do to attempt to -- I  
15 think you're referring to kind of traffic calming  
16 mechanisms. And we certainly considered the impact  
17 to those local streets as part of this overall  
18 review. And as you noted, there are the major  
19 corridors and arterials that are adjacent to that,  
20 which we also assessed for impact. So I think that  
21 there are mitigations that are happening that will  
22 help the performance on those major arterials. But  
23 then also there could be some additional traffic on  
24 these local streets. But we believe that it is not a  
25 significant impact and we certainly feel that it is

1 appropriate for this development to support this  
2 development.

3 MS. HOBAUGH: So you're saying that you think  
4 the additional development won't significantly  
5 impact, but we just completed the Brookland Edgewood  
6 Livability Study which showed that there were already  
7 a number of traffic calming measures needed within  
8 that area, and that DDOT does not have the funding to  
9 do those until two to four years in advance.

10 MR. WESTROM: Right. And I think that  
11 that's, you know, a similar time frame to what we're  
12 talking about with this development and further the  
13 second stage of this development, or the second phase  
14 I should say, would be even further off than that.  
15 And so I think that we do feel like there is the  
16 appropriate amount of time to be able to react to  
17 conditions as they change on the ground.

18 MS. HOBAUGH: Okay. But currently the  
19 conditions warrant those additional traffic calming  
20 members. So the measures, in the Brookland Edgewood  
21 Livability study this development was not part of  
22 that study for some reason. It wasn't included in  
23 that analysis. So I'm just wondering what DDOT is  
24 going to do to make sure that going forward, knowing  
25 this additional number of new residents and trips to

1 retail that will occur, that we can do to make sure  
2 we're looking at things now and moving forward.

3 MR. WESTROM: We did not report on the  
4 specific details of any potential traffic calming  
5 measures that might be appropriate. I think that we  
6 believe that the applicant, for this development, has  
7 appropriately mitigated the impacts that they are  
8 seeing.

9 MS. HOBAUGH: Okay. Thank you.

10 CHAIRPERSON HOOD: Okay. Mr. Westrom, with  
11 all that being said, having been one of the  
12 commissioners who voted on Rhode Island Row, one of  
13 the things that after we did it I got -- well, some  
14 of us got beat up on was that we didn't really look  
15 at the traffic plan.

16 My issue is, we need to start probably  
17 looking at some of those things collectively. I  
18 think you all are already doing that but we really  
19 need to deal with the traffic on Rhode Island Avenue  
20 and this project is going to help. Even though I  
21 know that even before we did Rhode Island Row, Rhode  
22 Island Avenue Row, that there were traffic problems  
23 on Rhode Island Avenue anyway. But when this  
24 commission voted on that project a lot of the  
25 neighbors who knew me happened to mention to me that

1 because of what we voted on we increased the traffic.

2 I think the traffic was there all the time  
3 but I think Commissioner Hobaugh --

4 MS. HOBAUGH: Hobaugh.

5 CHAIRPERSON HOOD: Hobaugh, is correct. I  
6 think what she's saying is need to start looking at  
7 these holistically, like we do in Ward 6, to make  
8 sure that we're mitigating, because when I'm on Rhode  
9 Island Avenue I always think about -- I regret some  
10 of -- but I know that the project didn't necessarily  
11 have to do with what's going on on Rhode Island  
12 Avenue. So I don't know what DDOT can do at this  
13 juncture, but I hope before this is really realized  
14 and other projects are realized, especially on Rhode  
15 Island Avenue, that we find some of those mitigations  
16 and try to release some of that pressure that's  
17 happening. Especially in the evening. And I know  
18 where it's coming from. It's not necessarily the  
19 District residents. But I think we need to find  
20 either a way to speed up the traffic signals or  
21 something. But we need to deal with that issue.

22 MR. WESTROM: Yeah. No, thank you for  
23 raising it. I mean, I think that you're right. We  
24 do try to look at them comprehensively. And as you  
25 note we have, not only Rhode Island Row, but then new

1 developments at this scale, to the east of that, even  
2 with Brookland Manor. And so looking at this entire  
3 stretch of Rhode Island is something that has been  
4 done intensely as part of both of those  
5 transportation analysis. And so I can say that as  
6 part of this one we did what's called the SIM traffic  
7 analysis to simulate what's happening on the entire  
8 corridor and looking at all of the signals, because  
9 you're absolutely right, the signals need to work  
10 together. And in this stretch that's affected by  
11 this particular development and then on up and down  
12 the corridor, and absolutely we hope to be, again,  
13 able to be reactive to what that traffic level and  
14 load is, and help. But of course we have to balance  
15 between all of the needs that that street fields.

16 CHAIRPERSON HOOD: Okay. Well, I will  
17 continue to bring that up for my remaining time and  
18 I'm hoping that even after I'm gone the Commission  
19 will hear me, for those who may be left, to continue  
20 to bring that issue up. Okay. All right.

21 Let's go to organizations and persons -- you  
22 know what? Yeah. Yeah, let's go to organizations  
23 and persons in support. If it sounds like your name,  
24 just come forward. I do mispronounce names once in a  
25 while.

1           Suzanne Welch, Claire Jaffe, Joe Kakish,  
2 Kakish, Kakish, and is this Don or Dan? Who is Cal?  
3 Oh, Cal, I don't see Cal.

4           MS. SCHELLIN: [Speaking off mic.]

5           CHAIRPERSON HOOD: No, I don't see him at  
6 all. Is that --

7           MS. SCHELLIN: [Speaking off mic.]

8           CHAIRPERSON HOOD: I know one or two people.  
9 I know one or two people. I don't see Cal Todd. I  
10 do know Dan, Dan Hoover. Is he stuck in Las Vegas?

11          UNIDENTIFIED SPEAKER: [Speaking off mic.]

12          CHAIRPERSON HOOD: Oh, okay. Dan, Don  
13 Hoover. Hover?

14          Okay. Well, I hope you all -- are you in  
15 support?

16          [No audible response.]

17          CHAIRPERSON HOOD: Oh, okay. Good. All  
18 right. I don't think we have anybody else on this  
19 sheet. Anybody else who is here in support, like to  
20 testify?

21          Okay. You two have -- we'll start to my  
22 right. You may begin.

23          MS. WELCH: [Speaking off mic.]

24          CHAIRPERSON HOOD: Turn your microphone on.

25          MS. WELCH: My name is Suzanne Welch, and I'm

1 Vice President of Community Preservation and  
2 Development Corporation. We are in the unique  
3 position in this hearing that we are the property  
4 owner with the nearly three-city block common  
5 property line just north of the applicant.

6 We own, through various entities, Edgewood  
7 Commons. Those of you who are familiar with Ward 5  
8 may know the history of Edgewood Commons as being a  
9 failed HUD property about 25 years ago, and through  
10 intensive redevelopment and a lot of investment and  
11 commitment from the city, from HUD, through FHA  
12 insured mortgages, from private developers and  
13 investors, it is now a thriving and vibrant  
14 community.

15 So ours is, again, an interesting position  
16 because we are looking very much forward to having a  
17 developer property owner next door that we can work  
18 with. That is critical to us and we've been working  
19 with MRP over various issues, and we've been able to  
20 overcome various issues from the transportation issue  
21 on 4th Street, to the impact of this project on our  
22 only entrance to over two-thirds of our units, to the  
23 landscape buffer that was added to the plan and some  
24 other elements.

25 We do have a couple of concerns. We are in

1 support but we do have a couple of concerns. And  
2 again, we're not touching some of the issues raised  
3 by others, but just those raised by our residents and  
4 by us as the adjacent property owner.

5           So for us one main concern is affordability.  
6 And the five community meetings, ANC meetings,  
7 resident meetings with our residents, I attended  
8 every one of those. The main concern was  
9 affordability. Not just housing, but retail.

10           It was -- and we did the study that you all  
11 see and have referenced at the last hearing about  
12 what the average rents are.

13           With all due respect to our hopeful future  
14 neighbor, their affordability is not deep enough.  
15 The current market is below 80 percent. So what  
16 they're proffering is only four percent of the entire  
17 project being below that average of current  
18 affordability and the rest is all above. And 80  
19 percent may be great for downtown D.C., but not for  
20 this neighborhood and not for the affordable needs of  
21 this neighborhood, and there are huge gentrifying  
22 pressures occurring in this neighborhood. We see  
23 broker packages all the time. We see how they're  
24 proposing to take the current rents, which are as we  
25 showed in our analysis, and just shooting them sky

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1 high. So there's great pressures.

2           And if there's an opportunity to put a stamp  
3 on affordable housing in this project we urge you all  
4 to do that.

5           So the other detail which you all raised at  
6 the last hearing, was the stair connection, because  
7 we are the party that is concerned about the stair  
8 connection being open 24/7. Our seniors, who are in  
9 the building right next to where the proposed  
10 connection goes up, are concerned about it being open  
11 24/7.

12           You can probably, if someone had a drawing  
13 they could put it up there, I could show it to you.  
14 But this connection comes up, as currently drawn, and  
15 where someone could easily cut behind our senior  
16 building, cut through the parking lot, and it's just  
17 a bad traffic route for people who may not have good  
18 intentions. And we don't want that. We'd rather  
19 have them come up in the more westerly area, more  
20 visible so it's an inviting way to hide behind a  
21 building or duck behind cars.

22           So our request is to work with the applicant  
23 to move that up on our property more westerly so it  
24 is farther away from the senior building. And I can  
25 tell you all the seniors at our hearing ask the same



1 inclusive, and transit oriented communities, and the  
2 land use and transportation policies investments  
3 needed to make these communities flourish.

4 I want to point out quickly that the  
5 testimony that you have is slightly longer than the  
6 one I'll be reading.

7 We want to express our enthusiastic support  
8 for the proposed PUD case no. 15-16. This proposal  
9 will transform an aging shopping center and surface  
10 parking lot adjacent to the Metropolitan Branch Trail  
11 and the Rhode Island Avenue Metro Station pedestrian  
12 bridge.

13 The proposal also establishes a pedestrian  
14 oriented frontage on to Rhode Island Avenue itself.  
15 This redevelopment proposal is largely the  
16 culmination of work we began in 2002 to make the area  
17 around the Rhode Island Avenue Metro Station and the  
18 avenue itself a safe, accessible, and inviting place  
19 to walk.

20 Our outreach efforts focused on the Edgewood  
21 Terrace and is more than 1,000 residents who've lived  
22 so close to the Metro Station but had a long  
23 circuitous walk down the hilly train and rail road  
24 tracks.

25 In the early 2000s we conducted several

1 community workshops, walkthroughs, surveys, and other  
2 outreach efforts to identify concerns and ways to  
3 improve the walkability of the neighborhood and  
4 access to the Metro Station. The results from this  
5 effort identified a pedestrian bridge across the rail  
6 road tracks where people were walking across active  
7 tracks. Stairs between the shopping center and  
8 Edgewood Terrace and improved pedestrian facilities  
9 with streetscaping along Rhode Island Avenue, and  
10 there is a table and map on the last sheet of the  
11 testimony that shows that pedestrian bridge. A map  
12 from DDOT.

13           We are gratified that the pedestrian bridge  
14 was built and that it is well used. It creates a  
15 safe and direct connection for neighborhoods on the  
16 west side of the rail road tracks to Metro. Despite  
17 this accomplishment we were left with several  
18 unfinished items to improve Westside accessibility.

19           Now the PUD proposal for this site fulfills  
20 these priority items. We have long sought stairs  
21 between the project site and Edgewood Commons to  
22 shorten the walk to Metro by as much as 10 minutes.  
23 This proposal offers to build two stairways  
24 connecting the site to the north. The proposal  
25 stairs will significantly decrease the time and

1 distance for Edgewood Commons residents and beyond  
2 helping thousands of people have a more convenient  
3 walk to Metro and reach the future full service  
4 grocery store and pharmacy at the project site.

5 We hope that the siting of the eastern most  
6 stairway can ensure the most direct connection for  
7 the Edgewood Commons as proposed by the applicant  
8 rather than bury the stairs in the middle of the  
9 block.

10 We also sought to establish a safer  
11 pedestrian environment to and along Rhode Island  
12 Avenue, which this proposal will do. These and the  
13 other walk/bike connections proposed are major  
14 contributions to the neighborhood and to make the  
15 most of this site's transit, walk, and bicycle  
16 access.

17 While this project offers tremendous benefits  
18 for people who already live nearby, the project also  
19 meets another critical need; more housing for a  
20 growing city. Replacing an aging strip shopping  
21 center and surface parking lot will -- with  
22 approximately 1,500 homes, a full service grocery  
23 store, and pharmacy, public plazas, a usable park,  
24 enhanced walking and biking connections to the Metro,  
25 the Metropolitan Branch Trail and the neighborhood,

1 benefits everyone. Increased supply of housing near  
2 transit is critical to addressing growing demand for  
3 housing in the city and rising prices.

4 We are thrilled by the proposal. We wish to  
5 suggest some ways to make it even better. Access to  
6 the MBT, Metropolitan Branch Trail, and Metro  
7 Pedestrian Bridge during construction. While both  
8 the completion of phase 1 and the completion of the  
9 entire project will offer greatly improved access to  
10 the MBT and the pedestrian bridge to the Metro  
11 station, we ask that disruption to the neighborhood  
12 access to these connections be minimized during  
13 construction.

14 Affordable housing. While we appreciate the  
15 applicant's offer to provide half of the eight  
16 percent IZ units at 50 percent AMI, we suggest that a  
17 better approach is to provide all the IZ units at 60  
18 percent AMI. We recommend this given that 80 percent  
19 AMI is either too close to or exceed the local market  
20 rents. We also based our recommendation on the  
21 precedent set by the recent Eckington Yards case.

22 Overall we are eager to see this  
23 transformational -- transformative project move  
24 forward. The project will help knit together this  
25 community and provide needed new housing on an

1 underutilized site next to Metro.

2           Lastly, we want to present a preview of our  
3 new certification program called Green Place, which  
4 is here. We are piloting this evaluation program to  
5 quantify the traffic and pollution reduction program  
6 benefits, as well, a well-designed transit oriented  
7 development and encourage more transportation demand  
8 management measures.

9           Our evaluation the 680 Rhode Island Avenue  
10 quantifies the environmental, transportation, and  
11 health benefits according to analysis on a household  
12 basis. This project will generate 53 percent fewer  
13 miles of daily driving and 70 percent fewer pounds of  
14 carbon dioxide from driving, the new region's  
15 average. The project offers a robust set of  
16 transportation demand management measures to enforce  
17 the opportunities to drive less, walk, bike, and ride  
18 transit more. This is an important contribution to  
19 our region to welcome growth in a more sustainable  
20 way. Thank you for the opportunity to comment.

21           CHAIRPERSON HOOD: And, thank you. Could you  
22 just identify yourself?

23           MS. JAFFE: Yes. Sorry. Claire Jaffe. I'm  
24 also from the Coalition for Smarter Growth.

25           CHAIRPERSON HOOD: Okay. Great. Let's see

1 if we have any questions of either one of these  
2 witnesses. Vice Chair Cohen.

3 MS. COHEN: Thank you, Mr. Chairman. Does  
4 the senior -- Ms. Welch, does the senior building  
5 have any security --

6 MS. WELCH: We have security --

7 MS. COHEN: At a desk?

8 MS. WELCH: We have security, desk security.  
9 We also have a set of roving security guards, but  
10 it's a 16-acre campus so it is hard for us to -- and  
11 they are roving. And one of the other problems about  
12 having that trail open 24/7 is we just don't have the  
13 money to hire the additional guards to provide the  
14 additional protection. That's why we wanted it  
15 closed when the Metro is closed.

16 MS. COHEN: What about, did Edgewood  
17 management take advantage of any of the cameras that,  
18 you know, I think the city was subsidizing purchase  
19 of cameras on that site.

20 MS. WELCH: We have our own camera system  
21 throughout the site, and we're actually supplementing  
22 that in our current renovation.

23 MS. COHEN: Okay. What are the income ranges  
24 of your residents?

25 MS. WELCH: Okay.

1 MS. COHEN: Like 30 percent, 80 percent, if  
2 you can find that --

3 MS. WELCH: The senior building is -- I  
4 actually have those with me. The senior building,  
5 which is 200 units, is all -- half of that is about  
6 below zero to 30, and the other half is about 30 to  
7 60. I'm rounding. So the senior building has the  
8 deepest subsidy of any of the buildings on the  
9 campus. The other building, which is closest to this  
10 site is 611, which is sort of in the middle of the  
11 block. Straight up is the closest, and that property  
12 is 258 units. It has half of the units are 30 to 60  
13 and half of the units are 60 to 80.

14 Then the other major -- we have a 42-unit tax  
15 credit project on the corner of Edgewood and 4th, and  
16 that's 42 units are all tax credits, so they're up to  
17 60 percent. And then our biggest property which we  
18 call Edgewood One, which is the one under renovation,  
19 is 292 units, and 70 percent of that is tax credit  
20 and 30 percent is 60 to 80 percent AMI.

21 We do have project based contracts on some of  
22 the properties as well. But it has a range of 30s,  
23 60s, and 80s.

24 MS. COHEN: And as a committed owner/manager,  
25 you're not anticipating any move outs of anybody.

1 This is your commitment is to retain it as --

2 MS. WELCH: Right. We just renewed our major  
3 Edgewood One contract for 20 years for 114 units of  
4 Section 8. We just renewed that, because that's our  
5 commitment to the community.

6 MS. COHEN: And you renewed --

7 MS. WELCH: Any existing residents that are  
8 there.

9 MS. COHEN: You renewed it for how many  
10 years?

11 MS. WELCH: Twenty years.

12 MS. COHEN: Well, I think you heard in the  
13 questions that a number of us were not excited about  
14 the affordability in this project as well. So the  
15 applicant has an opportunity to come back.

16 MS. WELCH: Okay. Good.

17 MS. COHEN: Okay. Thank you for your  
18 testimony.

19 CHAIRPERSON HOOD: Okay. Anybody else?  
20 Commissioner Miller.

21 MR. MILLER: Thank you, Mr. Chairman. I  
22 don't have any questions. I just wanted to thank  
23 each of you for your thoughtful testimony and I think  
24 I agree with almost everything you've said, so.

25 CHAIRPERSON HOOD: Ms. Welch, let's talk

1 about the bridge and the gate and closing that off.  
2 When Metro gets eventually, because they will, when  
3 they get straightened back out I think they close on  
4 the weekends at 3:00. I'm usually home by 9:00 so  
5 I'm not sure. I think, is it 3:00 or 2:00? It's  
6 3:00.

7 [Discussion off the record.]

8 CHAIRPERSON HOOD: Well, I don't know,  
9 anyway. I'm not out there.

10 MS. WELCH: I was told the last train came in  
11 at 1:00 or 1:30, through that station.

12 CHAIRPERSON HOOD: That's during the week.  
13 But on weekends, when they have increased the hours,  
14 at least they did, if they go back to that. So we're  
15 looking at night time hours of that being closed.  
16 And you're talking about the avid person 34 years ago  
17 who used to walk across the tracks to get to school.  
18 So I don't know if you can even get across the tracks  
19 anymore. That's been a long time since I've done  
20 that.

21 But I just think that there's pros and cons  
22 of doing it. I think the best thing that I saw  
23 happen was that bridge. Even though I think the  
24 bridge is 34 years late, but the bridge was good  
25 because a lot of people I know, when I was going to

1 school at McKinnely, they would walk across the  
2 tracks. And that would -- I think I heard somebody  
3 say, it saves time. So I really think we need to  
4 really reconsider that equation. I'm not sure what  
5 the community wants because I'm all about what the  
6 majority, what the community wants. I think there  
7 are some pros and cons. And were those pros and cons  
8 discussed in your discussions or with the overall  
9 community? I understand keeping seniors safe. By no  
10 means am I saying disregard that. That's very  
11 important.

12 But I think when people want to do something  
13 wrong, they're going to do it anyway. But I think  
14 what we also creating is a long walk around, because  
15 some of the seniors may come home late. I don't  
16 know. And that cuts their -- and I don't know, you  
17 had the discussion. I'm just perusing.

18 MS. WELCH: Right. The residents were not  
19 just the seniors. It was an entire community meeting  
20 and the overwhelming concern was about nothing good  
21 happens when the, you know, in the middle of the  
22 night. And if the Metro is shut down no one should  
23 be really using those stair cases to be access -- you  
24 know, running back and forth between their  
25 properties.

1 CHAIRPERSON HOOD: I just don't want --

2 MS. WELCH: That was their concern and I'm  
3 just conveying it.

4 CHAIRPERSON HOOD: I just don't want us to  
5 make the same mistakes that we made, and I've said  
6 this before and my colleagues have heard this, in  
7 Georgetown, when they didn't want the Metro. And now  
8 we're looking for one.

9 So that's just where I am. So, you know, I'm  
10 going to be open to whatever the community wants,  
11 more or less, but we really need to evaluate that.

12 MS. WELCH: Well, the advantages, we were  
13 only requesting a gate which could be removed and  
14 opened if things -- if there was no need for it. So,  
15 you know, we can test this out and make -- and, you  
16 know, and make change as time goes on. That's the  
17 advantage of being -- of just not ever having a gate.  
18 That way we can decide what to do.

19 CHAIRPERSON HOOD: Okay. And did the ANC  
20 take a position on that? On the bridge? I'm not  
21 sure.

22 MS. WELCH: I don't believe they did.

23 CHAIRPERSON HOOD: Okay. All right. Any  
24 other questions, Commissioner May?

25 MR. MAY: Yeah. So, Ms. Welch, you talk

1 about the one building for which you got a new 20  
2 year contract for, right?

3 MS. WELCH: Uh-huh.

4 MR. MAY: So, and I don't know the totality  
5 of the complex. But what does the broader future  
6 hold? I mean, obviously one building for 20 years,  
7 but beyond that I mean, are there other buildings  
8 coming up? Is there any talk of redevelopment?  
9 There's an awful lot of open space there. It seems  
10 like it might be -- somebody might be eyeing it as a  
11 potential redevelopment site. I mean, what does the  
12 future hold?

13 MS. WELCH: Well, we control all the sites  
14 through various entities. And there is actually --  
15 it is not maxed out under it's PUD.

16 MR. MAY: Right.

17 MS. WELCH: And we're looking at that to  
18 build more affordable housing on the site.

19 MR. MAY: Right.

20 MS. WELCH: On the remaining land that's  
21 available under the PUD. But CPDC is a long-term  
22 owner and we are committed to staying there as long  
23 as CPDC exists.

24 MR. MAY: Okay.

25 MS. WELCH: We are not interested in selling

1 it off.

2 MR. MAY: Okay. That's good to know. Then,  
3 all right. So Ms. Jaffe, I'm very interested in  
4 Green Place. You want to tell us more about what  
5 this actually is and means and you know, are we going  
6 to be seeing this more regularly? And if so can you  
7 make it less confusing for us? Because it's a little  
8 much for me to absorb.

9 MS. JAFFE: Yeah, I can absolutely. So this  
10 is a project of our policy director, Cheryl Corts.  
11 And I can explain as much as I know about it.

12 So this project, it's similar. There's a  
13 project that's very similar that's based out of the  
14 Bay area, and it's similar to kind of like a LEED  
15 certification, but in terms of transit and transit  
16 accessibility as well as parking and kind of takes  
17 into account all of these different Smart Growth  
18 aspects.

19 And so basically it looks at a project and  
20 evaluates it based on a different -- you know, how  
21 close it is to a dense area, how much parking is  
22 permitted, how much transit accessibility they're  
23 offering, so, you know, say a BikeShare or transit  
24 passes, or all these kinds of things. And then you  
25 get a reading based on how much you provide.

1           And so right now this, as well as five other  
2 projects are in the pilot program, so it's kind of  
3 really in the beginning stages, but we're hoping to  
4 make it something that's kind of widespread in the  
5 city, would be the ideal thing.

6           MR. MAY: So when something gets certified, I  
7 mean, do you just pick the ones that are going to get  
8 certified, or are they going to, you know, are the  
9 developers going to come to you and pay a fee to get  
10 certified or to be evaluated or --

11           MS. JAFFE: I am not exactly sure. I would  
12 be happy to have Cheryl send in a much more easily  
13 understood explanation for the -- of the program and  
14 I think that she'd be happy to do that.

15           MR. MAY: Okay.

16           MS. JAFFE: And I think that would be better  
17 than me giving you --

18           MR. MAY: Well, I mean -- sure, sure.

19           MS. JAFFE: -- wrong information.

20           MR. MAY: And, you know, maybe something can  
21 wait for the next one that comes around that gets  
22 this sort of certification.

23           I would just suggest that, you know, some of  
24 the other things, the other measures that we look at  
25 are pretty easy to understand. I mean, you know,

1 certified Silver, Gold, Platinum. Very simple.

2 MS. JAFFE: Right. Uh-huh.

3 MR. MAY: And I think there's a lot of good  
4 information in here, but it's sort of -- it's hard to  
5 understand how it fits into the spectrum of  
6 development. It's hard to, you know, having scores,  
7 you know, the walk score. Very easy to understand.

8 MS. JAFFE: Right. Uh-huh.

9 MR. MAY: And I'm not saying this all has to  
10 be added up and given to a single number of something  
11 like that. But, you know, there are lots of ways to  
12 sort of simplify the presentation of information so  
13 you can understand, well, how does this compare?  
14 Fifty-three percent less driving and 70 percent less  
15 Co2. Good numbers.

16 MS. JAFFE: Uh-huh.

17 MR. MAY: I'm not going to remember how this  
18 one compares to the next one, but you know, if you  
19 have a graphic scale and you give it a, you know --  
20 or a color scale or something. You know, things like  
21 that that make it really simple, because it's really  
22 good to be able to evaluate things on those sort of  
23 simple measures.

24 It's also a little confusing when you know,  
25 the way the information is categorized, the sections,

1 they're a little bit inconsistent and different, and  
2 so it's hard to really piece it all together. It's,  
3 I mean, all very useful information and fascinating  
4 and I appreciate the fact that it's one page and not,  
5 you know, a book like --

6 MS. JAFFE: Right. Uh-huh.

7 MR. MAY: Like a traffic study. You know.

8 MS. JAFFE: Yeah. Yeah, absolutely.

9 MR. MAY: No offense, Mr. Andres, but traffic  
10 studies are really hard to get through.

11 MS. JAFFE: Yeah. No, that's really great  
12 feedback and I'll bring that back. Yeah, as I said,  
13 because it's in the pilot program we're still working  
14 on the way to communicate it. Especially because it  
15 is, as you said, quite kind of wonky information.

16 MR. MAY: Yeah. Yeah.

17 MS. JAFFE: And I think that that's as -- I  
18 do want more communications with Coalition for  
19 Smarter Growth so I will be working on that.

20 MR. MAY: Oh, good.

21 MS. JAFFE: Absolutely.

22 MR. MAY: Well, I look forward to hearing  
23 more about it. I mean, especially if it means -- if  
24 it's a measure that can be done without -- I mean, at  
25 the stage when we're evaluating it as opposed to, you

1 know, a projected score under LEED or something like  
2 that. I mean it's a, I think, could be a very very  
3 useful tool. So.

4 MS. JAFFE: Yeah, absolutely, and we're --

5 MR. MAY: I'm excited about that.

6 MS. JAFFE: I think that we're really happy  
7 to work with MRP on this project and, you know, get  
8 it certified early. Even if it is a little  
9 confusing.

10 MR. MAY: Uh-huh. So are they paying you to  
11 do this for them? No.

12 MS. JAFFE: You know, I'm actually not sure,  
13 as I said, but --

14 MR. MAY: Well, you know, I saw a head go  
15 like this but I'm not --

16 MS. JAFFE: I don't know how it works.

17 MR. MAY: MRP can --

18 MS. JAFFE: I don't know the background of  
19 it.

20 MR. MAY: Yeah.

21 MS. JAFFE: This is a project that we've been  
22 working on for over a year and we're excited to kind  
23 of keep it going and get it -- make it back here.

24 MR. MAY: Good. Well, the applicant can tell  
25 us more about their perspective on this when the

1 time --

2 MS. COHEN: Maybe Commission May can be on  
3 the focus group on how to simplify.

4 MS. JAFFE: No, that was great. I think this  
5 is the first time that we've kind of shown it around,  
6 so it's good. It's very good to be back.

7 MR. MAY: Okay. Thank you.

8 CHAIRPERSON HOOD: Okay. Other questions up  
9 here?

10 Okay. Does, Ms. Roddy, you have any cross?

11 [No audible response.]

12 CHAIRPERSON HOOD: Okay. Ms. Quinn, do you  
13 have any cross?

14 MS. QUINN: Ms. Welch, I just had a couple  
15 questions about accessibility, particularly for your  
16 residents that have disabilities. You may have  
17 covered this and if you did, I'm sorry. I had to  
18 step out and take a call. But I wanted to know, we  
19 talked last week, I believe, a bit about some  
20 connection between the properties that was not going  
21 to be ADA compliant.

22 MS. WELCH: Right.

23 MS. QUINN: Is there any connection by foot  
24 that is, that's not kind of going around the world?

25 MS. WELCH: There is not, and actually in our

1 original letter we went into detail about their  
2 proposing to provide a van service to the senior  
3 building once a week. We asked in that letter that  
4 if the demand is there for more frequent use, that it  
5 be considered to be increased. Or if we can find a  
6 Metro access route onto the campus so that there can  
7 be a van service, another means of getting from --  
8 because the topography is a huge grade break so there  
9 is no ADA accessibility.

10 MS. QUINN: Got it. And I also thought that  
11 last time we talked about the potential of having  
12 some kind of pharmacy on the property.

13 MS. WELCH: Yes. I think they testified about  
14 that, yes.

15 MS. QUINN: And I just wanted to know, what  
16 was the consensus from your group with regard to that  
17 as an option. I know that there's a CVS across the  
18 street so I was wondering if that was a really  
19 appealing option there.

20 MS. WELCH: And my impression and maybe  
21 Commissioner Williams can clarify that if I'm wrong,  
22 because they were her meetings, is that there was  
23 interest in having an affordable grocery store and  
24 having a full service pharmacy.

25 MS. QUINN: All right. Thanks for

1 clarifying.

2 CHAIRPERSON HOOD: Okay. Ms. Hobaugh, you  
3 have any cross-examination of either one of the  
4 witnesses?

5 MS. HOBAUGH: So I also just had a couple  
6 questions for CPDC. One was, how many entrances do  
7 you currently have to your site?

8 MS. WELCH: We have -- vehicular?

9 MS. HOBAUGH: And pedestrian.

10 MS. WELCH: Okay. Vehicular we have two. Or  
11 three, I'm sorry. We have three. We have the one  
12 that's on 4th Street which is across from -- or, not  
13 exactly across from Channing, but it's opposite  
14 Channing on the other side. And the goal is to have  
15 a combined drive. That's what we've been working on.  
16 Then the other one is up at 601. There is an exit.  
17 There is a circle for the 601 building off of  
18 Edgewood Street. And then we have a parking deck  
19 which is close -- which is farthest to the -- I don't  
20 know where they're going to find the drawing. The  
21 picture of it. Yeah, that's the parking deck, the  
22 back of the parking deck. And its entrance is right  
23 next to the charter schools on Edgewood Street, right  
24 where the Edgewood Street curves north to hit  
25 Franklin.

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1 MS. HOBAUGH: And do any of your current  
2 entrances from public streets have gates on them?

3 MS. WELCH: No.

4 MS. HOBAUGH: Okay.

5 MS. WELCH: That would be like a total  
6 nightmare to try to figure out how to get key cards  
7 out to residential for access in and out and also how  
8 to get, you know, cabs in and out for residents and  
9 ambulances.

10 MS. HOBAUGH: Okay. And also, my next  
11 question is, isn't the intention of CPDC to allow its  
12 neighbors that are not living on its private property  
13 to traverse its property to access the new  
14 stairwells?

15 MS. WELCH: Yes. Actually we've been -- the  
16 design of the staircase came up after we had been  
17 working on a complete site improvements to our  
18 property. So we have -- we are redesigning our  
19 Edgewood Street entrance so that it drops and our  
20 property is more visible to our neighbors and more  
21 inviting to our neighbors. We did not know about the  
22 staircase when we did that plan so we really don't  
23 have a connection to it on our side. So it just came  
24 up after the fact and we'll have to figure out a way  
25 so that it can come up and connect to the existing

1 sidewalks that are there.

2 MS. HOBAUGH: Okay. And do most, if not all  
3 of the buildings on the campus have a private  
4 security and locked doors to get into the buildings?

5 MS. WELCH: Not the garden buildings, but the  
6 mid-rises. We have seven, eight guard buildings.  
7 They have secure access but they don't have guards.  
8 But they have fobs and cameras.

9 MS. HOBAUGH: Okay. Thank you.

10 CHAIRPERSON HOOD: Okay. Thank you. Let's  
11 go to the party in opposition, if you want to take  
12 time and bring your group up?

13 Has everybody been sworn in?

14 MS. HOBAUGH: I believe I missed it.

15 CHAIRPERSON HOOD: You missed it. And you  
16 know what I want to do? I want to leave the record  
17 open. I'm looking at this list and there were some  
18 people who were here last week that I don't see.

19 MS. SCHELLIN: Mr. Todd submitted.

20 CHAIRPERSON HOOD: And just the people who's  
21 on the list. The Clarks, you know, I know they've  
22 done a lot of work. I'm going to leave the record  
23 open for their testimony. And I don't know if we  
24 have it, but on this list here the people who are in  
25 opposition who are not here, I want to make sure the

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1 record stays open for them only. Okay? And we have  
2 our list so we don't need to go recruiting anybody  
3 else. But we have our list of the people who  
4 obviously could not make it back.

5 MS. SCHELLIN: Okay. Ms. Hobaugh, if you  
6 couple please stand and take the oath? Please stand.  
7 Raise your right hand, please?

8 [Oath administered to Ms. Hobaugh.]

9 CHAIRPERSON HOOD: Okay. Are you by yourself  
10 presenting?

11 MS. HOBAUGH: Yes, unfortunately --

12 CHAIRPERSON HOOD: Turn your mic on.

13 MS. HOBAUGH: Unfortunately, as you already  
14 knew, Ms. Dickerson would not be able to attend, but  
15 our other presented, witness, Jimmy Rock, also got  
16 stuck at work and was not able to attend.

17 CHAIRPERSON HOOD: All right. So identify  
18 yourself and you may begin.

19 MS. HOBAUGH: Sure. Sally Hobaugh, 213  
20 Ascott Place Northeast.

21 I have a presentation put forward. I did go  
22 through and hand-number the page, Commissioner Cohen,  
23 for you. So you can see what I'm talking about on  
24 each page.

25 Just want to give a brief introduction. Our

1 group is a group of neighbors, not quite 30, who live  
2 within 400 feet of the site. On the first page for  
3 the introduction I started putting blue dots where  
4 everyone's houses are so you could kind of see where  
5 we are in relation to the site. I ran out of space  
6 for them, but it gives the general idea. All of us  
7 can either see and/or hear the property site from our  
8 houses.

9           And we just want to mention that we all use  
10 the site now. We shop there, we walk through there,  
11 we go through the metro to the bike trail. We're  
12 very actively involved and we are excited to see it  
13 redeveloped. We just think there are some things  
14 that could be done to go from a good project to a  
15 great project that's more inclusive of the entire  
16 existing neighborhood.

17           The first thing that we walked to talk about  
18 was the impact on light and air. And the picture  
19 that's on page 3 is a view of the current streetscape  
20 on 4th Street Northeast. So you can see our two-  
21 story row houses on the west side of the street and  
22 the current two-story, I believe it's two-story  
23 Forman Mills Building that's across the street from  
24 it, just to give you a kind of sense of where the  
25 height is now.



1 the things that we would propose to change are having  
2 blocks three and four buildings, a maximum height of  
3 65 feet on 4th Street, and designing those buildings  
4 to consider terracing or other ways that makes it  
5 better integrate with the neighborhood across the  
6 street.

7 Another thing that we've noticed, in the  
8 current design the building is shaped more like a  
9 donut, and it seems like there's space where they  
10 could keep the same density of the project, but  
11 perhaps mass it differently so it has less of an  
12 impact on the neighbors across the street.

13 We also would like to see some additional  
14 green space with the project, and one place where we  
15 think that could happen is along 4th Street which is  
16 the additions to their diagram on page 7.

17 The next item we wanted to talk about was  
18 traffic and transportation. As I was starting with  
19 my question with DDOT earlier, we have a huge traffic  
20 problem currently in our neighborhood. Our  
21 neighborhood is cut through for people going from 4th  
22 to Lincoln, from Franklin to 4th, from Rhode Island  
23 to everything, and we have done what we can with DDOT  
24 to get traffic calming measures. We've done  
25 petitions, we have speedbumps installed where they

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1 can, and petitions out to neighbors to get new ones.

2           The problem is, with some of our streets on  
3 the 200 block, is they're on hills. So DDOT will not  
4 put in any speedbumps there. So we don't have any  
5 current additional measures that we can foresee to  
6 help with our current problem, which we think will  
7 only be exploded with this new development.

8           We think that neighbors and those to the west  
9 and new people are just going to cut straight through  
10 the new Bryant Street and go through the new  
11 development to drop people off at the Metro. As  
12 Commissioner Hood mentioned, that area, where you  
13 would pull in currently to the Metro off of Rhode  
14 Island Avenue to go through Rhode Island Row Shopping  
15 Center is a disaster area. It needs some kind of  
16 reconfiguration. I'm not a traffic engineer, but it  
17 needs something and we see that many people also note  
18 that and we'll see that it's much easier to just go  
19 straight through Bryant Street and drop off on the  
20 bridge on the other side, to walk across. So that  
21 concerns us as we think that hasn't been thought  
22 about or addressed or given us any ideas on how we  
23 can mitigate that before it starts.

24           CHAIRPERSON HOOD: Can you stop the clock for  
25 a moment? I know I've asked this before, and I'm

1 going to ask the Office of Planning again because I  
2 know I've asked this. I need to know who changed  
3 this Commission's traffic pattern on Rhode Island  
4 Row. And I'm going to ask Ms. Steingasser. Somebody  
5 needs to tell me, I need to understand who changed it  
6 because I know what we voted on, and I just need to  
7 know that so forgive me for interrupting. While that  
8 point was sticking to me I wanted to get that out.  
9 So, I'm going to follow up with Ms. Steingasser, with  
10 the Zoning Administrator, or whom, because I'd like  
11 to know who changed it, because that wasn't the  
12 pattern that this Commission approved.

13 Okay. Go ahead.

14 MR. MAY: I'm confused. You're talking about  
15 the traffic --

16 CHAIRPERSON HOOD: I'm talking about on Rhode  
17 Island Avenue. It doesn't even have nothing to do  
18 with this case. I mean Rhode Island --

19 MR. MAY: I know, but Rhode Island Row.

20 CHAIRPERSON HOOD: Right.

21 MR. MAY: You approved a certain  
22 configuration of the streets, one-ways and things  
23 like that?

24 CHAIRPERSON HOOD: A certain way it was  
25 supposed to -- it's supposed to be three lanes.

1 MR. MAY: Right.

2 CHAIRPERSON HOOD: Three lanes. And I  
3 specifically mentioned at the hearing that middle  
4 lane should have been to where people could bypass.  
5 We had it all going the same way.

6 MR. MAY: Right. It was a loop.

7 CHAIRPERSON HOOD: It was a loop.

8 MR. MAY: And there was a building of a  
9 bypass.

10 CHAIRPERSON HOOD: There was a bypass.

11 MR. MAY: Yeah.

12 CHAIRPERSON HOOD: You remember that? Were  
13 you on the Commission?

14 MR. MAY: No, I wasn't on that case, but I've  
15 driven through there.

16 CHAIRPERSON HOOD: And that's not what this  
17 Commission voted on.

18 MR. MAY: Right. Okay.

19 CHAIRPERSON HOOD: So I'd like to know --

20 MR. MAY: Well, that's reassuring because it  
21 was not a good experience driving through there.

22 CHAIRPERSON HOOD: You're telling me. Okay.  
23 I just wanted the record to show, this Commission did  
24 not vote on it, so. On that. So I don't know how  
25 much flexibility somebody had to change it. So

1 anyway, that's me digressing. Okay.

2 MS. HOBAUGH: Sure. No worries.

3 CHAIRPERSON HOOD: Sorry about that.

4 MS. HOBAUGH: So, as I was saying, we are  
5 already trying to mitigate commuters cutting through  
6 our neighborhood, and we just see this in like making  
7 it much harder. We have a little bit of concerns  
8 about the new stop light on 3rd Street Northeast.  
9 Only because we think that will encourage more people  
10 to cut through because it will be easier to take a  
11 left out of our neighborhood. Currently on our side  
12 of Rhode Island Avenue, 3rd Street is two ways. But  
13 on the south side it's one way. So I don't think the  
14 neighborhood to the south will be impacted as much as  
15 we will be and we would like to see that studied  
16 before it's done, and additionally see what else  
17 could be done to stop people cutting through the  
18 neighborhood now, and in the future as it's going to  
19 get worse.

20 Another thing that we are concerned about is  
21 D.C. Water has planned construction that is supposed  
22 to start next month, and last for 17 months. And the  
23 areas that are going to be under construction are 4th  
24 Street around 4th and Rhode Island, and on Rhode  
25 Island Avenue, just past the bridge, overpass bridge.

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1 So, already travel around that area for pedestrians,  
2 for neighbors, are going to be impacted by that  
3 construction and we want to make sure that the  
4 construction plan and MRP is working with them to see  
5 how we can make it a little bit easier for our  
6 neighbors if we cannot traverse through their site to  
7 access the MBT and the pedestrian bridge to the  
8 Metro.

9 Okay. So as we were talking, right now the  
10 pedestrian bridge, which our community fought very  
11 hard to get built, and I agree with Commissioner Hood  
12 that it was built 34 years too late, and even five  
13 years too late after the funding was put in the  
14 budget due to many complicating factors. But our  
15 neighbors fought for it and we've had it for a few  
16 years now and it makes travel so much easier. We  
17 have a large number of neighbors in wheelchairs or  
18 with young children in strollers, and having that  
19 handicap accessible entrance and not having to walk  
20 on Rhode Island that has way too narrow sidewalks,  
21 and a very scary underpass has greatly improved our  
22 accessibility and our neighbors' lives.

23 So during the construction of this project  
24 that is going to be taken away for a period. And I  
25 want to give this example of a recent occurrence with

1 the train crash, when the trail and the bridge were  
2 closed. Our neighborhood exploded. And that was  
3 only for a few days. It was all over Facebook pages  
4 and next door and the Listserve, when is the bridge  
5 going to be open, when is the trail going to be open.  
6 When is the trail going to be open. So we are  
7 already very happy to have that additional amenity,  
8 but when it was removed for just a few days, it was  
9 definitely felt.

10 And so if the construction of this project is  
11 going to remove it for a long period of time we need  
12 to figure out a better way to help us, the neighbors  
13 from the west access the site during that period.

14 Okay. And on Page 12, I just did with two  
15 pink arrows to kind of show the routs that neighbors  
16 now use to cross the site. They're actually four  
17 different entrance points along the -- or, sorry,  
18 three different entrance points from the west. One  
19 is the alley, which most neighbors only traverse  
20 during the day. But it is used. And then there's a  
21 pedestrian walkway that goes to the sidewalks along  
22 the buildings, and then there's the road entry to the  
23 shopping center.

24 And then the little red area is just showing  
25 the area where it's much more dangerous for neighbors

1 to cross with the narrow sidewalk. You can't even  
2 walk two abreast under there.

3 So additionally, we're concerned with the  
4 building of Block 2A and 2B, being against the  
5 property line. Right now, like I said, we have a  
6 couple different ways to traverse the site, and this  
7 kind of removes one of them. We have been trying to  
8 talk with MRP in between the two hearing dates to see  
9 what kind of access they could leave or change, and  
10 they did seem amenable to maybe leaving that back  
11 access open during the first phase of construction,  
12 which was good to hear.

13 Okay. Some of our suggested items is keeping  
14 access to the MBT and the Metro for those of us west  
15 of the property open at all times notifying adjacent  
16 neighbors about any unavoidable closures and removal  
17 of gates and access allowed for all neighbors using  
18 the stair cases to the north if that's going to be  
19 the detour. So I was very glad to hear that CPDC was  
20 considering that, allowing other neighbors to use  
21 their property to go to the site. But I'm still  
22 concerned about the gate. Like I said, there's no  
23 gates on any other entrances to their site right now,  
24 so it seems unnecessary to put one at that one  
25 entrance and exit point.

1           Okay. And we also have been talking to MRP  
2 and they do seem amenable to some of these additional  
3 things, like the notifying of all neighbors and  
4 posting on 4th Street in their construction plan.

5           The next item that we are concerned about is  
6 this two-way access road that circles building 1A.  
7 We think that that is only going to encourage  
8 commuters and neighbors and everyone to make that the  
9 new kiss and go. We see that as taking away of the  
10 pedestrian space by having idling cars or people  
11 dropping off, onloading, offloading in that area, and  
12 it concerns us.

13           We're also concerned because we feel like  
14 that's a very easy space where we could add some more  
15 green space to our neighborhood. We've been very  
16 aware and watching what happened in NoMa and how the  
17 NoMa had to take city money to buy new green space.  
18 And we are in an area that's already covered by a lot  
19 of concrete. But not many large building sites. And  
20 so we see that this is one project where we can get  
21 some sizable green space for the community to have  
22 going forward as we grow.

23           Okay. And then on page 16 I kind of -- I  
24 just highlighted what changes we would like to see.  
25 We want some comprehensive plan for accessing MBT and

1 the bridge. We would like two Capitol BikeShare  
2 stations. We think that one along 4th Street would  
3 help alleviate some of the car trips in the area, and  
4 also help complete the bike sharing network in our  
5 neighborhood. We would like to see removal of the  
6 road looping around Building 1A, or at least make it  
7 one direction, one way, in the direction going away  
8 from the stairs. And we would like to see a  
9 preserving a walkway or bike path along the new  
10 Channing in blocks 2A and 2B.

11 Okay. And then the last one we wanted to  
12 talk about the implications that it will have on the  
13 quality of our life. On page 18 is a list of all the  
14 events and items that we currently do in the green  
15 space on the trail. The largest green space is that  
16 which is under the stairs, and that is where MRP  
17 wants to relocate the trail so they can build their  
18 larger pedestrian plaza in front of the stairs.

19 So since that space would be eliminated we  
20 want to make sure that we have a memorandum of  
21 understanding with the community groups that do those  
22 activities so that we can continue them. We work  
23 very hard in our community to make sure that we have  
24 events like they do in communities that have bids.  
25 And we are encouraged to see that one may be formed,

1 but right now we're the ones that do the 5K race and  
2 the movie nights and neighborhood picnics, to  
3 activate that space along the trail that's had safety  
4 issues. So we want to be able to continue those and  
5 partner with them. We've had a really great  
6 partnership with DDOT and with the current shopping  
7 center owners and management company, and we just  
8 want to make sure that will continue in the future.

9 We would also like to see that the green  
10 space and the public space next to the plaza  
11 compliments the MBT. That space was set aside by  
12 DDOT for transportation, and we don't want anything  
13 to be blocking people entering or exiting the trail  
14 or the Metro bridge. We want to make sure that  
15 transportation is still the primary focus of that  
16 area. And as you can see on page 19, the area that's  
17 highlighted, not grayed out, that's all the public  
18 space.

19 So the majority of the park space that's  
20 currently on this site is already owned by D.C., by  
21 DDOT. So we feel like MRP is benefitting, not only  
22 from that green space but from the bike trail and  
23 from the bridge that we built to the Metro, making  
24 their property much more valuable.

25 Okay. And we'd also like to see a written

1 commitment that they will design the space with the  
2 community and leave all the current community items.  
3 There is meshes, boards, little free library, and  
4 there's a large planting box from the founder of the  
5 MBT, where it's full of tulips and bushes that spell  
6 out MBT along the trail.

7           Okay. And of course I'm just going to  
8 mention again, we would like to see more green space.  
9 We feel like there could be some private land added  
10 to increase the space for the number of residents  
11 that we currently have, plus the ones that would be  
12 coming with their project.

13           Okay. For the two-lane road circling block  
14 1A, on page 20 is a picture of the flooding that  
15 happened on Rhode Island a few years ago. We have a  
16 huge water problem. As you can see from the  
17 Brookland Edgewood Livability Study, that screen shot  
18 I grabbed, 44 percent of Brookland Edgewood is  
19 impervious surfaces. And the majority of it is in  
20 the southwest corner, which is where this project  
21 site is and where my neighbors and my houses are.

22           So we just want to see as much green added as  
23 possible, and we feel like removing that road would  
24 add some more green space to help prevent some run-  
25 off issues.

1           Okay. And on page 21, it just -- I added the  
2 diagram to kind of show the pedestrian plaza, a large  
3 chunk of it that's being planned is actually on  
4 public space. And we feel like that should be  
5 greened. Potentially impervious pavers used or the  
6 narrowing of that road that goes around. Anything  
7 that we could do to prevent and reduce run-off and  
8 add additional public accessible green space to this  
9 project.

10           Okay. Okay. And on page 22, this was also  
11 mentioned by the Commission on the hearing last week,  
12 we are very concerned about the length of this  
13 project. The thought of living through two decades  
14 of construction at this site that impedes our access  
15 to public amenities and public areas, is very  
16 concerning. We just finished a -- H Street CDC's  
17 affordable housing project just finished on 4th  
18 Street. That was a little over a year and a half.  
19 D.C. Water is about to start up, and then this  
20 project. It just seems like decades of construction.

21           Just the implications on how we get where  
22 we're going to get, and living through the noise.  
23 Like I said, we can hear everything due to the valley  
24 and the construction, the noise and debris, it's  
25 just, it's a big concern of ours that we feel like

1 the project staging is too long.

2           Okay. And then at the end I just included  
3 what the current information I have from D.C. Water  
4 on their project that they're doing in the  
5 construction in the area.

6           CHAIRPERSON HOOD: Finished?

7           MS. HOBAUGH: Yeah. I'm not as verbose as  
8 Ms. Dickerson.

9           CHAIRPERSON HOOD: Okay. Well, thank you  
10 very much and I'm glad to see that that H Street  
11 project, was probably a 20-year project also.  
12 Finally see that getting done.

13           Let's open it up for any questions up here.  
14 And before I forget, Mr. Westrom, my request probably  
15 was for you, not Ms. Steingasser. I just always  
16 reach out to Ms. Steingasser. But I think my request  
17 is for you about that H Street -- I mean, Rhode  
18 Island Avenue.

19           MR. WESTROM: Yes. We noted it as well.  
20 That was also before my time and so I will have to  
21 look into it.

22           CHAIRPERSON HOOD: Before your time. Okay.  
23 All right. But thank you, Ms. Steingasser, for  
24 willing to help.

25           Okay. Let's open it up for any questions or

1 comments. Commissioner May.

2 MR. MAY: Okay. So, first, I do think you  
3 made a number of good points about the concerns about  
4 the project. And fortunately I think what you're --  
5 you know, a lot of people come to us and they say,  
6 well, you know, this is an important project. We  
7 just want to make it better. And then they testify  
8 about all the things that are terrible about the  
9 project and why it's, you know, actually unacceptable  
10 to them.

11 But I think what it does seem like you're  
12 doing is making a number of constructive suggestions  
13 that will benefit the project potentially, but will  
14 also benefit the neighborhood. So I really  
15 appreciate that.

16 That being said, there are a couple of things  
17 I just want to clarify. I mean, you understand that  
18 -- I mean, the access that you have right now to the  
19 bridge, the pedestrian bridge, is entirely across  
20 private property, right?

21 MS. HOBAUGH: Yes. We understand that. But  
22 we feel like they benefit from a number of public  
23 improvements.

24 MR. MAY: Undoubtedly. I just want to make  
25 sure you understand that because --

1 MS. HOBAUGH: Yes, we do.

2 MR. MAY: -- not necessarily everybody does  
3 when they're walking across it, they just think, you  
4 know, they're not stopped from going there and so  
5 therefore it's -- you know, they're entitled to it.  
6 You're not necessarily entitled to it so, but I think  
7 it's you know, the more that you can get from the  
8 developer in terms of, you know, limiting the  
9 disruption of that access I think, you know, more  
10 power to you.

11 You are interested in seeing more height.  
12 And, I'm sorry, not more height. More greens peace.

13 MS. HOBAUGH: Uh-huh.

14 MR. MAY: But the tradeoff to get the green  
15 space -- I mean, they're already not maximizing the  
16 FAR. I don't think they're going to reduce the FAR  
17 for this anymore. In other words, get less density.  
18 So the only way to get more green space would be to  
19 go taller. So, it -- I mean, is that what you're  
20 actually advocating? Do you want to have them -- you  
21 want to have taller buildings deeper into the site in  
22 order to get more green space? I mean, what's the --  
23 or you just want it to be less dense in the end?

24 MS. HOBAUGH: No, we've had that discussion.  
25 So I think many of us feel that if they went taller

1 closer to the Metro, that wouldn't be a problem. But  
2 we also feel that a lot of their buildings have these  
3 weird donuts or like lower level terrace space where  
4 perhaps they could have added more units instead of  
5 having a hole in the middle of the building.

6 CHAIRPERSON HOOD: Well, I mean, there's only  
7 so much depth you can get away from light and air.  
8 So those courtyards and the donuts as you call them,  
9 the courtyards in the middle are necessary in order  
10 to make those interior units livable. Otherwise they  
11 would be -- I mean, you can't just build you know,  
12 unlimited floor plates and then expect people to live  
13 without windows. So, I mean, but I think it's point  
14 well taken if there are areas where they're not using  
15 the full density and they're stepping things back or  
16 something like that. Maybe they can look at it. So.

17 MS. HOBAUGH: Well, yeah. And the only -- I  
18 mean, not the only, but the places we suggest was the  
19 removal of that road. We saw that as -- and that's  
20 no one's -- it's not housing, right?

21 MR. MAY: Right. Okay. And then the other  
22 thing, the fact of some of the hardscape, I mean, I  
23 think one of the things that is -- certainly has been  
24 very apparent to me in the work that I've done in the  
25 city and various projects is that the requirements

1 for limiting any kind of storm water runoff are very  
2 strict and they're getting stricter. And the mere  
3 fact that there might be hardscape there doesn't  
4 necessarily prevent them from controlling the storm  
5 water. It could be controlled in other ways.

6           So I mean, if it's a -- and I understand the  
7 concern about storm water and we're all aware of the  
8 flooding that's occurred in that neighborhood. But I  
9 just, I think I want to make it clear, at least from  
10 my perspective, there are lots of ways that they can  
11 control storm water and there are going to be very  
12 strict standards for that. So it may not be that  
13 much of an issue in terms of the overall success of  
14 the project.

15           Now, toward that end, I know that D.C. Water  
16 is building another storage tunnel up in that  
17 vicinity, I guess along 1st Street. Is that going to  
18 address part of the runoff problem, the flooding  
19 problem that you showed us pictures of here?

20           MS. HOBAUGH: Yeah. I believe it's supposed  
21 to help. That's the northeast boundary tunnel that  
22 will come through our neighborhood.

23           MR. MAY: Right.

24           MS. HOBAUGH: That's -- they haven't made it  
25 there yet. The work that they're about to do is to

1 move the utilities so that they can tunnel through.

2 MR. MAY: Okay. Tunnel through. Got it.

3 MS. HOBAUGH: Yeah.

4 MR. MAY: Okay. Yeah, I'm very familiar with  
5 that because parts of their tunneling around the city  
6 are on National Park Service land so we've been  
7 working with them for what feels like decades,  
8 although it's only been six or seven years. But  
9 only. Yeah. All right.

10 Anyway, have you done the -- gone on one of  
11 the public tours of the tunnel that they were  
12 building up in Bloomingdale?

13 MS. HOBAUGH: No.

14 MR. MAY: So if they do that again I would  
15 strongly suggest it. I went in one of their tunnels.  
16 It was good. So, all right. Thank you.

17 MS. HOBAUGH: Uh-huh.

18 CHAIRPERSON HOOD: Okay. Did you walk or did  
19 you ride your bike? I shouldn't have asked that.  
20 Any other questions?

21 MR. MAY: I rode my bike to that meeting,  
22 when we went on the tour, yes.

23 CHAIRPERSON HOOD: Must not have been --

24 MR. MAY: And it's not very -- riding down  
25 D.C. Water, I mean down at Blue Plains, very easy.

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1 Riding back is not. So.

2 CHAIRPERSON HOOD: Oh, all right.

3 MR. MAY: And Mr. Westrom is nodding his  
4 head. He knows what I'm talking about. It's very  
5 hard to get back from there. I mean, you had to ride  
6 on 295 part of the way to get down there.

7 CHAIRPERSON HOOD: Oh, that was you I saw.  
8 Okay. Let's open it. Any other questions?

9 MS. COHEN: Well, for Commissioner May, how  
10 do you get on the list to take that tour?

11 MR. MAY: I think they only opened it to  
12 residents.

13 MS. COHEN: Well, I'm a resident.

14 MR. MAY: No, I mean of the vicinity. I  
15 think they opened -- they invited some people from  
16 the neighborhood to go down and see it.

17 MS. COHEN: And what did you say your address  
18 was?

19 CHAIRPERSON HOOD: We have to have a little  
20 fun sometimes. This is our third night. Well, at  
21 least my third night here. My third night and we'll  
22 be back tomorrow night. So sometime we have to have  
23 a little fun. Okay.

24 Any other questions up here? Questions.  
25 Okay. Vice Chair.

1 MS. COHEN: Well, can I just say one thing?  
2 I thought you did a remarkably good job, especially  
3 with paginating and, though all of your work I think  
4 was very helpful. Thank you.

5 MS. HOBAUGH: Thank you.

6 CHAIRPERSON HOOD: Commissioner Miller.

7 MR. MILLER: Yeah. Thank you, Mr. Chairman.  
8 I wanted to echo Commissioner May and Vice Chair  
9 Cohen's comments about your presentation. It was  
10 very on point and very easy to understand what you're  
11 asking for and I'll be interested to see what the  
12 applicant's specific responses to each of the  
13 requests that you've made for suggested changes and  
14 your openness to like increased height and air, the  
15 Metropolitan Branch Trail to compensate for maybe the  
16 decreased height you're asking for on the west side.  
17 So I appreciate all of your constructive suggestions.

18 MS. HOBAUGH: Thank you.

19 CHAIRPERSON HOOD: A lot of your suggestions  
20 I guess you've already dialog with the applicant.  
21 You all have talked about it and none of them like  
22 the block three and the issue with the loading dock  
23 being close to the homes. You all have had all those  
24 discussions, right?

25 MS. HOBAUGH: Yes, we've had some of them.

1 Uh-huh.

2 CHAIRPERSON HOOD: Okay. I mean, for the  
3 most part in your presentation, most of these  
4 discussions you've already had with the applicant.

5 MS. HOBAUGH: Yes.

6 CHAIRPERSON HOOD: Okay. All right. Any  
7 other questions up here?

8 Does the applicant have any cross? Okay, Ms.  
9 Quinn, do you have any cross?

10 [No audible response.]

11 CHAIRPERSON HOOD: Okay. Thank you very  
12 much. We appreciate it.

13 MS. HOBAUGH: Thank you.

14 CHAIRPERSON HOOD: Okay. We're going to go  
15 to persons in opposition. Okay. I understand Mr.  
16 Rock not to be here, but we will have it, if we don't  
17 already. I think I saw his testimony. Okay.

18 This next name I'm going to need some help.  
19 Charles Bashara (Phonetic). Okay you can come up and  
20 help me. Did I pronounce your last name correctly?

21 MR. BASHARA: Bashara.

22 CHAIRPERSON HOOD: Bashara. Okay.

23 MR. BASHARA: I wasn't planning on  
24 testifying.

25 CHAIRPERSON HOOD: Oh, you weren't planning

1 on testifying. Okay. Okay, so you were just here in  
2 opposition?

3 MR. BASHARA: I'm here to support Sally  
4 Hobough.

5 CHAIRPERSON HOOD: Okay. It's nice to have  
6 support. Okay.

7 Ken -- oh. But is Ken here? He didn't say  
8 whether he was proponent or opponent. Abergail -- I  
9 can't. Abergail DeRoberts. Abergail. Okay. Said  
10 neighbor, she was in opposition. Patricia Williams.  
11 Okay. I don't see Mr. and Mrs. Clark. But I do want  
12 their testimony. Ms. Williams? Okay, come forward.

13 Ms. Schellin, let's make sure we reach out to  
14 Mr. and Mrs. Clark. I want their testimony. Anybody  
15 on this list who is in opposition who is not here  
16 tonight.

17 The next one I cannot make out.

18 MS. SCHELLIN: [Speaking off mic.]

19 CHAIRPERSON HOOD: Support and opposition. I  
20 thought I was -- oh yeah. Yeah, Mr. Todd. I think  
21 he provided something.

22 MS. SCHELLIN: [Speaking off mic.]

23 CHAIRPERSON HOOD: Okay. Yeah, let's just  
24 make sure that we have all of those, support and  
25 opposition.

1           Number 17, can somebody help me with that?

2           MS. SCHELLIN: It's a tenant.

3           CHAIRPERSON HOOD: It's a tenant. B.K.

4 Monroe. You want to testify? Okay. Observation.

5 Okay. Yeah, I see two question marks.

6           Okay. Anybody else who is in opposition who

7 would like to come forward? Okay. All right. Ms.

8 Williams.

9           MS. WILLIAMS: Hi. I have a strong voice.

10          CHAIRPERSON HOOD: Well, we want to be able

11 to hear you.

12          MS. SCHELLIN: [Speaking off mic.]

13          MS. WILLIAMS: Okay. No problem. Good

14 evening, everyone. I'm Patricia Williams. I reside

15 at 401 Edgewood Street Northeast. I am the ANC

16 Commissioner for that SMD where this project is being

17 built.

18           I was in opposition for the mere fact of

19 affordability. And as you know, I was sworn in, in

20 February, in this position of 2016. So the project

21 was just basically dumped on me at the time, trying

22 to get information to cast my vote far as the

23 increase from 65 to 90.

24           Since then I've done a lot of research that I

25 had to do on my own, called and asked questions. And

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1 my mind is changing. How can I say this? I am for  
2 the project but, let's see, I had a whole list. I  
3 was here on the first one. Affordability and this  
4 gate. Now the gate issue is only because it's going  
5 from private property to private property. And the  
6 way I'm hearing it, it sounds like it's going from  
7 private property to public property, and it's not.  
8 And like I explained to MRP before. I'm looking at  
9 things through security eyes. Right now we have a  
10 whole group of people coming through the neighborhood  
11 from various neighbors, doing whatever they have on  
12 mind to do.

13 Now the gate was only supposed to be closed  
14 during the closing hours of Metro, which would be  
15 from 1:00 to 5:00, or 3:00 to 5:00. The rest of the  
16 day it is open with no problems.

17 Ooh, I had a list. I had to deal with  
18 toddlers today, so excuse me for a minute. Then I  
19 had to run down here. So separating it is kind of  
20 difficult.

21 And I had issues far as I needed a better  
22 wording for the CBA that everybody is negotiating.  
23 And I think we almost at that point because the  
24 language -- and I got beat up on the last one far as  
25 wanting my own private office, my own private -- that

1 was not supposed to be worded in that manner. Like I  
2 said, I'm changing my mind to a whole lot of things  
3 but I'm trying to get everybody to understand, I'm  
4 looking at the whole project as a safety measure.  
5 And I would like everybody to consider the senior  
6 citizens.

7 I had a speech, but I'm wavering from that  
8 already. But thank you for your time.

9 CHAIRPERSON HOOD: Okay. Well, thank you and  
10 congratulations on being a new commissioner. I will  
11 say that you said you got beat up on, on the private  
12 office.

13 MS. WILLIAMS: Yes.

14 CHAIRPERSON HOOD: And I think you probably  
15 heard my comments. I've been doing this a long time  
16 and I've never seen a single -- and I don't want to  
17 beat up on you, but I usually see people come down  
18 and ask for the whole group, the whole ANC, and that  
19 was unusual to me.

20 MS. WILLIAMS: It was supposed to have been -  
21 - excuse me, I apologize for interrupting.

22 CHAIRPERSON HOOD: Go ahead. Go ahead.

23 MS. WILLIAMS: It was supposed to have been  
24 worded a community room where as maybe the Edgewood  
25 Civic Association meeting, the 5E as a whole meeting,

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1 a community meeting, maybe my SMD meeting. It was  
2 supposed to be an open --

3 CHAIRPERSON HOOD: Great. That makes me feel  
4 better.

5 MS. WILLIAMS: Not directed.

6 CHAIRPERSON HOOD: Not just for me, myself,  
7 and I. That's good.

8 MS. WILLIAMS: Oh, trust me, when that day  
9 was over I jumped in there.

10 CHAIRPERSON HOOD: Okay. That's good to hear  
11 and I hope we get that taken care of. But I will say  
12 this, being a new Commissioner and I'm putting the  
13 plug in for the office, do we still have any more  
14 training sessions coming up? And I'm not -- I'm  
15 saying this for anybody who is a commissioner. We  
16 have a training session.

17 MS. WILLIAMS: May the 12th, I was there.

18 CHAIRPERSON HOOD: Oh, you already. Oh,  
19 well, you're not the one I need to talk to. Okay.  
20 Okay. Great.

21 MS. WILLIAMS: She graded me.

22 CHAIRPERSON HOOD: Okay. Good. Good. I  
23 don't think that's -- it's a good thing to do. I  
24 know I used to participate years ago, but I think  
25 it's a good thing to do to come down and find out how

1 this process works. And they put a lot of time into  
2 what they do.

3 MS. WILLIAMS: Yes.

4 CHAIRPERSON HOOD: Let's see if we have any  
5 questions up here.

6 Okay. So it looks like as this evolves, and  
7 I know being a newer commissioner sometimes it's  
8 rough wrapping your arms around everything, but it  
9 looks like as this is evolving, still have some  
10 concerns but you're more leaning towards being more  
11 positive in line with --

12 MS. WILLIAMS: Because like I said, everybody  
13 is thinking I'm all about what I want. But like I  
14 say in my meetings, it's not about me. It's about my  
15 neighbors.

16 CHAIRPERSON HOOD: Right. Okay. All right.  
17 Let's see if we have any cross for you. Ms. Roddy,  
18 you have any cross? Ms. Quinn, you have any cross?  
19 And, Ms. Hobaugh, you have any cross?

20 [No audible response.]

21 CHAIRPERSON HOOD: Okay. Thank you very  
22 much. Looking forward to hearing good things from  
23 you in 5E. You've got a good group that you're  
24 working with.

25 MS. WILLIAMS: Yes, I do.

1 CHAIRPERSON HOOD: Okay. All right.

2 MS. WILLIAMS: That, I will take credit for.  
3 I do have a nice group.

4 CHAIRPERSON HOOD: Okay. Okay. Great.

5 MS. WILLIAMS: Thank you.

6 CHAIRPERSON HOOD: Thank you. I think I got  
7 everybody in opposition but I do want to get the  
8 Clarks and as Ms. Schellin has already mentioned,  
9 those in support who are not here. So we'll figure  
10 out how to do that.

11 Rebuttal and closing.

12 MS. RODDY: Thank you. As you've heard, over  
13 the past two nights this is a very challenging site.  
14 There's a lot of considerations that have to be  
15 factored into the program that we're proposing.  
16 There is a desire to have connectivity, and that's  
17 providing north/south connectivity, east/west  
18 connectivity to extend the street grid, one that  
19 doesn't exist currently but one that we are putting  
20 in, in this project.

21 There is the desire to have connections with  
22 the property to our north. There is also a desire to  
23 have open space as we've heard here. And of course  
24 there's the desire to have affordable housing. So  
25 all of these issues are things that we really

1 considered and we took into consideration as we came  
2 up with the program as well as the benefits and  
3 amenities package for this site. And they're all  
4 tied together. And it's really difficult to look at  
5 one in isolation from the other.

6 And so this PUD, as has been stated, is not  
7 seeking density. We are only seeking height. And  
8 that height is what is going to provide the  
9 opportunities to provide that open space, to provide  
10 the street grid, to provide the connectivity that we  
11 are providing here. And that is why we're going  
12 through this PUD process.

13 Now, obviously we have heard a lot last week  
14 as well as this week. And we understand that  
15 Edgewood West has their concerns, and we think that  
16 we're happy to work with them on many of the items,  
17 with the construction management plan, the notice,  
18 that's not an issue. We're happy to do that. We're  
19 happy to do what we can to minimum the construction  
20 so that you can get that access back. It's just not  
21 going to be possible to have that access during  
22 construction.

23 And so we will work with them in coming up  
24 with that, that language for that CMP. We're also  
25 happy to continue the events that take place now. We

1 want that for the open space. That's the plan.  
2 That's why we want this to be a community area.

3           There are some other items like the need for  
4 green space, which we think are better determined  
5 during the second stage applications. We don't see  
6 the opportunity in Phase 1, but we do think that  
7 there is -- there's likely an opportunity for  
8 additional space in a later phase. But until those  
9 buildings are designed, we don't know what those  
10 opportunities are. So as we come back for the later  
11 phases we can look and see what those opportunities  
12 are.

13           Similarly, the step down along 4th Street, we  
14 agree that the building should step down on to 4th  
15 Street. But is that a 70 foot step down? Is it to  
16 65 feet? Again, we don't know what that is until  
17 those buildings are designed and it's really hard to  
18 say here and now what that appropriate stepdown is  
19 without having the design of the building.

20           So we agree, there should be a step down.  
21 But what that precise number is, is a little more  
22 challenging to commit to.

23           And with respect to the pervious, I just want  
24 to go back to Mr. Skena's testimony from previously  
25 where six -- I think four percent of the site is

1 currently permeable. But once this construction is  
2 done and this development is done, 35 percent of this  
3 site will be. So there's very stringent storm water  
4 management requirements and we'll be abiding by that.  
5 And so the storm water management issues will  
6 actually be addressed through the construction of  
7 this project.

8           And of course we have heard affordability.  
9 And we heard that from the Commission. We've heard  
10 that from the ANC. We've heard that from the SMD.  
11 So we understand that that is a request. Providing  
12 deeper affordability on the site is going to be  
13 challenging. We -- this project is, it's going to be  
14 challenging to provide the affordability. This  
15 Commission has approved other PUDs with an  
16 affordability proffer that isn't as generous as this  
17 one on far less complicated sites. Those sites  
18 haven't been nearly as complicated and haven't has as  
19 many things to address.

20           We're proposing to provide four percent, or  
21 50 percent of what's required at the 50 percent AMI  
22 level. So we understand, we need to look at that.  
23 And we need to look at some of the other items that  
24 the Commission has brought. We absolutely will. We  
25 will go back and we know that there is a number of

1 times with respect to the design. We're happy to  
2 look at these and provide information in our post-  
3 hearing submission. We think this is a wonderful  
4 project, we're very excited about this project, and  
5 we think that the amenities that this PUD is bringing  
6 are frankly overdue for this neighborhood, and it's  
7 time that this neighborhood had the same development  
8 and access to the amenities that other communities  
9 have had. Thank you.

10 CHAIRPERSON HOOD: Thank you, Ms. Roddy. I  
11 do want to respond to one of the things you said.  
12 One thing about this Commission too, we also learn as  
13 we go along. And we also know that affordability is  
14 doable. So that's one thing that this -- while I  
15 know we may approve some of the projects previously,  
16 but as we move through our phases we learn, and I  
17 probably should let the Vice Chair talk about that.  
18 She's really helping this Commission raise the bar  
19 when it comes to affordability, especially due to her  
20 background. And I say this all the time. She's not  
21 just known locally. She's on a national, probably  
22 international, I just know a national level. She's  
23 probably going to be modest and say she's not, but I  
24 know she is.

25 MS. COHEN: Yes, I am.

1           CHAIRPERSON HOOD: Oh, well, she's not modest  
2 at all. So, but I do know that this Commission  
3 through her leadership, has really raised the bar  
4 when we're looking at affordability. So, it will  
5 always bring our uniqueness to the Commission. So we  
6 may have done something three years ago that mean  
7 we're still in the same place. We have to evolve and  
8 change too. So I would hope that you would recognize  
9 -- I think you recognize that. Okay.

10           Let me open it up. Any comments,  
11 Commissioner May?

12           MR. MAY: Yeah, so I'm not sure I quite  
13 understood what you're saying about the access to the  
14 bridge across -- through the site to get to the  
15 bridge. Are you suggesting that you'll continue to  
16 work on that and try to provide access for as long as  
17 possible? Is that what you're suggesting or --  
18 because I thought what we heard before is that during  
19 construction you simply can't do it.

20           MR. SKENA: That's right. So, Michael Skena,  
21 MRP Realty, 317 L Street Southeast. During the  
22 construction of phase 1, because of the uniqueness of  
23 those buildings, and I can actually -- yeah, so --

24           MR. MAY: Right. And we know that, I mean,  
25 the garage underneath both wings.

1 MR. SKENA: It's one single garage.

2 MR. MAY: Yeah.

3 MR. SKENA: Exactly. So that's what's  
4 creating the safety issues for crossing the site.  
5 Later phases, while we haven't planned those, we  
6 haven't done a construction plan for those yet, but  
7 we believe that we can keep access on all of later  
8 phases. So once phase 1 is complete there should no  
9 longer be a reduction in access to the MBT or the  
10 bridge on subsequent phases of the construction.

11 MR. MAY: So what's the duration of  
12 construction for phase 1?

13 MR. SKENA: We believe that it's likely to be  
14 24 to 30 months. And as I mentioned before, last  
15 week, that we are planning to address the kind of  
16 northeast corner of the site first and construct  
17 pedestrian staircase to Edgewood Commons first, which  
18 would allow, as Ms. Welch testified earlier, would  
19 allow access through the -- down the Edgewood Commons  
20 driveway, to the MBT and the bridge through their  
21 site.

22 MR. MAY: You essentially have a roadway at  
23 the northern edge there, next to that retaining wall,  
24 right?

25 MR. SKENA: Yes, that's correct. It's, there

1 is actually the bike lane, the 10-foot bike lane, and  
2 the 20-foot road.

3 MR. MAY: Okay. So the 20-foot bike lane.  
4 Or, sorry, 10-foot bike lane is immediately abutting  
5 the retaining wall?

6 MR. SKENA: It's adjacent to it right now.  
7 The retaining wall is going to be tiered.

8 MR. MAY: Sure.

9 MR. SKENA: So, yes, it's abutting.

10 MR. MAY: Yeah, that's all the way up there.  
11 So what's the possibility of getting that online in  
12 less than 24 or 30 months so that people can walk  
13 across the way they do now, or close to the way they  
14 do now? I'm not asking you to figure that out right  
15 now.

16 MR. SKENA: Sure. Sure.

17 MR. MAY: But maybe that's something that you  
18 could take a look at.

19 MR. SKENA: It's certainly language. We are  
20 willing to commit to language in our CBA with the  
21 community to say that we will minimize disruption to  
22 that access as much as possible. That's always been  
23 our intention. We don't want to just put up a big  
24 fence here and keep folks out.

25 MR. MAY: Right.

1 MR. SKENA: You know? It doesn't make any  
2 sense.

3 MR. MAY: Sure. I understand. And you have  
4 to make sure, I mean, the first thing you have to  
5 make sure of is that everybody who passes through  
6 there is safe.

7 MR. SKENA: Right.

8 MR. MAY: So but you know, at the same time  
9 depends on how the construction is staged, and you  
10 know, if there's a way to make it work and make it  
11 safe, then I think it would -- you know, it certainly  
12 boosts your relationship with the neighbors to the  
13 west.

14 So on the step down issue in phase 1, you  
15 know, I appreciate that it's easier to do when you're  
16 at the stage 2 development of those buildings to  
17 address the stepdown. But you have already made  
18 modifications to the massing of the building between  
19 setdown and now, in order to make that one interior  
20 plaza more generous. And I think that it's possible  
21 to make a commitment to a range of heights along 4th  
22 Street. I mean, maybe it's not --

23 MR. SKENA: Yes.

24 MR. MAY: -- 65 exactly, but maybe it's 65  
25 and you want to say give or take 10 feet, or 70 give

1 or take 10, whatever it is I think that it is  
2 worthwhile studying it and committing to something.  
3 And I do think it's worthwhile, looking at the  
4 massing overall to try to relieve that. I mean, it  
5 was hard to appreciate until we saw the photo of the  
6 townhouses across the street from the existing Forman  
7 Mills Building, and that's not a very tall building.  
8 But you know, imagining something that's at least  
9 twice as high, or if at 90 feet, three times or four  
10 times as high. That's really getting up there.

11           So I think it's -- and I think most of the  
12 really successful PUDs that we see that are inserted  
13 into residential neighborhoods or abut residential  
14 neighborhoods do exactly that. They step down very  
15 deliberately. And it doesn't have to go that deep  
16 into the project. We're not talking about having the  
17 first 100 feet of development being at a lower  
18 height. I also think, you know, I was quite  
19 surprised and pleased that the party in opposition  
20 was suggesting 65 feet as the maximum as opposed to  
21 you know, a more traditional kind of townhouse height  
22 which would maximum out at 30 or 40 feet.

23           So the fact that already they're saying --  
24 they're recognizing that it should be taller I think  
25 is a very positive thing, and it's a good time to

1 take advantage of that. So I think some further  
2 examination of stage 1 would be helpful and  
3 appropriate here. But again, I understand you need  
4 flexibility as you actually get to design. We don't  
5 want to spend a lot of time wrangling over what you  
6 committed to right now versus what you're going to be  
7 proposing later on, so build in the flexibility that  
8 you think you need in making your proposal and I  
9 think that will make it smoother. And, you know, we  
10 certainly would rather have this project go through  
11 with full throated support from the entirety of the  
12 neighborhood than having any sort of qualifications  
13 on it.

14 I think you got the message on affordability.  
15 That's all good. And so I think that's about it. I  
16 mean, I do think that all of the -- or not all, but  
17 most of the suggestions that we heard from the party  
18 in opposition are fairly well considered and pretty  
19 reasonable. It's not like some of the opposition  
20 that we see on other projects. So, I think I would  
21 encourage you to continue to work with them to try to  
22 address the concerns. And I don't think that -- I  
23 mean, like I said, we very often have parties in  
24 opposition who are across the street and who just  
25 cannot bear the thought of the project at all. And

1 that's not what we're seeing here and I think we  
2 should take advantage of that and try to get to a  
3 greater level of consensus. Thank you.

4 CHAIRPERSON HOOD: Thank you. Vice Chair.

5 MS. COHEN: No, I was just going to actually  
6 again, I think Commissioner May said it well, is to  
7 continue to meet with the party in opposition. They  
8 seem to really have very positive feedback and I  
9 think a better communication and understanding of  
10 what you're doing and what your hardships are in  
11 meeting some of their needs, would be very helpful.

12 And then on the affordable housing, really,  
13 you know, not having any numbers in front of me I'm  
14 at a disadvantage. But having some experience in  
15 this area I kind of feel that you can probably look  
16 more closely and expand the number of units that  
17 you're proposing. If I'm wrong, tell us what the  
18 obstacles are and quantify them if you can.

19 MR. SKENA: Sure.

20 CHAIRPERSON HOOD: Okay. Anything else? And  
21 I also know that you all -- I think at the last  
22 meeting I asked you all to continue your discussions  
23 and dealing with the ANC, I believe. Okay. Anybody  
24 else? Commissioner May? I mean, I'm sorry,  
25 Commissioner Miller.

1           MR. MILLER: Thank you, Mr. Chairman. Yeah,  
2 I concur with the comments of my colleagues just now.  
3 Did you have any reaction to the suggestion about the  
4 two-way road looping around the building 1A, making  
5 that one-way or -- instead?

6           MR. SKENA: Yes. I appreciate that comment.  
7 It's something that we've been thinking about and  
8 talking, for instance, to DDOT about for a long time.

9           There are, as I testified last week, there  
10 are challenges to making this a one-way road. And  
11 the biggest of which would be the requirement for  
12 some kind of hammer head or cul-de-sac for folks who  
13 -- because our parking entrances and loading  
14 entrances are here. And so if folks, or if trucks  
15 kind of come up and they, for some reason they decide  
16 they don't want to go into the loading, or they don't  
17 want to go into the parking, they would be forced to  
18 do a maneuver if, for instance, it was one-way this  
19 way.

20           If it was one-way this way, then you would  
21 have a similar issue with cars or trucks turning on  
22 to this road, getting stuck down here at the plaza,  
23 and having to create some kind of a hammerhead or  
24 cul-de-sac situation here, which would allow folks to  
25 exit.

1           So what we did is we came up with what we  
2 thought was the best compromise that we could. We  
3 reduced this roadway width to 20 feet. Perhaps there  
4 is a couple of extra feet that we can shave off that.  
5 I think Mr. Westrom testified last week that nine-  
6 foot travel lanes for this particular roadway could  
7 be a potential solution. We can certainly look at  
8 that.

9           The other thing that I would add is, at the  
10 suggest of DDOT, this road is now -- is no longer  
11 asphalt, but it's a special paving which would  
12 indicate -- would do several things. Traffic kind of  
13 calming, visual traffic calming, indicate this is a  
14 change in type and so we think those things have been  
15 very successful in kind of reducing speed and  
16 allowing for kind of a mix of modes of transportation  
17 on streets.

18           And then the other thing I would note is that  
19 that special paving, it's actually permeable paving.  
20 So, we are again kind of creating additional  
21 permeable pavement and it's not permeable pavement,  
22 but permeable pavers, permeable ground here. And I  
23 think that that would go a long way to addressing  
24 some of the storm water concerns that the  
25 neighborhood has. Not to mention the work that D.C.

1 Water is doing here along Rhode Island Avenue.

2 MR. MILLER: And the concern about it  
3 becoming a drop-off point for Metro. I mean, you  
4 would be concerned about that too, right?

5 MR. SKENA: Right. So I think we are -- we  
6 have some concerns about it but we also see some  
7 opportunities. So a couple things about that. One,  
8 that movement could occur today if for instance  
9 you're traveling south on Rhode Island, or west on  
10 Rhode Island, you could make the right into the  
11 shopping center today, drop someone off, and then  
12 exit. So that movement could happen today. We don't  
13 see it happening.

14 The second thing, if it does occur and there  
15 is kind of an increase in traffic, we actually think  
16 that that benefits the retail in that it creates, you  
17 know, potential additional shoppers who want to kind  
18 of see the store, see that -- you know, maybe they  
19 want to pop in and grab a coffee or whatnot, on the  
20 way to work.

21 So we don't necessarily see it as a  
22 detriment. Now that's speaking from our property  
23 only and I'm not a traffic engineer, but Irwin or  
24 Ryan could talk about, you know, the potential for  
25 someone to kind of traverse all the way through, hit

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1 this light, continue to traverse, and then, you know,  
2 to try to cut off. It seems like an unlikely  
3 maneuver but again, I'm not an expert in that.

4 MR. MILLER: Well, I'll look forward to your  
5 post hearing submission which will provide that, a  
6 response to that particular suggestion that --  
7 elaborate on the response that you're providing now  
8 as well. The response to all the specific  
9 suggestions by the party in opposition and by the ANC  
10 and by CPDC and others. And look forward to -- just  
11 look forward to seeing that. Thank you.

12 MR. MAY: Mr. Chairman.

13 CHAIRPERSON HOOD: Yes.

14 MR. MAY: If I could just add? Yeah, I am  
15 very interested in seeing a little bit more in depth  
16 analysis of that issue, of its potential to become a  
17 sort of an informal kiss and ride because I think  
18 that that could be quite detrimental to the project.  
19 I could see if it happens occasionally it might be  
20 advantageous. But, and the fact that the move is  
21 possible now, you know, I think what I'd want to  
22 understand is whether it's going to become more  
23 attractive in the future. And I mean, that's fine if  
24 it winds up with people stopping and getting a cup of  
25 coffee of something like that. But if it really is a

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1 -- winds up becoming a lot of traffic going through  
2 there -- so I just think we need to know a little bit  
3 more about that analytically and I'm sure Mr. Andres  
4 can provide some analysis of that.

5 CHAIRPERSON HOOD: Anybody else up here?  
6 Okay.

7 All right. Ms. Roddy, do you have any  
8 closing or can we close it?

9 MS. RODDY: No, thank you.

10 CHAIRPERSON HOOD: Okay. Okay. I don't  
11 think we -- do we need a list of --

12 [Discussion off the record.]

13 CHAIRPERSON HOOD: Oh, that's right. Thank  
14 you. I got it from both sides. We're on our game  
15 tonight.

16 Okay. Is there any cross on rebuttal? Let's  
17 go to, Ms. Quinn, you have any cross on rebuttal?  
18 Ms. Hobaugh, you have any cross on rebuttal?

19 MS. HOBAUGH: So like the commissioners have  
20 said, and we have tried to work with MPR, and we're  
21 willing to work with them in the future, this is our  
22 neighborhood. We're currently living there and we  
23 just want the project to integrate well with our  
24 neighborhood. We've seen a lot of projects that  
25 haven't. So we are looking forward to having a huge

1 one that does.

2 And I just would like to agree with  
3 Commissioner May about --

4 CHAIRPERSON HOOD: Ms. Hobaugh.

5 MS. HOBAUGH: -- the kiss and go.

6 CHAIRPERSON HOOD: Ms. Hobaugh.

7 MS. HOBAUGH: Uh-huh. Yes. Questions.

8 CHAIRPERSON HOOD: Yeah. You know where  
9 we're going.

10 MS. HOBAUGH: Yes. Was there any -- did you  
11 look at any studies about how the site opening up  
12 would work as far as the new branch street goes with  
13 residential traffic coming through and out?

14 MR. ANDRES: Good evening. For the record,  
15 Irwin Andres with Gorove/Slade Associates. So, the -  
16 - you know, some of the planning principles  
17 associated with the way that we identified the  
18 roadway network was to improve connectivity. So the  
19 connectivity works both ways. We're looking to  
20 improve both vehicular connectivity into the site so  
21 that the site no longer is a site, but it's part of  
22 the neighborhood. Just like an extension of the  
23 blocks west of 4th Street.

24 And so, you know, if you were to close your  
25 eyes and drive your -- well, just hypothetically, if

1 you close your eyes and drive your car the intent is  
2 that it would be an extension of the neighborhood to  
3 the east. Similarly, that was the intent with the  
4 other modes such as vehicles and bikes.

5 So, you know, introducing these connections  
6 is geared to not only provide pedestrian and bike  
7 infrastructure to make the neighborhood seamless, but  
8 also vehicular.

9 Now with that we understand that there are  
10 some concerns related to cut through. You know, with  
11 respect to the potential for the kiss and ride  
12 opportunities, you know, unlike public streets, we  
13 actually have the ability to police this. You know,  
14 MRP doesn't want it to be a nuisance for its tenants,  
15 or its residents. You know, obviously they have a  
16 vested interest to make sure that that area is kept  
17 clear.

18 So in the event that we have identified an  
19 issue with that, there are different ways to police  
20 it and you can make sure that nobody is sort of  
21 idling. That there's nobody double-parked, so that  
22 the ability to stay and wait and idle is something  
23 that we don't want to encourage. If you want to stay  
24 and park and come in and wait, then that's something  
25 obviously that's something that that activity is what

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1 Mr. Skena talked about with respect to you know,  
2 driving that retail base.

3 So, you know, there are things that we can do  
4 to help police the situation. But with respect to,  
5 you know, cutting -- you know, the intent is not to  
6 put a gate at our driveways. You know, this is an  
7 extension of the neighborhood, and that's how we  
8 looked at it when we planned it and when we had  
9 coordinated with DDOT.

10 MS. HOBAUGH: So just to go -- your comment  
11 about policing it. It's my understanding that MRP  
12 will not commit to policing that road with making  
13 sure that there's no idling or people double-parked  
14 in there for the kiss and go aspect.

15 MS. RODDY: My concern with respect to that  
16 is an enforcement issue. If it's a condition of our  
17 PUD and someone is idling, then how is that enforced.  
18 And so I think as Irwin, or Mr. Andres had testified,  
19 it's in MRP's interest to ensure that these practices  
20 aren't happening. And so that they would, as a  
21 matter of course, look to discourage them through  
22 both the design of this drive, as well as through a  
23 matter of practice.

24 But in terms of having that as an enforceable  
25 condition in our PUD, it just caused some

1 consternation.

2 MS. HOBAUGH: That's it. Thank you.

3 CHAIRPERSON HOOD: Okay. Thank you. Let's  
4 see if we have any -- do we need to go over a list of  
5 things? I don't think we do. Do you?

6 MS. SCHELLIN: It looks like she has a  
7 complete list or she'll list them again.

8 CHAIRPERSON HOOD: Okay. Well, let's come up  
9 with some dates then.

10 MS. SCHELLIN: Okay. Ms. Roddy, how much  
11 time do you think you guys need? There's quite a bit  
12 of stuff, and reaching back out to the community.

13 CHAIRPERSON HOOD: And let's be mindful, this  
14 is summer months and I know communities take a break.

15 MR. SKENA: I would note that the ANC meets  
16 every third Tuesday, ANC 5E meets every third  
17 Tuesday.

18 Based on the recommendations of the  
19 Commission we would like the opportunity to present  
20 in front of them again and hopefully come to some  
21 agreement. So I believe, Christine, my  
22 recommendation would be to meet shortly after that?

23 MS. RODDY: So that's June 21st, is the ANC  
24 meeting.

25 MS. SCHELLIN: The third Tuesday. Okay.

1 It's June 21st.

2 CHAIRPERSON HOOD: You all be able to get on  
3 the agenda on -- you already know if you're going to  
4 be on the agenda?

5 MS. RODDY: We're June 21st, I believe, is  
6 your next meeting.

7 [Discussion off the record.]

8 MS. SCHELLIN: So how much time do you need  
9 after that to make your submission? Or are you  
10 planning to make your submission prior to that?

11 MS. RODDY: No, we'll make our submission  
12 after that. A week after that.

13 MS. SCHELLIN: Okay. So, then the applicant  
14 would make their submission by 3:00 p.m. on June  
15 28th, and then the ANC and the party in opposition  
16 would have until 3:00 p.m. on July 6th, since the 4th  
17 is a holiday, we'll give them an extra day. And we  
18 could put this on the July 11th meeting agenda for  
19 consideration.

20 CHAIRPERSON HOOD: So what meeting agenda  
21 is --

22 MS. SCHELLIN: July 11th.

23 CHAIRPERSON HOOD: Oh, okay.

24 MS. SCHELLIN: And then drafts, findings of  
25 facts, conclusions of law would also be due by 3:00

1 p.m. Actually I need those by June 28th.

2 CHAIRPERSON HOOD: And the transcript and  
3 everything will be ready for Mr. Turnbull. Okay.  
4 All right. Anything else? We all on the same page?

5 MS. SCHELLIN: I would just ask, since I have  
6 no contact information for the individuals, there is  
7 one, two, three, four, five, six, Joe, Kakish, Jimmy  
8 Rock, Ken Martson, Abergail DeRoberts, and Mr. and  
9 Mrs. Clark. If anybody has any contact with these  
10 people, if you could reach out to them and let them  
11 know that they would have until June 28th to make a  
12 submission to the record since they were not here, if  
13 they want to submit their testimony they can do so.  
14 I'd appreciate it.

15 CHAIRPERSON HOOD: Okay. And the name has to  
16 be on the list that Ms. Schellin just called. Other  
17 than that, other than what we asked for, that's all  
18 we need. Okay. Anything else?

19 MS. SCHELLIN: No, sir.

20 CHAIRPERSON HOOD: All right. I want to  
21 thank everyone for their participation and all those  
22 who came back just for these proceedings. We greatly  
23 appreciate it and with that this hearing is  
24 adjourned.

25 [Hearing adjourned at 8:22 p.m.]