

GOVERNMENT  
OF  
THE DISTRICT OF COLUMBIA

+ + + + +

ZONING COMMISSION

+ + + + +

PUBLIC HEARING

+ + + + +

----- :  
 IN THE MATTER OF: :  
 :  
 THE GEORGE WASHINGTON UNIVERSITY :  
 FOGGY BOTTOM CAMPUS: SECOND-STAGE : Case No.  
 PUD MODIFICATION, AND FURTHER : 06-11A/  
 PROCESSING OF AN APPROVED CAMPUS : 06-12A  
 PLAN FOR MULTIPLE LOTS IN SQUARE :  
 103 :  
 :  
 ----- :

Thursday,  
February 3, 2011

Hearing Room 220 South  
441 4<sup>th</sup> Street, N.W.  
Washington, D.C.

The Public Hearing of Case No. 06 -  
11A/06-12A by the District of Columbia Zoning  
Commission convened at 6:30 p.m. in the Office  
of Zoning Hearing Room at 441 4<sup>th</sup> Street,  
N.W., Washington, D.C., 20001, Anthony J.  
Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD, Chairman  
KONRAD SCHLATER, Vice Chairman

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MICHAEL G. TURNBULL, FAIA, Commissioner  
(OAC)  
PETER MAY, Commissioner (NPS)

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN, Secretary  
DONNA HANOUSEK, Zoning Specialist

OFFICE OF PLANNING STAFF PRESENT:

JOEL LAWSON  
ARLOVA JACKSON

The transcript constitutes the  
minutes from the Public Hearing held on  
February 3, 2011.

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

2 6:30 p.m.

3 CHAIRMAN HOOD: Good evening,  
4 ladies and gentlemen. This is a public  
5 hearing of the Zoning Commission of the  
6 District of Columbia for February 3, 2011.

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

10 We are also joined by the Office  
11 of Zoning staff Ms. Sharon Schellin and Ms.  
12 Donna Hanousek. Also, the Office of Planning  
13 staff Mr. Lawson and Ms. Jackson.

14 This proceeding is being recorded  
15 by a court reporter and is also Webcast live.

16 Accordingly, we must ask that you refrain  
17 from any disruptive noise or actions in the  
18 hearing room.

19 The subject of this evening's  
20 hearing is Zoning Commission Case No. 06-  
21 11A/06-12A. This is a request by George  
22 Washington University for approval of a

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1 second-stage PUD, PUD modification, and  
2 further processing of a campus plan in Square  
3 103.

4 Notice of today's hearing was  
5 published in the DC Register on November 26,  
6 2010. Copies of that announcement are  
7 available to my left on the wall near the  
8 door.

9 The hearing will be conducted in  
10 accordance with the provisions of 11 DCMR 3022  
11 as follows: preliminary matters, applicant's  
12 case, report of the Office of Planning, report  
13 of other government agencies, report of ANC  
14 2A, organizations and persons in support,  
15 organizations and persons in opposition,  
16 rebuttal, and closing by the applicant.

17 The following time constraints  
18 will be maintained in this meeting: the  
19 applicant, 40 minutes, give or take; the  
20 organization, 5 minutes; the individual, 3  
21 minutes.

22 The Commission intends to adhere

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1 to the time limits as strictly as possible in  
2 order to hear the case in a reasonable period  
3 of time. The Commission reserves the right to  
4 change the time limits for presentations if  
5 necessary and notes that at no time shall be  
6 ceded.

7 All persons appearing before the  
8 Commission are to fill out two witness cards.

9 These cards are located to my left on the  
10 table near the door. Upon coming forward to  
11 speak to the Commission, please give both  
12 cards to the reporter sitting to my right  
13 before taking a seat at the table.

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

21 The decision of the Commission in  
22 this case must be based exclusively on the

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1 public record. To avoid any appearance of the  
2 contrary, the Commission requests that persons  
3 present not engage the members of the  
4 Commission in conversation during any recess  
5 or at any time. The staff will be available  
6 throughout the hearing to discuss procedural  
7 questions.

8 Please turn off all beepers and  
9 cell phones at this time so as not to disrupt  
10 these proceedings.

11 Would all individuals wishing to  
12 testify please rise to take the oath?

13 Ms. Schellin, would you please  
14 administer the oath?

15 (Witnesses sworn.)

16 CHAIRMAN HOOD: At this time, the  
17 Commission will consider any preliminary  
18 matters.

19 Does the staff have any  
20 preliminary matters?

21 MS. SCHELLIN: Yes, sir. Staff  
22 would advise we have received the affidavit of

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1 maintenance. It is in order.

2 We do have one request for party  
3 status in opposition from the West End  
4 Citizens Association.

5 After that, the applicant has  
6 proffered some expert witnesses.

7 CHAIRMAN HOOD: Who is going to  
8 lead us, Mr. Avitable?

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

11 It's Exhibit 18. This is a  
12 request by West End Citizens Association.

13 Commissioners, I'll call your  
14 attention to the party status request form.  
15 It says, "Explain how this person's interests  
16 will be more significantly, distinctively, and  
17 uniquely affected in character or kind by the  
18 proposed zoning action than the other persons  
19 in the general area." And they go on to do  
20 it.

21 I think what they at least cite in  
22 6 warrants to grant party status. They're

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1 asking to be a party in opposition.

2 I'll open for discussion.

3 Any discussion?

4 I would move that we grant party  
5 status.

6 Mr. Avitable, do you have any  
7 issues with us doing this?

8 MR. AVITABILE: No, sir.

9 CHAIRMAN HOOD: Okay. Great.

10 I would move that we grant party  
11 status for the West End Citizens Association,  
12 who will be represented by Ms. Kahlow and Ms.  
13 Maddux.

14 Both?

15 MS. KAHLOW: Yes. We're splitting  
16 the testimony this time.

17 CHAIRMAN HOOD: Okay. Who will be  
18 represented by Ms. Kahlow and Ms. Maddux, and  
19 ask for a second.

20 COMMISSIONER TURNBULL: Second.

21 CHAIRMAN HOOD: It has been moved  
22 and properly seconded.

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1 Any further discussion?

2 Are you ready for the question?

3 All those in favor?

4 ALL: Aye.

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

8 MS. SCHELLIN: Staff will record  
9 the vote 4 -0-1 to grant party status in  
10 opposition to the West End Citizens  
11 Association, Commissioner Hood moving,  
12 Commissioner Turnbull seconding, Commissioners  
13 May and Schlater in support, Commissioner  
14 Selfridge not present/not voting.

15 CHAIRMAN HOOD: Thank you, Ms.  
16 Schellin.

17 Mr. Avitable, let's go through  
18 your qualified expert witnesses.

19 MR. AVITABILE: Yes. We listed  
20 four experts in their respective fields. It  
21 was in our supplemental prehearing statement.

22 I believe it's Exhibit 21 in the record. We

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1 included their resumAs.

2 It's Patrick Burkhart and Shalom  
3 Baranes of Shalom Baranes Architects, experts  
4 in the field of architect ure; Don Hoover,  
5 expert in the field of landscape architecture;  
6 and Rob Schiesel, an ex pert in the field of  
7 traffic engineering.

8 I believe they've all appeared  
9 before both this Commissio n and the BZA as  
10 experts. We would ask that you recognize them  
11 as experts here.

12 CHAIRMAN HOOD: With the exception  
13 of Mr. Bar anes and Mr. Schiesel, have the  
14 other two been in front of the Zoning  
15 Commission as experts?

16 MR. AVITABILE: Yes, they have.

17 CHAIRMAN HOOD: Okay. Any  
18 problems, Commissioners?

19 So accepted.

20 MR. AVITABILE: Thank you.

21 CHAIRMAN HOOD: Thank you.

22 I guess if there's no other

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1 business, you may begin.

2 I'll get a show of hands.

3 Those who are here to testify in  
4 support, can you just raise your hand?

5 Those who are here to testify in  
6 opposition?

7 And I know about the party. Okay.  
8 Great. Thank you.

9 In opposition? Okay.

10 MR. AVITABILE: Thank you.

11 Good evening, Chairman Hood and  
12 members of the Commission. My name is David  
13 Avitable. I'm an associate at the law firm of  
14 Goulston and Storrs here representing George  
15 Washington University.

16 Like some of you, I am also a  
17 veteran of the 2007 Foggy Bottom Campus Plan  
18 process and am proud to be here this evening  
19 to present the first project under that  
20 approved campus plan.

21 The current plan for GW's Foggy  
22 Bottom campus was approved by the Zoning

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1 Commission in 2007. And as you may recall, in  
2 conjunction with the campus plan the  
3 university sought and received approval for a  
4 first-stage PUD to govern the development of  
5 the campus.

6 The goal of the campus plan and  
7 PUD was to ensure that GW would grow up and  
8 not out of its campus boundaries.  
9 Accordingly, the Commission identified 16  
10 sites on the campus for future development and  
11 specified the height, density, and lot  
12 occupancy for each site.

13 At the same time, GW agreed to  
14 discontinue its use of off-campus properties  
15 for undergraduate housing over time and  
16 designate large portions of the campus as part  
17 of a future historic district.

18 The site that is the subject of  
19 tonight's hearing is located along G Street  
20 Northwest between 20th and 21st Streets. It  
21 is currently approved with miscellaneous  
22 structures and 93 surface parking spaces.

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1 All of the surrounding property is  
2 owned by the university and includes the la w  
3 school to the north across G Street, as well  
4 as residence halls and the facility support  
5 building to the south across the public alley  
6 that runs through the entire square.

7 Some of the surrounding properties  
8 are also either designated as h istic  
9 landmarks or located in the proposed campus  
10 historic district.

11 The campus plan PUD de signated  
12 this property as a future development site  
13 with a height of 80 feet and a lot occupancy  
14 of 90 percent.

15 The campus plan PUD also  
16 identified this a s a site for future  
17 underground parking and called for over 300  
18 net new parking spaces.

19 This evening we are just  
20 presenting the first phase of d evelopment for  
21 the site, the underground portion of the  
22 project. Alicia wi ll explain why we have

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1       phased this development in just a moment.

2                       The project will provide on e  
3       underground level of program space for the law  
4       school and four additional levels cont aining  
5       392 parking spaces.

6                       In order to construct this  
7       project, GW requests second-stage approval of  
8       the approved PUD.

9                       This project is entirely  
10       consistent with the first-stage PUD,  
11       implements many of the benefits and amenities  
12       of the PUD, and meets the standards for  
13       approval as set forth in the regulations.

14                      As part of the se cond-stage PUD,  
15       GW is requesting flexibility from the rear  
16       yard requirements for this ph ase. Patrick  
17       Burkhart from Shalom Baranes Associates will  
18       discuss this in greater detail a little bit  
19       later.

20                      This minor flexibility is  
21       appropriate given the value o f the p roject  
22       benefits and amenities and the lack of adverse

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1 impacts.

2 We also request for the processing  
3 approval of the approved campus plan.

4 As we have documented i n our  
5 written submissions, the proposed project will  
6 not impose objectionable conditions on  
7 neighboring property due t o noise, traffic,  
8 number of stu dents, or other objectio nable  
9 conditions.

10 Finally, as an administrative  
11 matter we are requesting appro val of a  
12 modification to the f irst-stage PUD to  
13 incorporate one lot that is part of the  
14 project site. This is a lot that was not  
15 owned by the university in 2007 when it  
16 received approval for the first -stage PUD so  
17 it was not included at that time.

18 GW now has t hat property under  
19 contract and specifically noted in 2007 that  
20 it would need to amend the campus plan PUD to  
21 integrate these types of properties which are  
22 within the campus.

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1           The Commission has routinely  
2 approved such modifications to a first -stage  
3 PUD to integrate new property and we would  
4 request that the Commission do so again here.

5           With this in troduction, I would  
6 like to turn it over to Alicia O'Neil.

7           MS. KNIGHT: Good evening,  
8 Chairman Hood and members of the Commission.  
9 My name is Alicia O'Neil Kni ght and I am the  
10 Senior Associate Vice President for Operations  
11 at GW.

12           As a participants in the 200 7  
13 Foggy Bottom Campus Plan as well, I am pleased  
14 to be here tonight to share with the  
15 Commission our first project that we are  
16 proposing to develop under that campus plan.

17           The 2007 campus plan was clearl y  
18 focused on expanding the university's academic  
19 and student housing with the goal of better  
20 serving our university population.

21           For this rea son it may not be  
22 intuitive as to why our first project is a

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1 parking project. However, the project is a  
2 key component in the university's overall  
3 development as it provides parking to  
4 facilitate other academic buildings that will  
5 be coming before the Commission later this  
6 spring.

7 I would like to take a moment to  
8 review the project and GW's approach to  
9 development of this site.

10 Before the Commission tonight is  
11 the Phase 1 component which includes: an at -  
12 grade pavilion and access structures of  
13 approximately 7,400 square feet; a level of  
14 below-grade program space for the law school  
15 of approximately 23,000 square feet; and  
16 parking of 392 vehicle spaces below grade, 58  
17 temporary surface vehicle spaces, and 60  
18 covered and secure bicycle spaces.

19 The project also expands the  
20 existing public alley from 16 feet to 20 feet  
21 to create improved access to the parking we  
22 will place on the site.

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1 Phase 2 of the project will be  
2 proposed by the university in the future and  
3 is planned to be a building for law school  
4 use. The building will be presented to the  
5 Commission when its plans emerge and will be  
6 constructed within the parameters set forth in  
7 the campus plan.

8 Back to the Phase 1 project that  
9 is before the Commission this evening. As you  
10 may recall, one of the proffers of the 2007  
11 Foggy Bottom Campus Plan was distribution of  
12 parking to underground parking garages located  
13 throughout the campus.

14 GW began this effort through  
15 development of below-grade parking on Square  
16 80 and Square 54, consolidated PUD projects  
17 also heard by the Commission in the 2006 and  
18 2007 time frame.

19 The project before the Commission  
20 tonight supports these goals through provision  
21 of underground parking and ultimately the  
22 elimination of surface parking on this site.

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1           It also allows GW to move forward  
2 with the science and engineering complex,  
3 which was called out in the campus plan as our  
4 top academic facilities priority and has been  
5 identified as such by our faculty since 2004.

6           In addition to planning for future  
7 academic space, the university has also been  
8 implementing the benefits and amenities that  
9 were called for in the 2007 campus plan.

10           Condition P-7; the university has  
11 formed an advisory committee in 2007 and  
12 invited ANC-2A to select five representatives  
13 of the community to serve this committee as  
14 provided under the plan.

15           While the ANC has not yet  
16 designated its representatives, the university  
17 has hosted these meetings which are open to  
18 all members of the community on a quarterly  
19 basis since December of 2007. We are pleased  
20 that members of the community, including  
21 members of the West End Citizens Association,  
22 have regularly participated.

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1           With respect to our off-campus  
2 commitments, consistent with our commitment to  
3 transitioning off-campus properties away from  
4 undergraduate student housing uses, we have  
5 ceased the use of the hall on Virginia Avenue,  
6 our Columbia Plaza Housing Program, and the  
7 Aston as undergraduate student housing. We  
8 have transitioned all of these properties to  
9 graduate student housing.

10           The remaining undergraduate  
11 resident hall located off-campus will be  
12 phased out of use by undergraduates in 2016 as  
13 provided for under the plan.

14           The university has also progressed  
15 with implementation of its historic  
16 preservation plan commitments. In November of  
17 2009, we completed applications for the  
18 designation of six properties on our campus as  
19 landmarks. In January of 2010, HPRB voted to  
20 designate all six properties as landmarks  
21 under the act.

22           We have also provided the Historic

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1 Preservation Office with the documentation for  
2 the proposed GW campus historic district. We  
3 understand the HPO staff is in the process of  
4 moving forward with this application and we  
5 are poised to assist as appropriate.

6 Since approval of the campus plan,  
7 the university has also met with  
8 representatives of the community and DDOT to  
9 forward its streetscape plan. Following  
10 meetings with the community and dialogue with  
11 DDOT, we did submit our final streetscape plan  
12 for approval in August of 2010 to the  
13 Department of Transportation.

14 With respect to sustainable  
15 development, we have actively pursued  
16 sustainable design initiatives that exceeded  
17 the baseline commitments that we made in our  
18 campus plan.

19 For example, the recently  
20 completed South Hall earned a LEED Gold  
21 certification, which we are very proud of.

22 Nearby in the same square the

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1 university recently completed the conversion  
2 of a 32,000-square-foot surface parking lot  
3 into an open green space with an activity  
4 lawn, trellised seating, and natural  
5 plantings. The space opened in April of 2010  
6 and is available to our university community  
7 as well as our neighbors.

8 The 2007 Foggy Bottom Campus Plan  
9 was rooted in a comprehensive community-based  
10 planning process. The university is proud of  
11 our continued record of outreach with respect  
12 to our campus development matters.

13 With respect to this project, the  
14 university has provided information to members  
15 of the community in many settings for over a  
16 year, including at three ANC meetings.

17 In total the project has been  
18 discussed in 12 official meetings of the  
19 community, and has also been the topic of  
20 extended dialogue with the Office of Planning  
21 and the District Department of Transportation.

22 With that background information,

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1 I turn it over to Patrick Burkhardt from Shalom  
2 Baranes Associates for design overview.

3 MR. BURKHART: Thank you.

4 Good evening, Commissioners. My  
5 name is Patrick Burkhardt, architect with  
6 Shalom Baranes Associates.

7 The project site as seen in this  
8 aerial photograph is this shaded portion  
9 bounded in red on the north half of Square  
10 103. Its simple, rectangular shape contains  
11 approximately 38,300 square feet or 0.86  
12 acres.

13 CHAIRMAN HOOD: You have a light  
14 down there. Just turn it on.

15 MR. BURKHART: This is really  
16 difficult. I'm sorry. Can I get -- oh,  
17 they're not plugged in?

18 CHAIRMAN HOOD: Why don't we jus t  
19 take a moment and plug that in, get that  
20 straight? Because we'd like to follow you.  
21 Believe it or not, we do pay attention.

22 MR. BURKHART: There we go.

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1 CHAIRMAN HOOD: Thank you.

2 MR. BURKHART: Sorry about that .  
3 Let me start over.

4 The project site as seen in the  
5 aerial photograph is the shaded po rtion  
6 bounded in red on the north half of Square  
7 103. Its simple, rectangular shape contains  
8 approximately 38,300 square feet or 0.86  
9 acres.

10 The development program calls for  
11 five stories of below-grade improvements  
12 including four levels of underground parking  
13 for approximately 392 vehicle s and one level  
14 of academic space with app roximately 23,400  
15 square feet for the law school.

16 To access these facilities the  
17 university will construct a series of surface  
18 structures, the combined area of which totals  
19 approximately 7,400 squa re feet, which is  
20 equivalent to a 0.19 FAR with a combined lot  
21 occupancy of 19 percent.

22 Included are an entry pavilion

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1 providing pedestrian access to the law school  
2 space and the under ground parking garage,  
3 emergency exits, mechanical wells, and a  
4 covered garage ramp entry.

5 Additional surface improvements  
6 include interim surface parking for  
7 approximately 58 vehicles, a service area, a  
8 secured bicycle storage facility for 60 bikes,  
9 and landscaping including a useable green  
10 space.

11 The site is located along G  
12 Street, opposite the law school to the north.

13 The site is bracketed on the east, which is  
14 on the right in this particular image, by  
15 three historic rowhouses and to the west, or  
16 the left side, by a three -story historic  
17 commercial building.

18 The surrounding streets, 20th  
19 Street, G Street, and 21st, are all one-way  
20 traffic moving in a counterclockwise  
21 direction.

22 Vehicular access to the site is

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1 along the southern boundary where a 16 -foot  
2 alley runs east and west. This is an alley we  
3 propose to widen to 20 feet.

4 Pedestrian access is primarily  
5 from G Street to the north, which is a primary  
6 east-west pedestrian pathway through t he  
7 southern portion of the campus.

8 The tan shaded elements of the  
9 plan are the surface structures which include:  
10 the covered garage ramp at the southwest  
11 corner of the site, which i s on the lower  
12 right portion; the entry pavilion to the  
13 north, at the center opposite the law school;  
14 and a covered bicycle storage facility, which  
15 is in the lower left portion of the plan next  
16 to an exit stair and a mechanical well.

17 Between the garage entry pavilion  
18 and the pedestrian entry pavilion is a secured  
19 valet parking area accessed from the alley.

20 West of the entry pavilion i s a  
21 paved plaza and an open green space.

22 Let me just highlight that here

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1 for a moment. Again, the garage entry, the  
2 pavilion entry for pedestrians entering the  
3 site, the plaza, an open green space, secured  
4 bicycle storage, and then an exitway from the  
5 garage below.

6 In the next sequence of slides I'd  
7 like to take you through the project as  
8 experienced by a pedestrian walking along G  
9 Street from west to east.

10 In this view we see the entry  
11 pavilion positioned on the north side of the  
12 site. The pavilion's simple, rectilinear form  
13 is designed to foster a sense of openness  
14 aided by its lightweight structure and  
15 transparency. Metal panels will bookend glass  
16 curtain walls which face east and west, and a  
17 broad canopy extends above the west side of  
18 the entry pavilion.

19 Here we see a trellis of painted  
20 aluminum elements on a slender steel frame  
21 that creates a modern style portico sheltering  
22 the entry point to the pavilion and the broad-

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1 paved plaza, providing a transition from the  
2 outdoors to the interior.

3 A new campus green space west of  
4 the plaza provides a gathering point for the  
5 passive enjoyment of nature. The pavilion's  
6 flat roof will feature a green sedum roof and  
7 skylights that allow light to filter down to  
8 the law school space below. An undulating  
9 wood fence with horizontal slats will screen  
10 the bicycle storage facility.

11 In this view from the lawn the  
12 lightness and transparency of the entry  
13 pavilion is revealed. The over shading effect  
14 of the trellis upon the west-facing glass is,  
15 I think, apparent.

16 Back along G Street, the  
17 pavilion's simple, inverted U-shape form  
18 defines an east-facing curtain wall with  
19 fritted glass to control solar heat gain and  
20 to screen visibility of the surface parking  
21 from the interior.

22 The pavilion's north wall is clad

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1 in white metal panels and features a slotted  
2 window. The brick-paved sidewalk follows DC  
3 streetscape standards. Evergreen landscaping  
4 screens the surface parking from view.

5 Moving further east along G  
6 Street, the landscape treatment of the  
7 sidewalk continues to the eastern edge of the  
8 site.

9 On this ground-level plan,  
10 landscaped areas shaded green effectively  
11 create a green roof over the below-grade  
12 structure, covering approximately 25 percent  
13 of the site.

14 These green areas will be  
15 irrigated using storm water runoff collected  
16 across the site and stored in two cisterns,  
17 one below ground and one located at grade next  
18 to the bicycle storage facility, hidden from  
19 view behind the wood screen.

20 Also, the entry pavilion again  
21 will have a sedum type green roof.

22 On this plan I'd also like to

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1 point out the location at the covered garage  
2 at the lower right structure where we seek  
3 minor zoning relief from the 15-foot minimum  
4 rear yard requirement.

5 In order to complete the ramp's  
6 descent through two levels below-grade before  
7 we hit parking, we need to start the covered  
8 descent at the alley approximately 12 feet 8  
9 inches from the property line. Therefore we  
10 seek relief of 2 feet 4 inches from the 15-  
11 foot minimum rear yard requirement.

12 At this point I'd like to take you  
13 just briefly through the plan in sections, and  
14 focus primarily on how the pedestrians and how  
15 vehicles access and work their way through the  
16 facility.

17 From the all ey the garage ramp  
18 descends along the east side, which is the  
19 right side of th is floor plan, taking a 90-  
20 degree turn to the west and continuing along  
21 the north side, or th e top of the plan,  
22 through the B1 level.

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1                   Below the ramp at the southwest  
2 corner is one of two cisterns capturing storm  
3 water runoff. The remaining plan area is  
4 program space for the law school, which is  
5 accessed by a stair and two elevators near the  
6 center of the plan, directly below the  
7 pavilion at grade above.

8                   Four nearly identical garage  
9 levels provide approximately 98 spaces per  
10 level in a very simple, efficient layout that  
11 is completely within the property lines of the  
12 project.

13                   This building section, which is  
14 taken east-west facing north, illustrates the  
15 existing law school on G Street in an  
16 elevation from beyond.

17                   I think this drawing really  
18 clearly demonstrates the subterranean nature  
19 of this project and the relatively small scale  
20 of the proposed surface structures.

21                   The garage ramp is seen on the  
22 right side and it descends through the first

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1 level below grade to reach the second level  
2 where parking begins.

3 And at grade, just left of center,  
4 is a section through the entry pavilion and  
5 the trellis. The height of the trellis is 27  
6 feet 9 inches and is relatively diminutive  
7 compared with the historic structures that  
8 bracket our site on the east and west.

9 In this building section, which is  
10 taken north-south through the entry pavilion  
11 facing west, the passenger elevator provides  
12 access to all subterranean levels and is  
13 positioned on the north edge of the site.

14 At the south edge of the site,  
15 which is on the left in this drawing, you can  
16 see that we've widened the alley from its  
17 current 16-foot condition to 20 feet,  
18 providing sufficient vehicular access to this  
19 project and to all buildings on this square.

20 The G Street site elevation is at  
21 the center of this image and really indicates  
22 the rhythmic spacing of existing and proposed

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1 new street trees, and also the relatively low  
2 scale of the proposed structures across site.

3 Which, we see moving from left t o  
4 right, the north elevation of the garage entry  
5 pavilion.

6 And from there towards the  
7 pavilion at the center of the dra wing, we see  
8 the screen wall that occurs along the alley  
9 edge providing security and controlled access  
10 to the interim parking.

11 Then to the r ight of the entry  
12 pavilion we see the undulatin g wood s creen  
13 wall.

14 As seen in these entry pavilion  
15 elevations, a distinctively modern approach  
16 was chosen that would contrast and complement  
17 the masonry tradition of the existing context.  
18 This modern aesthetic will be executed in a  
19 simple material palette of aluminum metal  
20 panels, an aluminum curtain wall, and glass.

21 In these precedent images of other  
22 completed buildings, ideas relating to

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1 materials and forms for this project I think  
2 are self-evident.

3 I would like to point out that in  
4 the lower center image the use of natural  
5 light and volume enhances the experience of  
6 the below-grade program space. Also, the  
7 lower right image is interesting in that a  
8 canopy of larger scale signifies entry to a  
9 smaller building directly to its left.

10 Since these surface improvements  
11 are really interim in nature, a big challenge  
12 for us was finding the appropriate material  
13 palette that balanced economy and appearance  
14 in the context of a proposed historic  
15 district.

16 In this and the next slide, the  
17 simple palette of brick and stone pavers,  
18 painted metal, concrete masonry units, wood,  
19 and glass are applied.

20 In this particular image we see ,  
21 moving from left to right on the top, the  
22 brick pavers that we will be using at the

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1 sidewalk along G Street.

2 The next rectangle is the white  
3 painted metal panels of the entry pavilion.

4 The third rectangle is the  
5 aluminum curtain wall framing.

6 The fourth image is the thermal  
7 finish granite paver of the plaza in the front  
8 of the pavilion.

9 Then we are working with clear  
10 glass and in both clear and frit patterns.

11 Finally we have black locust wood  
12 for the slatted trellis wall.

13 For the other structures on the  
14 site which are a little bit more pedestrian in  
15 nature -- these would include the garage ramp  
16 pavilion, which we see the north elevation  
17 here, and also the other secondary structures,  
18 the egress stair at the southwest corner of  
19 the site -- we're working with a vocabulary of  
20 concrete masonry units.

21 We'll be working with three colors  
22 and two textures, a split face, and a ground

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1 face. They're layed out in a striated pattern  
2 that is sort of reminiscent of geologic  
3 layers.

4 The entrance elements of the doors  
5 and other recessed elements, we'll be working  
6 with a grey painted metal panel treatment.

7 This project will seek LEED Silver  
8 rating with a minimum 50 points under the  
9 USGBC's LEED 2009 New Construction.

10 In addition to the typical green  
11 strategies that I think we're all familiar  
12 with, I'd like to highlight three aspects of  
13 this project that I think are important.

14 One of which is the fact that,  
15 again, we are accommodating green areas across  
16 the site equaling 25 percent of the site area  
17 and the entry pavilion will have a sedum green  
18 roof.

19 The project will capture all storm  
20 water runoff, a portion of which will be used  
21 for irrigation of the site.

22 Finally, we will initially provide

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1 six charging stations for electric vehicles.

2 With this, this concludes my  
3 portion of the design. I'd like to turn it  
4 over next to Don Hoover.

5 Thank you.

6 MR. HOOVER: Go od evening. My  
7 name is Don Hoover. I'm the project landscape  
8 architect.

9 I'm going to walk you through some  
10 of the highlights of t he site d esign and  
11 landscape design. I think Patrick c overed  
12 quite a bit of it so I'll just touch on a few  
13 of the details, starting with the streetscape.

14 The streetscape is developed as in  
15 conformance with the new GW streetscape design  
16 guidelines. In this case it includes  
17 replacing the existing concrete sidewalks  
18 which are about 4 to 5 -foot wide with brick  
19 sidewalks that are now 9-foot wide, clear from  
20 the tree pits.

21 The tree pits were both widened  
22 and broadened, and are probably about three

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1 times or more than three times the size of the  
2 existing tree pits. This is trying to improve  
3 the sustainability of the street trees,  
4 improve the health, and so on and so forth.

5 All the street trees are being  
6 retained except for one small tree that had to  
7 be removed due to utility construction at the  
8 west end of the site. Two new street trees,  
9 these two, are replacing that.

10 The primary public space, as  
11 Patrick described, is this space here which  
12 includes a stone-paved plaza serving as the  
13 entry to the pavilion and the open lawn space  
14 that is really intended to be a student  
15 gathering space or lounge space.

16 The surface of the lawn is to be  
17 sculpted with undulating mounds. You'll see  
18 some details of that.

19 I think you jumped ahead. Well,  
20 we'll hit that later.

21 The backdrop, as Patrick  
22 described, the wood wall, you can sort of see

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1 how it's really folded fences. The idea here  
2 is that it functions as a screen, but the way  
3 I hope it's perceived by the public is really  
4 a piece of public art. That will be floating  
5 within a large mass of ornamental grasses.

6 Another small public space, which  
7 is located here, is a small seating alcove.  
8 It's really an extension of the idea of the  
9 front yards of the rowhouses and a bit of a  
10 transition space.

11 The parking lot Patrick described,  
12 here being screened by planting. It has low  
13 groundcovers and low shrubs on the sidewalk  
14 edge, and a 4-foot evergreen hedge on the  
15 backside. As well as tightly planted, multi-  
16 stemmed understory trees to really create a  
17 veil in front of the parking lot without  
18 creating some kind of a public safety problem  
19 behind.

20 I won't walk you through all the  
21 plant materials but there is a range of plants  
22 being used. They were selected to give year-

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1 round interest with bloom times, fall color,  
2 evergreen, as well as plants that will do well  
3 with low water usage.

4 These are the views you saw  
5 before. This doesn't quite capture the mounds  
6 but you'll see an image here in a minute of a  
7 photograph of another site.

8 You can see here the evergreen  
9 hedge that really blocks the view.

10 I should also point out that this  
11 image is really intended to show the pavilion.

12 There are street trees located here. It's  
13 not quite that open.

14 The image to the right, which is a  
15 Maya Lynn installation in the Hudson Valley in  
16 New York, the earthen mounds, that's sort of  
17 the idea of what we want to try to achieve  
18 here, giving places for students to sit on the  
19 mounds or lean back against the mounds, just  
20 making it a better gathering space.

21 With that, I'll turn it over to  
22 Robert at Gorove/Slade.

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1 MR. SCHIESEL: Thanks.

2 Good evening, Mr. Chairperson and  
3 Commissioners. My name is Rob Schiesel. I am  
4 a project manager at Gorove/Slade Associates,  
5 a transportation planning firm.

6 As previously mentioned, this  
7 project of the underground garage proposed  
8 here is part of the overall campus master plan  
9 in part to remove an above-ground structure  
10 and replace it with several below-ground  
11 structures.

12 The traffic impacts of that idea  
13 as a whole and all of the campus plan were  
14 already extensively analyzed, reviewed, and  
15 approved by the Zoning Commission in the 2007  
16 Campus Plan and PUD hearings.

17 For this project we used those  
18 analyses as a starting point and then looked  
19 more specifically at the impacts of this  
20 project just in the immediate surrounding  
21 area.

22 As detailed in the report, we

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1 concluded there would be no objectionable  
2 adverse impacts due to the traffic or parking.

3 This proposed project will not have any  
4 adverse impacts on the surrounding street  
5 intersections, as detailed in the report.

6 Regarding the design of the site I  
7 just want to point out two things. First, in  
8 conformance with District Department of  
9 Transportation policy, early on in the project  
10 we identified that vehicular access would be  
11 located off of the public alley.

12 Second, to promote sustainable  
13 alternative transportation there are two  
14 features of this project that are  
15 transportation related, including the 60  
16 bicycle parking spaces located at a secure  
17 facility at grade and, as already mentioned,  
18 the initial set-aside of six parking spaces  
19 for electric vehicles.

20 MR. AVITABILE: Thank you.

21 Before we conclude I just wanted  
22 to take a couple of moments to address some of

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1 the issues that were discussed in the DDOT  
2 report and in the ANC report.

3 In its report DDOT raised an issue  
4 about GW's potential use of the parking garage  
5 for non-GW lease opportunities.

6 The university does from time t o  
7 time lease its parking to neighb oring  
8 organizations such as the GSA, de pending upon  
9 availability. GW does something similar at  
10 its Mount Vernon campus where it leases some  
11 spaces to the lab school.

12 We view this as a positive  
13 arrangement because it promotes the sharing of  
14 parking resources among multiple users. In  
15 the past OP, DDOT, and the Commission have  
16 encouraged this sort of shared utilization.

17 DDOT also included in its repor t  
18 some recommendations for bike parkin g  
19 facilities. As we've already discussed, we're  
20 providing space for 60 bik es to park in a  
21 covered and secure facility on the surface of  
22 the site.

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1                   In       consultation       with       the  
2       university police department, we've decided  
3       not to fully enclose the facility for safety  
4       and visibility reasons.

5                   Also, the proposed location on the  
6       surface of the site rather than below grade  
7       was in direct response to student desires to  
8       have more bike parking at grade. We believe  
9       our location will encourage and promote  
10      greater bike use.

11                  Finally, it's important to  
12      remember that this is not a standalone  
13      building but part of a larger cohesive campus.

14                  To that end there are shower  
15      facilities available for faculty and staff  
16      close-by on the campus, both in the support  
17      building which immediately to the south across  
18      the alley and in the law school to the north  
19      across G Street. There are also shower  
20      facilities available in the Health and  
21      Wellness Center just a couple of blocks west.

22                  So we do not believe we need to

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1 provide shower facilities here as well.

2 Now, turning to the ANC report.

3 As Alicia mentioned, the university presented  
4 this project to the ANC at multiple meetings.

5 The ANC ultimately voted to take no position  
6 on the project and in its report listed a few  
7 issues for consideration.

8 Earlier this week GW provided the  
9 ANC with a written response. We would like to  
10 provide that to you this evening for the  
11 record.

12 Briefly, to summarize the content  
13 of the letter, regarding the issue about  
14 construction management, GW is developing a  
15 construction management plan that will provide  
16 for a point of contact for all concerns and  
17 provide details on the hours of construction,  
18 lane closures, and similar issues.

19 Regarding the alley ingress and  
20 egress point, GW carefully evaluated the  
21 impact of the alley on pedestrian traffic and  
22 ultimately determined that, based on the site

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1 distance at the alley intersection, a stop  
2 sign and stop bar would be adequate to ensure  
3 pedestrian safety. GW will use good faith  
4 efforts to ensure continued pedestrian safety  
5 at this location and throughout its campus.

6           Regarding the third issue which  
7 was the management of the campus parking  
8 supply, we plan to come back and discuss this  
9 with you all in full detail in a couple of  
10 months when we're before you to discuss the  
11 science and engineering complex in Square 55.

12       Because that's the project that's going to  
13 lead to the university parking garage coming  
14 down.

15           But briefly, as we've indicated to  
16 the ANC, GW plans to lease off-campus spaces  
17 at the Kennedy Center which will permit the  
18 university to continue to provide its required  
19 minimum number of parking spaces and meet  
20 university demand.

21           Regarding environmental impacts,  
22 these will be addressed through the

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1 environmental review process that will occur  
2 in conjunction with the building permit review  
3 and approval.

4           Regarding the relocation of  
5 students associated with the fraternity house,  
6 that's -- we're under contract to purchase .  
7 The fraternity that owns the property has been  
8 relocated to another property on campus. The  
9 fraternity that was leasing the property is  
10 now accommodated at International House, which  
11 is another on-campus residential hall.

12           Finally, regarding the effect of  
13 the current development on classroom space,  
14 students, and staffing, this project is not  
15 likely to add new students or faculty and  
16 staff.

17           We believe that we've addressed  
18 the ANC's concerns and we hope to continue to  
19 work with them on this and future matters.

20           With that, I think we're done.  
21 I'll be happy to reserve my closing statement  
22 for the end of the hearing. We're happy and

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1 available to answer any questions.

2 CHAIRMAN HOOD: Okay. Thank you  
3 very much for a very succinct presentation.  
4 We appreciate it.

5 I'm not going to start off  
6 questioning, Mr. Avitable. But I just want to  
7 call your attention to -- before I do that,  
8 let me turn it over to Commissioner May.

9 COMMISSIONER MAY: Yes. I'm sorry  
10 I didn't mention this at the very beginning of  
11 the discussion but there is a disclosure that  
12 I should have made. Which is that my two sons  
13 who are high school students are actually  
14 enrolled each in a single course at George  
15 Washington University at this time.

16 It's a standard DC program and it  
17 happens with many different universities and  
18 different circumstances. They happen to be at  
19 GW.

20 I just thought I would disclose  
21 that. I don't believe it's a reason for me to  
22 remove myself from the decision-making on

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1 this. But I just wanted to make sure you all  
2 know in case anybody thought differently.

3 CHAIRMAN HOOD: I d on't think  
4 anyone would have a problem.

5 Are there any problems?

6 Thank you, Commissioner May.

7 I wanted to look at the DDOE  
8 report.

9 Have you had a chance, Mr.  
10 Avitable, to review that?

11 MR. AVITABILE: Yes, I have.

12 CHAIRMAN HOOD: They seem to think  
13 that you all are confused.

14 MR. AVITABILE: They do.

15 CHAIRMAN HOOD: So somebody is  
16 confused.

17 There are three points. They talk  
18 about the green building -- it was actually  
19 mentioned in the prese ntation -- where it  
20 says, "It appears the applicant may have made  
21 a mistake on the targeted commitment of  
22 achieving 16 points under the LEED 2.2

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1 Certification Checklist. The minimum number  
2 of points to achieve LEED certification is 26  
3 points."

4 Actually, I probably should have  
5 let my colleague Mr. Turnbull deal with this  
6 issue.

7 I think what we probably need to  
8 do is review that. Then at some point in time  
9 I'd like for you to respond to some of the  
10 things that they say there, just as you did to  
11 the DDOT report and just as you did to the  
12 ANC.

13 MR. AVITABILE: I'd be happy to do  
14 that.

15 CHAIRMAN HOOD: I think that West  
16 End is here so some of the questions I was  
17 going to ask, I will let them do that at their  
18 time.

19 Let's open it up.

20 Any questions, Commissioners?  
21 Questions or comments?

22 Commissioner May?

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1                   COMMISSIONER MAY: I don't have a  
2 lot of questions.

3                   Who owns the building directly to  
4 the east? Is that privately owned; is that  
5 another fraternity?

6                   MS. KNIGHT: The building directly  
7 to the east, 2004 G Street, is owned by the  
8 university.

9                   COMMISSIONER MAY: What's it used  
10 for?

11                   MS. KNIGHT: It is not currently  
12 in use. The university recently acquired that  
13 property and will be coming to the Zoning  
14 Commission to request to include it in our  
15 campus plan in the near future.

16                   COMMISSIONER MAY: Is it  
17 anticipated that it might ultimately become  
18 part of what gets built on top of this parking  
19 garage?

20                   MS. KNIGHT: The university's  
21 plans for 2000, 2002, and 2004 G Street, which  
22 are the three townhomes to the east of the

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1 site, are to undergo a renovation project to  
2 renovate those three buildings in a -- I don't  
3 want to say standalone, but in a standalone  
4 fashion so that they become an integrated  
5 building for law school use.

6 COMMISSIONER MAY: I mentioned at  
7 set-down that I was not enthusiastic about the  
8 extent of the surface parking. I'd like to  
9 understand a little bit better why that is  
10 absolutely essential to this project.

11 You're building a lot of parking  
12 underground and it's sort of a shame. I know  
13 it's going to be some time before you're ready  
14 to build whatever is going to be built on top  
15 of this.

16 But in the meantime to have that  
17 many cars packed in there mid-block, it's not  
18 great for the rest of the environment there.  
19 I mean more aesthetically than I mean it's not  
20 great for the environment.

21 MS. KNIGHT: In response to your  
22 comment at the set-down meeting the university

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1 did look at the surface parking.

2 We have proposed that when the  
3 science and engineering complex building that  
4 will replace the parking garage that we intend  
5 to demolish on Square 55 comes on line that we  
6 would cease using that surface parking at that  
7 time to create a temporary state.

8 The reason we need another  
9 temporary basis is there is a timing  
10 difference between when the parking garage  
11 project would deliver and the need for parking  
12 during that interim time frame.

13 COMMISSIONER MAY: Do we know what  
14 that time frame is; is it possible to put a  
15 limit on how long that parking lot will be  
16 there?

17 MS. KNIGHT: The university has a  
18 hearing scheduled before the Zoning Commission  
19 on March 24 for the Zoning Commission's  
20 consideration of that project.

21 If the Zoning Commission approves  
22 that project we would intend to move forward

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1 expeditiously. Our target would be a late  
2 2014 opening for that project, assuming the  
3 Commission approves it.

4 COMMISSIONER MAY: When does this  
5 parking lot come online?

6 MS. KNIGHT: This parking lot will  
7 come online in 2012. Summer of 2012 is the  
8 proposed time frame.

9 COMMISSIONER MAY: So it's  
10 something in the two-year time frame?

11 MS. KNIGHT: Two to three-year  
12 time frame.

13 COMMISSIONER MAY: What would you  
14 intend to do with this surface parking lot  
15 when it goes away?

16 MS. KNIGHT: We've had some  
17 internal conversations about the ultimate  
18 need. We've been talking about potential  
19 athletic facilities, basketball court type of  
20 facilities, given that we do intend to develop  
21 the project in the future it would be  
22 something that is a temporary use, an

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1 economical solution to make the space useable.

2 COMMISSIONER MAY: What's directly  
3 across the alley from that space?

4 MS. KNIGHT: The rear of our  
5 support building where our facilities and  
6 project management staff have their offices.

7 COMMISSIONER MAY: So no  
8 residences in the immediate vicinity?

9 MS. KNIGHT: I'm sorry. There is  
10 also a university residence building. It was  
11 the subject of a separate PUD. Potomac House,  
12 which is a freshman residence hall along F  
13 Street, immediately does share a boundary on  
14 that alley.

15 COMMISSIONER MAY: Maybe you've  
16 already done it, but are you proposing a  
17 specific time frame by which this parking lot  
18 would go away? Are you ready to say it would  
19 be by 2014 or sometime thereafter to give you  
20 some room?

21 MR. AVITABILE: The proposal was  
22 we would cease the use when the Certificate of

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1 Occupancy for the new facility on Square 55 is  
2 issued. So the idea is once that garage comes  
3 online, and that will have about -- I think  
4 it's 327 parking spaces, 379 on a valet basis  
5 -- we would then cease the use of this surface  
6 parking lot.

7 So we'd tie it to the CO of that  
8 building. We'd be willing to do that as a  
9 condition of this order. This way once that  
10 comes online, this goes offline.

11 I think putting a strict time  
12 limit is tough because then if there are  
13 construction delays or something, you might  
14 get into a little bit of a bind. But here  
15 it's tied to the CO.

16 COMMISSIONER MAY: Okay. That's a  
17 reasonable proposal.

18 I'd like to talk a little bit  
19 about the architecture and the landscape for a  
20 minute. I don't have a great deal of anxiety  
21 because this is not the major building that,  
22 say, the next project is and the concerns I

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1 might have about a project like that.

2 That is no t to diminish the  
3 importance of what you're doing. It's just it  
4 doesn't have that same sort of presenc e and  
5 it's not going to be there forever. We're all  
6 anticipating ultimately there will be  
7 something else there.

8 The landscape itself, the earthen  
9 mounds, let's talk about that for just a  
10 second.

11 Is that j ust going to be regular  
12 grass that's on the mounds?

13 MR. HOOVER: Yes. It would be  
14 mowed turf.

15 COMMISSIONER MAY: Mowed turf?  
16 Okay. Are the guys who mow your lawns a lot  
17 better than the ones who mow our lawns? I'm  
18 just anticipating it might be a little bit of  
19 a maintenance issue.

20 Has something like this been done  
21 successfully elsewhere a nd stood up to t he  
22 wear of maybe not great lawnmower h andling or

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1 maybe a little too much student activity?

2 MR. HOOVER: It has been done.  
3 But I should say that the image that we showed  
4 you, the Maya Lynn piece --

5 COMMISSIONER MAY: Yes.

6 MR. HOOVER: That is much more  
7 dramatic than what we're going to have. And I  
8 think that the illustration that we showed  
9 really shows the mounds kind of coming down to  
10 a point, when really it's going to be a wave.

11 COMMISSIONER MAY: Right. I can  
12 sort of picture that. Okay. So it will be a  
13 little bit more maintainable.

14 MR. HOOVER: Yes.

15 COMMISSIONER MAY: I have this  
16 thought that you're not going to be able to  
17 keep the grass growing there very well and  
18 it's going to wind up being a bunch of --

19 MR. HOOVER: Earth mounds?

20 COMMISSIONER MAY: -- earthen  
21 mounds with no grass on them.

22 You're fairly confident that this

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1 is going to handle the wear and tear?

2 MR. HOOVER: I feel confident.  
3 Any lawn that has lots of students on it will  
4 take wear and tear. But that wear and tear  
5 would be whether it's flat or whether it's  
6 mounded.

7 I feel pretty comfortable that the  
8 slopes that we're proposing are flat enough.  
9 And I do mean they are subtle. It only goes  
10 up 3 feet. It's not something at a 1-to-1  
11 slope or something that would be very hard to  
12 maintain.

13 COMMISSIONER MAY: Right. Okay.

14 Now, to the building itself. Any  
15 one of those perspective views would be good.  
16 Yes, that's a good one. Let's go back to  
17 that one.

18 The facade that's showing along  
19 the street there is not the most interesting  
20 one. It seems like you're showing a fairly  
21 utilitarian face to the street as opposed to  
22 -- because you're sort of turning this portal

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1 away from the street and toward the lawn.  
2 It's obviously intentional with the plaza  
3 there and so on.

4 I'm wondering if this facade is  
5 just a little too plain or not communicating  
6 enough about what it is along the street.

7 I assume you had some discussions  
8 about this and how the facade should be?

9 MR. BURKHART: I think because the  
10 shape of the building is relatively narrow --  
11 it's linear. It's almost like the proportion  
12 of a shoebox, if you will.

13 The fact that it is perpendicular  
14 with the narrow end to the street means that  
15 the east and west sides are actually fairly  
16 prominent.

17 So the notion was to create this  
18 inverted U-shaped form to allow east and west  
19 exposure to bring light down into the space  
20 below.

21 Also, in terms of planning with  
22 garage, we do have the elevators on the north

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1 edge directly behind this facade. That did  
2 impose a restriction in terms of some of the  
3 treatment. We attempted to create some  
4 transparency with the asymmetric slotted  
5 window that you see.

6 I understand your point. There is  
7 the sense with this thing. You're trying to  
8 balance a relative simplicity with a certain  
9 amount of interest and response to the site  
10 with the plaza to the west.

11 COMMISSIONER MAY: How long is  
12 that facade there?

13 This perspective in particular is  
14 what caught my eye. It really does distort --  
15 it makes it seem like it's a square building  
16 and not a shoebox.

17 MR. BURKHART: I agree with you.  
18 This perspective is a bit exaggerated.

19 COMMISSIONER MAY: So how long is  
20 the facade along the street?

21 MR. BURKHART: My recollection is  
22 it's approximately 27 feet, 28 feet. The

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1 height is actually just under 22 feet.

2 COMMISSIONER MAY: Okay. That  
3 helps me quite a bit.

4 It's not clear also -- that pseudo  
5 spaceframe kind of trellis, that is literally  
6 just a trellis? It's not going to be water  
7 resistant?

8 MR. BURKHART: You're correct. It  
9 is meant to provide solar shading.

10 COMMISSIONER MAY: But not  
11 raincover?

12 MR. BURKHART: But not protection  
13 from rainwater, no.

14 COMMISSIONER MAY: All right.  
15 Then I think I just need to look at the  
16 materials board, if I could?

17 MR. BURKHART: Yes. I actually  
18 also have with me actual larger samples than  
19 the board that you see in front of you,  
20 including larger pieces of concrete masonry  
21 and actual pieces of frit-coated glass and all  
22 of that, if you'd like.

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1                   COMMISSIONER MAY: Yes . I'd like  
2 to see all of those and touch them.

3                   The fritted glass is just along  
4 the back wall where the elevator is?

5                   MR. BURKHART: No. The frit  
6 glazing is actually along the east side.

7                   It's used as a means of  
8 controlling solar heat gain along the east  
9 facade, in combination with the idea of  
10 screening the view of that surface parking  
11 from the interior space.

12                  COMMISSIONER MAY: I see. Okay.

13                  MR. BURKHART: It's meant to be  
14 kind of a horizontal veiling effect. It's  
15 actually a graduated frit coating going from  
16 less at the top to more fritting at the  
17 bottom.

18                  COMMISSIONER MAY: All right.  
19 Thanks.

20                  CHAIRMAN HOOD: Thank you. We'll  
21 just pass those up and Commissioner May can  
22 touch them.

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1 Any other questions?

2 Commissioner Turnbull?

3 COMMISSIONER TURNBULL: Thank you,  
4 Mr. Chair.

5 Getting back to your commen t  
6 earlier about the DOE, I think -- and maybe  
7 the applicant can talk to it. You talked  
8 about the 16 points versus the 26.

9 I think it was Mr. Avitable that  
10 mentioned that the 16 points came from set -  
11 down in 2007 for the campus plan --

12 MR. AVITABILE: That's correct.

13 COMMISSIONER TURNBULL: -- that  
14 they were promising they would get 16 points.

15 I think Ms. Elbert was saying tha t they were  
16 confused, that it's really 26 points.

17 I think there's just a little bi t  
18 of confusion. They know what LEED is and  
19 what's certified. I think it was just a  
20 misunderstanding of the points that were being  
21 proffered at the time.

22 MR. AVITABILE: That's absolutely

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1 correct. That's exactly it. Our commitmen t  
2 and our condition of the campus plan order is  
3 to achieve a minimum of 16 points.

4 It was not a condition to ach iev e  
5 certification. It was less points than what  
6 was required certification. It was a minimum.

7 I thikn at that time many of the  
8 Zoning Commission orders required somewhere in  
9 the neighborhood of 16 to 20 points because --

10 COMMISSIONER TURNBULL: Yes. W e  
11 trying to push you for more.

12 MR. AVITABILE: Exactly. What has  
13 been happening, as Alicia testified, GW has  
14 been constantly surpassing that.

15 For example, with the South Hal l  
16 project there was a minimum sustainab ility  
17 commitment to do certain things for that  
18 project and they achieved LEED G old. I think  
19 we're seeing that on other projects as well, a  
20 minimum requirement of 16 to 20 and regularly  
21 hitting LEED certification if not Silver.

22 I think the issue here was DDOE

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1 just didn't understand the nature of the  
2 commitment.

3 COMMISSIONER TURNBULL: Yes. I  
4 thikn so too.

5 Getting back to the DOE report, 2,  
6 compliance with storm water management  
7 practice. They talk about there was a  
8 confusion with grey water, rainwater, storm  
9 water, and talk about i f you're going to be  
10 using grey water you sh ould be using a drip  
11 irrigation system.

12 Have you gone through their  
13 comments?

14 Maybe again it's just confusion as  
15 to what's being used.

16 MR. HOOVER: I' ll just sort of  
17 tell you what we're doing on the site. First,  
18 we're capturing all the water.

19 There's two -- there's a water  
20 storage vessel that's goin g to be used for  
21 irrigation as well as a larger under ground  
22 tank for storm water management.

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1                   COMMISSIONER TURNBULL: That's the  
2 cistern by the bikes?

3                   MR. HOOVER: That's correct .  
4 Which is all being used for irrigation.

5                   Now, how the numbers match up  
6 exactly is a little dubious at this point.  
7 The idea was that when the building is built,  
8 every drop of water would be captured on the  
9 site and used either for grey water or  
10 irrigation. That's the goal.

11                  COMMISSIONER TURNBULL: I think  
12 DOE is separating their -- I think there's  
13 some confusion about what you're calling  
14 rainwater and grey water.

15                  I think they're thinking about  
16 either -- potable water that's gone through  
17 the system, you're going to have to filter it  
18 more.

19                  MR. AVITABILE: That's exactly it.  
20 I think it was just a little bit of confusion  
21 between what was in our documentation and what  
22 the technical terms were.

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1                   But that's exactly it, as Don  
2                   said. We're not reusing the grey water here.  
3                   We're just reusing it for irrigation. We'll  
4                   be working with DDOE on how exactly that's  
5                   accomplished and we'll talk to them about what  
6                   the requirements are.

7                   GW just went through this  
8                   discussion with DDOE for that plaza one block  
9                   over in Square 80, the one where they took a  
10                  surface parking lot and converted it into  
11                  green space. They worked with DDOE to figure  
12                  out how to irrigate and how to reuse water for  
13                  irrigation. So we've just been through this  
14                  and we expect we'll do it again.

15                  COMMISSIONER TURNBULL: Okay.  
16                  Following up then with the mounds, those are  
17                  going to be sprinklered or they're irrigated?

18                  MR. HOOVER: That will be  
19                  irrigated. Yes.

20                  COMMISSIONER TURNBULL: And at the  
21                  low points you're draining? Going along with  
22                  what Commissioner May was talking about, are

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1 we going to find saturated low spots?

2 MR. HOOVER: No. I don 't think  
3 so.

4 This is all one structure so we  
5 have control over what that soil mix is.  
6 Which will probably be a pretty light soil  
7 mix, meaning lots of sand so it will drain  
8 properly.

9 And there are drains in those lo w  
10 spots so that when it rains it will wash to  
11 those drains.

12 I would not expect there to be wet  
13 spots on this.

14 COMMISSIONER TURNBULL: Okay.  
15 Thank you.

16 Going to a question on the fu ture  
17 building and trying to look a t the structure  
18 that you've got now, there's two elevators in  
19 the building plan now in the front on G  
20 Street?

21 MR. BURKHART: That is correct.

22 COMMISSIONER TURNBULL: That's not

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1 going to be enough for the building so the  
2 other -- I guess I'm trying to get in my mind,  
3 how much more are you going to modify the  
4 building when you go up? Are the elevators  
5 for the floors above grade separate and these  
6 are the only two elevators going down?

7 MR. BURKHART: No. These two  
8 elevators will be only servicing the garage in  
9 the future building, essentially garage  
10 shuttle elevators.

11 COMMISSIONER TURNBULL: Right.

12 MR. BURKHART: The elevators for  
13 occupied space actually will occur in the  
14 right-central portion of the plan. There is  
15 an area planned for future elevators there as  
16 one potential location. We also have another  
17 knockout location at the left or west side  
18 center as well.

19 COMMISSIONER TURNBULL: But those  
20 elevators don't go to the underground?

21 MR. BURKHART: They will not go to  
22 the garage.

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1 COMMISSIONER TURNBULL: Okay. The  
2 alley traffic is two-way?

3 MR. BURKHART: That is correct.

4 COMMISSIONER TURNBULL: So you've  
5 got a one-way street, a one-way street, then  
6 you're coming in either way and then go out  
7 either way.

8 Loading in the future for the  
9 building will occur also off the alley?

10 MR. BURKHART: That is the general  
11 intention. Yes.

12 COMMISSIONER TURNBULL: I'm asking  
13 you to look ahead a bit, but is that going to  
14 be an issue for cars going in and out and  
15 traffic; do you foresee a problem?

16 I know you don't have the plans  
17 developed yet. But I'm just thinking ahead.

18 MR. BURKHART: A 20-foot wide  
19 alley is pretty standard to most DC blocks,  
20 especially in the downtown area. It serves  
21 for both garage access as well as loading.

22 COMMISSIONER TURNBULL: Are you

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1 looking at 30 -foot wide berths; you're no t  
2 going to 55?

3 MR. BURKHART: I don't believe  
4 there would be a requirement for a 55-foot  
5 berth on this site.

6 MR. AVITABILE: I don't expect  
7 that that -- I think obviously we'll determine  
8 that in the future. I don't expect that would  
9 be the case given what our experience has been  
10 so far with some of the other a cademic  
11 buildings that are being planned. A smaller  
12 30-foot berth will likely be sufficient to  
13 accommodate everything.

14 We'll work that out at the time.  
15 We'll obviously have to be able to -- for the  
16 trucks to be able to turn in the alley.

17 I think that something else to  
18 keep in mind is becau se of the support  
19 building on the sou thern side of the site  
20 there is some service activity that goes on  
21 here currently. So it's not unco mmon and the  
22 alley is kind of used to it.

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1                   COMMISSIONER TURNBULL:    We talked  
2    about the DDOT letter, Exhibit        25. You  
3    sounded like you had some discussions with  
4    them.

5                   They were concerned about secur e  
6    bike racks and storage, and you're not going  
7    to really secure them because of police  
8    security on campus?

9                   MR. AVITABILE:    Alicia, I     thikn  
10   you can talk to that.

11                  They are secured. It's just DDO T  
12   wanted it to be in a fully covered --

13                  COMMISSIONER TURNBULL:   Covered?  
14   Right.

15                  MR. AVITABILE:        -- and enclosed  
16   facility.

17                  Alicia, if you just w ant to speak  
18   to that briefly?

19                  MS.     KNIGHT:            There were  
20   conversations with the university p olice  
21   department about the idea of ac tive eyesight,  
22   the ability to see, the ability to not have

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1 limited visibility in an area where students  
2 would be accessing their bicycles, and some  
3 visual permeability was desired there.

4 We are planning on limiting the  
5 actual access to the space where the bicycles  
6 are located through the GW access cards.

7 COMMISSIONER TURNBULL: Okay. I'm  
8 trying to think of the other points.

9 You don't really have a timeline  
10 yet for the Phase 2 of this site?

11 MS. KNIGHT: That's correct.

12 COMMISSIONER TURNBULL: But it's  
13 10 years away?

14 MS. KNIGHT: I can tell you if you  
15 ask the Dean of the law school that question,  
16 he would be very eager to tell you as soon as  
17 possible.

18 COMMISSIONER TURNBULL: In two  
19 years?

20 MS. KNIGHT: Before you're done  
21 with the parking, would be his idea. No. We  
22 don't have a timeline developed. It will

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1 largely depend on fundraising and other  
2 academic facility priorities.

3 COMMISSIONER TURNBULL: Okay. Mr.  
4 Chair, I think those are my questions for now.

5 CHAIRMAN HOOD: Thank you, Mr.  
6 Turnbull.

7 Thank you for coming and helping  
8 explain my question and DDOE's question.

9 Any other questions?

10 Vice Chairman, do you have any  
11 questions?

12 VICE CHAIRMAN SCHLATER: I don't  
13 have a lot of questions. I think the  
14 temporary structures and the landscape is of a  
15 high quality, high-quality materials. I'm not  
16 too worried about that.

17 I guess I am concerned and just  
18 trying to look at how this subgrade is going  
19 to inform what happens above in the future  
20 building. Because you're making decisions  
21 today that are going to ultimately impact what  
22 that future building is going to look like and

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1 how it's going to operate.

2 One thing that DDOT mentioned is  
3 the bike facilities. I think it's great that  
4 there's temporary surface bike facility there.

5 But what about bike facilities in  
6 the future? It's going to be a large student  
7 building.

8 Shouldn't there be substantial  
9 bike facilities within the structure and  
10 shouldn't there also be associated shower  
11 facilities for the people who are commuting  
12 there in the future?

13 MS. KNIGHT: With respect to the  
14 future building, at the time that we design  
15 the second stage of this project we will seek  
16 to incorporate bicycle facilities. We have in  
17 all the projects that we've recently developed  
18 as a matter of course.

19 The question of where those are  
20 located, do they become part of the parking  
21 garage, do they end up at grade within the new  
22 building; we have not yet determined that.

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1           With respect to bicycle facilities  
2           and changing facilities, students who live on  
3           campus and students who frequent the campus do  
4           have access to the Health and Wellness Center.

5           Foggy Bottom students are a part of that  
6           program. There are shower facilities in that  
7           building for staff. There are facilities both  
8           to the north and the south of this project.

9           We have not found the need to  
10          incorporate those here. We believe they're  
11          adequately addressed.

12          VICE CHAIRMAN SCHLATER: I agree  
13          for the temporary structure. I guess I might  
14          not agree once you have the permanent building  
15          but we can address that when that design comes  
16          forward.

17          You are asking for relief on rear  
18          yard, this 12-foot 8-inch rear yard.

19          Is that something that's going to  
20          be carried through the building in the future  
21          all the way to the sky, or is that just  
22          something only the parking structure and the

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1 entryway into that ramp that's creating the  
2 rear yard?

3 MR. BURKHART: At t he moment,  
4 that's correct. We're working with getting  
5 that garage ramp to descend as far as it has  
6 to go below grade to hit parking, which is the  
7 reason why we seek the rear yard relief.

8 It's not necessarily so that that  
9 will be a condition of the future. We simply  
10 can't anticipate yet in ter ms of t he final  
11 shape and form of the future building.

12 As you know, this is in a proposed  
13 historic district so we'll be working with the  
14 Historic Preservation Office. I'm sure that  
15 they'll have their own criteria in terms of  
16 developing the building on the site, as well.

17 So to the extent that we can, we  
18 seek maximum flexibility in terms of what we  
19 can plan at this point for the future and as  
20 it relates to that necessary garage entrance  
21 today.

22 VICE CHAIRMAN SCHLATER: Does the

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1 column grid you pick today inform the future  
2 building though?

3 MR. BURKHART: Yes. It certainly  
4 does.

5 To the extent that we can, we have  
6 created not only a column grid at a larger  
7 span, but also there are beams within the slab  
8 construction at grade that would allow the  
9 position of the rear wall with possible  
10 setbacks at any number of locations.

11 So to the extent that we can,  
12 we've tried to create as much flexibility for  
13 the future building as we can with the  
14 existing structure below.

15 I can say that there is certainly  
16 additional costs to doing it. The structure  
17 that we're putting in place now is more  
18 expensive than if the above-grade building  
19 were completely planned.

20 VICE CHAIRMAN SCHLATER: One thing  
21 on the interim improvements, I think I saw it  
22 was mentioned there's an 18-foot-high concrete

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1 wall being built near the parking lot.

2 Is that still part of the plan or  
3 am I missing something?

4 If you look on the northeast  
5 corner of the site. I'm looking at the  
6 original set-down submission we received.

7 MR. AVITABILE: Which page?

8 VICE CHAIRMAN SCHLATER: L1. It's  
9 in Exhibit A and it's landscape plan --

10 MR. AVITABILE: Eighteen-inch.

11 VICE CHAIRMAN SCHLATER: Is that  
12 18-inch?

13 MR. AVITABILE: Yes. An 18-inch  
14 concrete wall.

15 We were a little concerned too  
16 there for a second.

17 VICE CHAIRMAN SCHLATER: That  
18 seems awfully high. I always get that  
19 confused. Very good, very small. That's  
20 okay; 18-inch is okay.

21 I have no further questions .  
22 Thank you.

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1                   CHAIRMAN HOOD: Mr. Avitable, you  
2 handed us some responses to the ANC letter.

3                   What was the response from the  
4 ANC; were those responses satisfactory?

5                   MR. AVITABILE: I don't know. But  
6 I know the chair of the ANC is here and I'm  
7 sure she would be happy to speak to that when  
8 she comes up. We did just provide it to them  
9 this week so we didn't have a chance for a  
10 dialog.

11                   CHAIRMAN HOOD: Okay. Mr.  
12 Schiesel, let's talk a little bit about this  
13 level of service F. Actually, I was going to  
14 wait and let West End speak about it but let's  
15 talk about it a little bit.

16                   I know the textbook about D and  
17 I've been here long enough. I've had those  
18 discussions with many traffic folks. And I  
19 will tell you the same thing I tell them. I  
20 don't think I've told you this but if I  
21 haven't I'm telling you now.

22                   When I'm sitting in traffic I

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1 always think about the traffic experts, when  
2 they come in here and tell me it's a level of  
3 service of B and C and it's actually F. For  
4 me, it doesn't work because I'm sitting there  
5 forever. But it 's not about me; it's about  
6 your report.

7 I think West End also alluded to  
8 this. You mentioned no mitigation measures  
9 are necessary to alleviate the delay because  
10 the negative impact on this condition is  
11 limited to drivers leaving the redevelop ment  
12 site.

13 As far as I'm concerned, something  
14 needs to be done h ere. We need to do  
15 something here. Because when I look at the  
16 numbers -- and this even goes to p.m.

17 I don't know whether the street  
18 needs to be redirected or we need t o put a  
19 sign up. I don't know. But I believe that  
20 something can be put in place to alleviate or  
21 at least help endure this level o f service of  
22 F in the p.m. hours.

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1                   Can you give me a response to  
2 that?

3                   MR. SCHIESEL: Well, like we said,  
4 we talked to DDOT last February, almost a year  
5 ago, about this.

6                   There's multiple ways the site can  
7 be accessed. When there's a myriad of  
8 multiple solutions and places you can put  
9 ramps, it comes down to generally the policy  
10 of what fits best with the campus plan and  
11 what fits best with the District's own  
12 transportation goals.

13                  As DDOT has stated many times,  
14 they like to have where possible access from  
15 an alley. The reason for this is they place  
16 the pedestrian mode of transportation at the  
17 top of the hierarchy.

18                  When faced with looking at  
19 different access schemes, none of them were  
20 without any detriment to one of the modes or  
21 one of the users of the system. So at our  
22 discussions with DDOT we decided that the

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1 policy would dictate which of the access  
2 schemes would be best.

3 That is why we have located the  
4 access off of the alley.

5 CHAIRMAN HOOD: Is that the reason  
6 DDOT has this conditional support? They said,  
7 "DDOT conditionally supports the applicant's  
8 proposal for this project." Why is that?

9 MR. SCHIESEL: The con ditional  
10 support is as I recall only based on their --  
11 the reason it was conditional had to do with  
12 the bicycle parking, their request for shower  
13 facilities, and a sec ured and e nclosed  
14 facility.

15 I believe in their report that  
16 they actually listed the alley location as a  
17 benefit to the site design.

18 CHAIRMAN HOOD: I know this  
19 Commission at one time asked that we look at  
20 some of the t hings DDOT was asking us about  
21 alley use. Maybe that's something I'll ask  
22 the Office of Planning.

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1 I'm not sure if we ever got to  
2 that or whether we're going to do that in the  
3 ZRR, but I know that this Commission has asked  
4 about the significant impacts of a lways  
5 letting things run through the alley. But  
6 anyway, that's not your issue.

7 I'm going to put that in the  
8 parking lot. We're going to come back to  
9 that. I don't necessarily know if I would  
10 agree with DDOT on that yet.

11 Any other questions, comments?

12 MR. AVITABILE: Chairman Hood, I  
13 just wanted to -- there was one last item in  
14 the DDOE report about the streetscape plan and  
15 I wanted to briefly just address that just so  
16 you had it for the record.

17 They basically said they heard  
18 that we're developing a streetsca pe plan and  
19 they'd like to take a look at it.

20 As Alicia mentioned, we've just  
21 submitted it to DDOT earlier this -- I guess  
22 it was late last summer in August. DDOT has

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1 their own sustainability people who we've had  
2 conversations with.

3 We've been looking at potential  
4 for low-impact development pits, planting  
5 zones, between the clear sidewalk area and the  
6 front of our buildings there will be some  
7 permeable zones where the furniture is.

8 The streetscape plan is publicly  
9 available and we'd be happy to provide it to  
10 DDOE.

11 CHAIRMAN HOOD: They actually  
12 don't have it now?

13 MR. AVITABILE: No. This was the  
14 first we had heard that they wanted to see it.  
15 We'd be happy to provide it to them.

16 CHAIRMAN HOOD: I guess before we  
17 take action we can get a resolution and find  
18 out what their issue is and their response.

19 Any other questions?

20 Let's do cross-examination.

21 Who is the chairperson of ANC-2A?

22 You can come forward. Do you have

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1 any cross-examination questions?

2 If you can just come up and give  
3 me your name?

4 COMMISSIONER MAY: Can I ask the  
5 applicant to pass me the materials board?  
6 Because I didn't get a wood sample and I'd  
7 like to see the wood closer.

8 CHAIRMAN HOOD: Commissioner  
9 Coder, I don't know why I had you come up and  
10 give me your name. I've got your letter right  
11 here. I've got it highlighted and everything.

12 MS. CODER: Commissioner Rebecca  
13 Coder. I'm currently the Chair of ANC-2A. I  
14 live at 2501 M Street in the West End.

15 CHAIRMAN HOOD: Okay.  
16 Commissioner Coder, do you have any cross-  
17 examination?

18 MS. CODER: I do not at this time,  
19 no.

20 CHAIRMAN HOOD: Thank you. And  
21 sorry to have you walk all the way up here for  
22 that. I had your letter right in front of me.

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1 Ms. Kahlow, are you going to do  
2 the cross-examination?

3 Okay. You can sit right by Mr.  
4 Avitabile or wherever you choose. Sit right  
5 there in the middle.

6 MS. KAHLOW: I'm Barbara Kahlow.  
7 I'm representing the West End Citizens  
8 Association today as well as Ms. Maddux, but I  
9 will do the cross-examination.

10 My questions will all be for Mr.  
11 Schiesel. I'm not sure I'm pronouncing it  
12 correctly.

13 Am I?

14 MR. SCHIESEL: Schiesel.

15 MS. KAHLOW: Schiesel. I'm not  
16 good about pronunciation. Thank you.

17 Thank you, Mr. Hood, for  
18 mentioning F level of service. We'll get to  
19 that. First let's get to the other questions.

20 The campus plan had 307 parking  
21 spaces for Square 103 and now we have 450.

22 What changed in your analysis

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1 because of that substantial increase of a 50  
2 percent increase?

3 MS. KNIGHT: I would like to take  
4 the opportunity to answer that question.

5 MS. KAHLOW: It's a transportation  
6 question.

7 MS. KNIGHT: It's a campus plan  
8 and parking management question.

9 That was a net new parking spaces  
10 of 307. There are currently 92 spaces on the  
11 site. When you add that together it comes to  
12 400 spaces. When you take out the temporary  
13 surface parking you're back to that 400  
14 number.

15 MS. KAHLOW: Again, was there  
16 anything that changed in your analysis because  
17 of these things?

18 MR. SCHIESEL: No.

19 MS. KAHLOW: Thank you. I just  
20 wanted to understand it. The public parking  
21 for the 450 spaces, since it's not just GW  
22 spaces and it's going to be people from the

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1 hospital and etcetera, how many did you factor  
2 in in a.m. rush, in p.m. rush, and during the  
3 day, how many cars total in each of those  
4 three periods?

5 MR. SCHIESEL: We based our trip  
6 generation for the garage based on permits,  
7 existing lots on campus that serve as what we  
8 would call commuter vehicles, people with  
9 permits who park regularly, commuting  
10 students, faculty, and staff.

11 MS. KAHLOW: I'm sorry. Could you  
12 answer my question?

13 How many in the a.m. rush will be  
14 public non-GW, how many in the p.m. rush will  
15 be non-GW, and how many during the entire day  
16 will be non-GW?

17 MR. SCHIESEL: Our analysis did  
18 not assume any general public or visitor  
19 parking. Currently I don't believe it is  
20 known exactly who will be assigned to the  
21 parking there.

22 The analysis is of a worst-case

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1 situation from our perspective. Looking at  
2 the data contained in the master plan, we  
3 identified lots that had higher trip  
4 generation characteristics than other lots so  
5 that, based on our knowledge of the site, the  
6 impacts would be greatest if the site was  
7 populated by those types of parkers.

8 So that's why that was the choice  
9 we used in our report.

10 MS. KAHLOW: Okay. Thank you for  
11 that answer.

12 I'm interested in knowing how you  
13 analyzed how in a.m. and p.m. rush how  
14 emergency vehicles can access the dormitories  
15 to the south of the alley where there are  
16 numerous emergency calls? If there's no  
17 movement in the a.m. and p.m., how do you  
18 expect the emergency vehicles to get through  
19 in the fire safety access alley?

20 MR. SCHIESEL: In traffic studies  
21 for site development and in all of our  
22 meetings with DDOT that did not come up. So

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1 it is not analyzed in our report.

2 MS. KAHLOW: Thank you.

3 Did you meet with the local fire  
4 station at 2119 G, right around the corner,  
5 about the safety issues for the alley, not  
6 just for the dormitories but about the entire  
7 range of safety issues?

8 MR. SCHIESEL: I did not.

9 MS. KAHLOW: Did anybody else in  
10 your company?

11 MR. SCHIESEL: N o one in my  
12 company, no.

13 MS. KAHLOW: Thank you.

14 MR. AVITABILE: I'd like to just  
15 for the record insert that the Department of  
16 Fire and Emergency Management Service s did  
17 submit a report to the Zoning Commission  
18 that's in the record addressing the impact of  
19 the PUD.

20 OP had, as they do with all PUDs,  
21 referred the application to Fire and EMS to  
22 address exactly that issue.

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1 MS. KAHLOW: We will be asking OP  
2 about the on -site visit with that fire  
3 station.

4 CHAIRMAN HOOD: Let me just say  
5 that's Exhibit 24, Mr. Avitable, what you've  
6 spoken to.

7 MS. KAHLOW: We will be asking OP  
8 about that. Or if the fire department were  
9 here we would be delighted to ask the fire  
10 department themselves.

11 Pedestrian safety, which is of  
12 course of paramount concern for our elderly in  
13 the neighborhood -- what measures do you  
14 recommend for pedestrian safety at the alley  
15 in the a.m. rush at 20th Street and the p.m.  
16 rush at 21st Street?

17 MR. SCHIESEL: I mean, we would  
18 recommend the current condition where the  
19 pedestrian has the right of way.

20 MS. KAHLOW: But if the cars pull  
21 out in the alley into the sidewalk, how are  
22 you going to prevent them from pulling out?

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1 I guess I'll get to this related  
2 question. DDOT raised the question in our  
3 site visit, which was after their report, that  
4 there is an obstructed view leaving the alley  
5 on 21st, that the building is too far out so  
6 you can't see the pedestrians unless you enter  
7 over the sidewalk.

8 So the question is, what do you  
9 plan to do for our elderly that can't be seen?

10 MR. AVITABILE: I would just like  
11 to for a moment object in the sense that Ms.  
12 Kahlow is testifying as to what DDOT did or  
13 didn't say.

14 We have their report, it's in the  
15 record, and it's their position. To the  
16 extent that she may have had conversations  
17 with DDOT personnel, I don't believe that  
18 those are the position of the agency. The  
19 position of the agency is here in their  
20 report.

21 I just for procedural wanted to  
22 make that clear.

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1 MS. KAHLOW: Thank you very much.  
2 I think that's a good point. We'll be asking  
3 OP, since they represent the city, the same  
4 questions.

5 CHAIRMAN HOOD: Let me also say  
6 Mr. Avitable, I was interested in her  
7 question. I know DDOT's position.

8 I'm actually going to ask the  
9 Office of Planning to go back to deal with  
10 exactly what she just mentioned. So even  
11 though you objected to her, I want you to know  
12 that I'm going to also mention the same thing.

13 MS. KAHLOW: Thank you, Mr. Hood.

14 I just wondered if the traffic man  
15 actually looked at the obstructed view and  
16 what he suggested to protect our pedestrians.

17 This is a serious question to us.

18 What do you recommend?

19 MR. SCHIESEL: We do not have any  
20 recommendation on file.

21 MS. KAHLOW: Okay. That's  
22 serious.

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1           In your report on page 16 in  
2 Exhibit H, you talk about there's going to be  
3 pedestrian use of the alley.

4           What safety recommendation  
5 standards do you have to ensure anybody using  
6 this with all these cars coming and going in  
7 this two-lane alley -- what are you going to  
8 do to protect our pedestrians; what do you  
9 recommend?

10           MR. SCHIESEL: I recommend that  
11 the alley be constructed as proposed to  
12 District standards, keeping the speed of the  
13 cars at minimum, and keeping the same type of  
14 conditions you see throughout the District.

15           MS. KAHLOW: Your report, and I  
16 can give you your many page cites, talks about  
17 the fact that the level of service F is  
18 because of the heavy pedestrian traffic. So  
19 my questions were earlier about the two alley  
20 entrances, 20th and 21st.

21           And now my question is, in the  
22 alley is there anything you suggest to make it

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1 safe for our pedestrians?

2 Giving a standard is not going to  
3 help. Is there anything extra?

4 MR. SCHIESEL: We do not expect  
5 heavy pedestrian use in the alley. The delays  
6 that we project are because when the cars come  
7 to the end of the alley we expect that they --  
8 the level of service F is for two things.

9 One, a car has to wait for a gap  
10 and a pedestrian is crossing the street right  
11 in front of them. Then if there is a gap in  
12 the pedestrians, they have to wait for a gap  
13 in the oncoming southbound traffic because  
14 they turn left.

15 The level of service F is just for  
16 the people exiting the alley wanting to go  
17 south on L Street during the p.m. peak hour.  
18 We project around one car a minute, a little  
19 more than one car a minute will experience  
20 this delay.

21 What we expect will happen is  
22 they'll reach the end of the alley, they'll

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1 look both ways, find a gap in the pedestrians,  
2 they'll probably move up, see a gap for  
3 vehicles, and then turn.

4 It's a pretty common, typical  
5 condition. We prefer this because it keeps  
6 the pedestrians having the right-of-way of the  
7 alley over some sort of controlled situation.

8 One recommendation we did make was  
9 to reinforce this "stop and then wait for both  
10 gaps" idea was a stop bar and a stop sign  
11 located at the alley to reinforce people that  
12 the cars do not have right -of-way and  
13 pedestrians have right-of-way.

14 MS. KAHLOW: Will you have a sign  
15 that says pedestrians have the right of way?  
16 We have that where I live because we have a  
17 similar problem and there's a big sign.

18 Do you recommend that kind of  
19 sign, not just a normal stop sign but  
20 pedestrian crossing, pedestri ans have the  
21 right of way, something like that?

22 MR. SCHIESEL: I wo uld recommend

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1 whatever meets standard signs for the  
2 District. It would have to be approved.

3 MS. KAHLOW: Well, this is a  
4 standard sign.

5 MR. SCHIESEL: There's a multitude  
6 of signs that could be used.

7 MS. KAHLOW: Ok ay. Then in  
8 addition, what about stoplights at either of  
9 the two alley exits and entrances because of  
10 the heavy volume of pedestrians? Do you  
11 recommend those; did you analyze those?

12 MR. SCHIESEL: No. We are not  
13 recommending those. I think that if we were  
14 to put a traffic signal at the ends of alley,  
15 we would be causing other problems by solving  
16 something else.

17 I think it is to the District and  
18 university's goals to give always where  
19 possible pedestrians the right-of-way.

20 I think any situation where we  
21 have to add a signal, they would add a don't  
22 walk sign in addition to a green light for

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1 pedestrians. It would be just trading one  
2 thing for another.

3 The impact to commuters, the  
4 impact to pedestrians I think outweighs any  
5 benefit to what we find is a level of F  
6 situation that only occurs to these 70 cars  
7 this hour during the evening rush hour a few  
8 hours a week.

9 So, no. We would not recommend  
10 traffic signals.

11 MS. KAHLOW: Did you analyze the  
12 effect of the new GW-funded traffic light at  
13 21st and F because of the great number of  
14 pedestrian accidents there, some serious?

15 That's only half a block up. That  
16 light was just added and it's working.

17 Did you analyze that?

18 MR. SCHIESEL: We analyzed the  
19 condition at that intersection when we took  
20 the counts, which was last year.

21 MS. KAHLOW: But I'm saying, the  
22 effect of the light, did it gum up the traffic

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1 or did it help pedestrians?

2 MR. SCHIESEL: A light southbound  
3 of traffic would not change the conditions of  
4 that left turn because that's downstream. The  
5 gap created for pedestrians and cars exiting  
6 at that time is created by the signal at G and  
7 21st.

8 MS. KAHLOW: I'm interested in  
9 safety, not cars. I'm asking about  
10 pedestrians.

11 MR. SCHIESEL:

12 MR. AVITABILE: I don't believe  
13 that Gorove/Slade's report looked at comparing  
14 the conditions before and after that light was  
15 installed. So I don't believe he can answer  
16 your question.

17 MS. KAHLOW: Okay. Thank you, Mr.  
18 Avitable.

19 All right. Only a couple more  
20 questions.

21 When you analyzed the traffic in  
22 the alley did you analyze the impediments in

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1 the alley, the poles, the different fire  
2 equipment that's there; did you analyze all  
3 the current conditions?

4 MR. SCHIESEL: Not in the future  
5 conditions of our report.

6 MS. KAHLOW: What do you recommend  
7 to do about all those things that are right  
8 now in the alley? How will they expand in the  
9 alley from 16 to 20 feet because of that?

10 MR. SCHIESEL: I do not know the  
11 infrastructure or physical means that the team  
12 is proposing to expand -- widen out to 20  
13 feet.

14 MS. KAHLOW: Does anybody here --  
15 I don't know who it is that's going to answer  
16 that question.

17 Do I have to name a particular  
18 person? Can anybody answer that question?

19 MR. BURKHART: Let me try to  
20 answer your question, Barbara.

21 MS. KAHLOW: Thank you.

22 MR. BURKHART: The fact is that

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1 those conditions in terms of light bulbs and  
2 other standards along the alley at the edges  
3 currently 16 feet will be moved towards the  
4 north as required to provide adequate lighting  
5 along the alley.

6 MS. KAHLOW: Have you met with the  
7 fire department to know what to do with those  
8 things?

9 MR. BURKHART: In terms of -- I'm  
10 trying to --

11 MS. KAHLOW: If you do n't know we  
12 could discuss it another time.

13 MR. AVITABILE: Wouldn't you  
14 address it during the permitting process?

15 MR. BURKHART: That's essentially  
16 correct. Yes.

17 MS. KAHLOW: Okay. I've had my  
18 questions. I'll ask the city the rest of  
19 them. Thank you very much.

20 CHAIRMAN HOOD: Thank you, Ms.  
21 Kahlow.

22 MR. AVITABILE: Commissioner Hood,

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1 if I might just do one question of redirect  
2 for Mr. Schiesel just to clarify?

3 CHAIRMAN HOOD: Sure.

4 MR. AVITABILE: Thank you.

5 Mr. Schiesel, could you please  
6 talk about what we are planning to do in the  
7 alley in terms of controlling traffic leaving  
8 the alley, just clarify what you looked at in  
9 terms of what is visible for traffic leaving  
10 the alley?

11 MR. SCHIESEL: Sure. We looked at  
12 the turns that are projected for the alley on  
13 both sides. Because it's a one-way street  
14 there's only two turns that are really  
15 impacted by exiting traffic, a northbound turn  
16 onto 21st, a southbound left turn onto 20th,  
17 and a southbound turn onto 21st.

18 This photo shows someone standing  
19 in the alley and actually looking at oncoming  
20 traffic.

21 Because of the setbacks of the  
22 buildings, the ability to look at oncoming

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1 traffic on the sidewalk in the street is  
2 actually -- as opposed to some other alley  
3 conditions in the District where you have a  
4 building right above you and other conditions  
5 that may limit sight distance , here we  
6 actually have a condition what I talked about  
7 before, where stopping at a stop sign and a  
8 stop bar, proceeding, looking both ways, and  
9 then proceeding again into traffic is actually  
10 something that could work very well with this  
11 site.

12 As opposed to another condition of  
13 a signalized approach, which we think we would  
14 not recommend at this site.

15 In that lower left you can see how  
16 the grey is the buildings, and a car  
17 positioned at a stop bar behind the sidewalk  
18 would not have any buildings in its path  
19 looking north onto the southbound traffic,  
20 which it would then turn into.

21 COMMISSIONER MAY: Did you ever  
22 view southbound on that?

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1 MR. SCHIESEL: No.

2 COMMISSIONER MAY: Okay. Because  
3 in the aerial photo it looks like the front  
4 lawn of the house that's immediately to the  
5 south of the alley is actually raised up, and  
6 so it might obstruct the view of pedestrians  
7 walking up the street.

8 It's not just a question of where  
9 the cars are coming from but also obviously  
10 where the pedestrians are coming from.

11 It looks like it's sloped so there  
12 may be some visibility. It doesn't look like  
13 it's a total blockage like a building right on  
14 the sidewalk. But it's worth seeing it, I  
15 think, from the south side.

16 MR. SCHIESEL: Okay.

17 CHAIRMAN HOOD: Anything else?

18 Okay. I'm trying to think. We've  
19 got one or two lawyers in here, right? I'm  
20 trying to think. Am I supposed to cross on  
21 redirect?

22 The ones who were going to ask the

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1 questions are not saying anything so we'll  
2 move on. Thank you.

3 I think I am. I 'm pretty sure I  
4 am.

5 Are you going to help me out?

6 MS. KAHLOW: My question, Mr. Ma y  
7 got it. He asked. Thank you. So I was going  
8 to do it but thank you.

9 CHAIRMAN HOOD: Does the ANC hav e  
10 any cross on redirect?

11 All right. And I think I am b ut I  
12 need to check with my legal counsel.

13 Let's go to the Office of Planning  
14 report.

15 Ms. Jackson?

16 MS. JACKSON: Good evening, Chair  
17 and members of the Commission. For the  
18 record, my name is Arlova Jackson with the  
19 Office of Planning.

20 I've provided quite a b it of  
21 information in our staff repor t so I won't  
22 recite it here. I'll just highlight a couple

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1 of clarifications and corrections that were  
2 brought to my attention since submitting the  
3 report.

4 One of them was already addressed.

5 On page 3 in the table that summarizes the  
6 campus plan program summary, the potential net  
7 parking spaces I have listed as 450. Which is  
8 actually the total not the net, which was just  
9 addressed previously.

10 On the next page in another chart  
11 I confused two numbers. In Table 2, the  
12 column labeled Campus Plan Square Foot  
13 occupancy should be 90 percent and the height  
14 should be 80. I seem to have transposed those  
15 two numbers.

16 Then I referred to 62 bike spaces  
17 and now there are only 60. So I just wanted  
18 to clarify that for the record.

19 A few points. As you know, we  
20 distributed the application to various  
21 District agencies for their comment, which has  
22 been summarized and attached your review.

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1           Given the discussion here we'd be  
2 happy to take back additional questions to  
3 DDOT, DDOE, and whoever else you'd like and  
4 get further clarification prior to final  
5 action.

6           But overall, we find the project  
7 meets the conditions found within the approved  
8 first-stage PUD and campus plan, the further  
9 processing criteria found in Section 201, and  
10 the evaluation for planned unit developments  
11 in Chapter 24. Therefore we recommend  
12 approval.

13           We're happy to take any questions  
14 you have at this time.

15           CHAIRMAN HOOD: Thank you, Ms.  
16 Jackson.

17           Any questions of the Office of  
18 Planning?

19           I would like for us to look at --  
20 if we can go back to DDOT, and look and find  
21 out what's going to happen, what kind of  
22 mitigation do they recommend or should

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1 recommend. Tell them we're looking for some.

2 MR. LAWSON: Sure. Joel Lawson  
3 with the Office of Planning.

4 I think we clearly heard the  
5 Commission would like some more information,  
6 particularly related to how the alley meets  
7 the street, how traffic would be controlled,  
8 as well as the sightline issues.

9 Like Ms. Jackson said, if you have  
10 other issues you'd like us to take back to  
11 them, we'd be happy to refer those to DDOT and  
12 have them report back to the Zoning  
13 Commission.

14 CHAIRMAN HOOD: Thank you, Mr.  
15 Lawson.

16 Anyone else, any concerns or  
17 questions?

18 Does the applicant have any cross-  
19 examination?

20 Does ANC have any cross-  
21 examination?

22 Ms. Kahlow, come right on up.

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1 MS. KAHLOW: Let me first go in  
2 the order of your report.

3 Do you have a copy there?

4 Thank you very much for providing  
5 one to me today.

6 On page 2 you talk about the two  
7 residence halls. Have you looked at or anyone  
8 else in DC how these residence halls, the  
9 rooms facing the alley, will be serviced in  
10 the a.m. and p.m. rush for emergency vehicles;  
11 has anyone looked at that that you know of?

12 MS. JACKSON: No.

13 MS. KAHLOW: Okay. You haven't  
14 asked the fire department?

15 MS. JACKSON: We've asked the fire  
16 department to review the entire proposal and  
17 they've responded.

18 MS. KAHLOW: Did they make an on-  
19 site visit?

20 MS. JACKSON: I couldn't say.

21 MS. KAHLOW: Did you point out to  
22 them that there were two dormitories with many

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1 rooms that face that?

2 MS. JACKSON: Specifically?

3 MS. KAHLOW: Yes.

4 MS. JACKSON: No.

5 MS. KAHLOW: Thank you. Page 3,  
6 when you said the parking facility is open to  
7 the public in the first long paragraph, does  
8 DDOT or anyone else in DC have a number of  
9 expected public users in a.m. rush, p.m. rush,  
10 and in total?

11 You saw I asked that before.

12 MS. JACKSON: I'm not aware of any  
13 and I can't speak for what information DDOT  
14 might have.

15 MS. KAHLOW: Thank you. On the  
16 bottom of page 3, brick paver sidewalks, are  
17 you familiar with DDOT's newest standards on  
18 those?

19 MS. JACKSON: No.

20 MS. KAHLOW: Okay. Thank you.  
21 Moving right along, on page 4, do you know if  
22 DDOT did an independent analysis of the

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1 parking spaces as we asked Mr. Lawson last  
2 August?

3 MS. JACKSON: No.

4 MS. KAHLOW: Don't know or they  
5 didn't do it?

6 MS. JACKSON: I don't know if they  
7 did.

8 MS. KAHLOW: Thank you. On page 7  
9 you said that OP has not yet received a report  
10 from DDOT.

11 Did you discuss with DDOT the  
12 various observations they made in their on -  
13 site visit?

14 MS. JACKSON: No. When did that  
15 take place?

16 MS. KAHLOW: It took place on the  
17 -- I'll look at my testimony. I think it's  
18 the 21st. It took place on the 21st and the  
19 report, I believe, was written before since it  
20 doesn't reflect that.

21 So the question is, did you talk  
22 to them about different things?

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1 I'm going to ask you specific  
2 questions but if you didn't talk to them, I  
3 don't need to ask you them.

4 MS. JACKSON: No.

5 MS. KAHLOW: Okay. Thank you. I  
6 know when you wrote your report you hadn't  
7 talked to them because you were waiting, but I  
8 didn't know if you talked to them  
9 subsequently. Thank you.

10 Moving right along to page 10, do  
11 you know if the fire station -- maybe I just  
12 asked this. I'm a little lost. Do you know  
13 if the fire station people actually went on-  
14 site?

15 MS. JACKSON: I do not.

16 MS. KAHLOW: Do you know if they  
17 talked to the local fire station that is  
18 located a block away on 21st?

19 MS. JACKSON: No.

20 MS. KAHLOW: Okay. I've finished  
21 with your report and now I'm going to ask  
22 other things that relate to it. Thank you for

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1 that.

2 Streetscape; it was mentioned by  
3 the applicant that they submitted to DDOT a  
4 streetscape plan in August that has not yet  
5 been approved.

6 Did DDOT discuss with you various  
7 -- besides brick sidewalks, did they discuss  
8 with you the use of segmented benches that  
9 were raised?

10 MS. JACKSON: I haven't discussed  
11 the streetscape plan with DDOT at all at this  
12 point.

13 MS. KAHLOW: All right.

14 MR. LAWSON: I would just note  
15 that the streetscape would actually be  
16 reviewed by DDOT through the Public Space  
17 permitting process. That's the normal process  
18 where those kinds of issues would be raised  
19 and addressed.

20 MS. KAHLOW: Thank you for that  
21 addition.

22 My understanding with DDOT is the

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1 Public Space people work for DDOT, but maybe I  
2 got that wrong.

3 In GW's Exhibit H, they talk about  
4 eliminating on-street parking places at a few  
5 locations.

6 Do you know how many and where  
7 they would be?

8 Page 5 of their Exhibit H.

9 MS. JACKSON: Perhaps it's best  
10 that the applicant answer that question.

11 MS. KAHLOW: Okay. What I'm  
12 trying to understand is how much the Office of  
13 Planning was involved in these very important  
14 issues that we started raising last August.

15 Maybe it would be better for me to  
16 ask, could the Department of Transportation be  
17 here so we can cross-examine them?

18 MS. JACKSON: We certainly ask for  
19 them to come.

20 MS. KAHLOW: Thank you.

21 CHAIRMAN HOOD: Wait a minute.  
22 I'm trying to figure out, Ms. Kahlow -- first

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1 of all, what we need to do is ask the Office  
2 of Planning. If you have questions of the  
3 District Department of Transportation, you  
4 need to ask them now because I don't think  
5 there's going to be another forum.

6 MS. KAHLOW: But they didn't know  
7 the answers.

8 CHAIRMAN HOOD: Right. They're  
9 going to testify to their report. What I  
10 would suggest is you do the same thing that  
11 we're going to do.

12 We have asked the District  
13 Department of Transportation to come to our  
14 hearings. I personally have asked. They have  
15 been doing pretty good. I don't know if Mr.  
16 Jennings has left or we ran him away or what.

17 He's still there?

18 But especially when we have cases  
19 like this -- and we will reach out to them  
20 again. But for the sake of them not being  
21 here tonight, Ms. Kahlow, you need to ask the  
22 Office of Planning a question.

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1           They will take it back for us on a  
2           DDOT report and they will bring us back DDOT's  
3           response. But we want to make sure that we  
4           ask them questions on their report and what  
5           they testified to.

6           MS. KAHLOW: Thank you for that,  
7           Mr. Hood. I appreciate that.

8           The DDOT report is silent on all  
9           of the key issues we raised so that's why I  
10          couldn't point to a specific page. But I will  
11          talk about it in our testimony if that's okay.

12          That may be the best way we --

13          CHAIRMAN HOOD: What I want you to  
14          do is point out your questions so you can do  
15          like we're going to do. We can send it back  
16          to DDOT and we can get the response.

17          MS. KAHLOW: So when we testify  
18          we'll say, "We have this question, this  
19          question, this question?"

20          CHAIRMAN HOOD: You got it.

21          MS. KAHLOW: That's what we're  
22          going to do. That's exactly what we have.

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1 Okay.

2 I have one last question for the  
3 Office of Planning.

4 Since DDOT proposed using the  
5 alley and GW did not and the community is  
6 unhappy about it, has there been an analysis  
7 by the city of the liability if there's a  
8 pedestrian accident in the alley?

9 MS. JACKSON: No.

10 MS. KAHLOW: Thank you.

11 I have no further questions for  
12 this witness.

13 CHAIRMAN HOOD: Thank you, Ms.  
14 Kahlow.

15 The only government report that I  
16 think we did not talk about, at least I didn't  
17 recall, was the DC Water. They also have a  
18 report. I think all of the other government  
19 reports have been expounded upon.

20 Next we will go to the report of  
21 ANC-2A.

22 We're going to ask Chairperson

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1 Coder if she will come forward and give us her  
2 report?

3 MS. CODER: Good evening, Chairman  
4 Hood and members of the Commission. My name  
5 is Rebecca Coder. I'm Chair of ANC-2A, which  
6 represents the Foggy Bottom and West End  
7 neighborhoods.

8 I provided to you another copy o f  
9 the resolution that we previously filed. The  
10 only change relates to actually the vote that  
11 had we included in the original resolution.  
12 We had d ocumented that a s 4 in favor, 2  
13 opposed. However, the accurate vote should  
14 reflect 4-0 with two abstentions.

15 As it rela tes to what we've  
16 outlined in the report, I think you've touched  
17 upon from the community's perspective what  
18 were the major concerns. It really has to do  
19 with a transportation management plan a round  
20 the ingress and egress of the alleyway.

21 There are some other particular s  
22 as it relates to a con struction management

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1 plan. There have been concerns recently  
2 related to another project, not a GW project  
3 but one nearby the campus, related to quality  
4 of life issues both for students and residents  
5 in the neighborhood. So we'd ask that a  
6 construction management plan take that into  
7 account.

8 In addition, I'd just say since  
9 this is kind of the first of 16 potential  
10 future development sites that the Zoning  
11 Commission will be looking at, the ANC is very  
12 focused on the campus plan caps and how these  
13 new developments may or may not impact those  
14 caps.

15 With that, I don't want to walk  
16 through everything that we've outlined here,  
17 but I'll answer any questions that the  
18 Commission may have.

19 CHAIRMAN HOOD: Thank you,  
20 Chairperson Coder.

21 Any questions, colleagues?

22 COMMISSIONER TURNBULL: I just

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1 have one, Mr. Chair.

2 Are you looking for this project  
3 to be a test project to develop the standards  
4 for a construction management plan that would  
5 then go forward to the others?

6 MS. CODER: I think that would be  
7 helpful if we can have a template in place as  
8 it relates to the others. Yes.

9 Because I think all the ones that  
10 have been identified really relate to --  
11 they're located near where residents and  
12 students live. And it's clearly an issue as  
13 far as any PUD that we've been involved in.  
14 But that's important to the neighborhood.

15 COMMISSIONER TURNBULL: You've had  
16 discussions with GW on some of the issues and  
17 a construction management plan that you would  
18 be looking for?

19 MS. CODER: We have not had  
20 discussions yet. We've just outlined this as  
21 a concern from the ANC's perspective, but we  
22 have not gotten into any specifics related to

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1 it.

2 COMMISSIONER TURNBULL: I'm sure  
3 they would be happy to sit down with you.

4 MS. CODER: Absolutely.

5 CHAIRMAN HOOD: Any other  
6 questions, Commissioners?

7 Does the applicant have any cross-  
8 examination?

9 Does the West End have any cross-  
10 examination?

11 Okay. Chairperson Coder, thank  
12 you very much.

13 MS. CODER: Thank you.

14 CHAIRMAN HOOD: I have a list. It  
15 appears that my list is everyone who is a  
16 proponent. So I'm going to call up the first  
17 two persons who testified individually, and  
18 then there's three that I'm going to call  
19 that's going to be going as a panel.

20 Cynthia Jachles, Billy Wright,  
21 Richard Livingston, Jenna Curtis, and I'm told  
22 just to say Arja, so Arja?

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1                   You all come right on up. We're  
2 going to begin to my left, your right, and  
3 we'll come on down.

4                   Ms. Jachles?

5                   MS. JACHLES: Jachles.

6                   CHAIRMAN HOOD: Jachles. You may  
7 proceed.

8                   Turn your microphone on; is your  
9 microphone on?

10                  MS. JACHLES: I am Cynthia  
11 Jachles. I live at 2450 Virginia Avenue  
12 Northwest.

13                  I am here obviously in support of  
14 this new learning center and garage first. I  
15 think it will be a great addition to the  
16 neighborhood.

17                  Obviously it is a necessity for  
18 GW. And I think it meets the commitment of  
19 the university to develop property within the  
20 core and more central area of the campus.

21                  A more landscaped, prettier area  
22 will be much welcome in my eyes. I walk by

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1 there every morning on my way to work. And as  
2 my letter to you says, having walked to work  
3 in New York for many, many years, I say I walk  
4 through Foggy Bottom and I don't see any cars  
5 during rush hour. It's really amazing.

6 So I really feel lonely and I'm  
7 glad that the campus police department is in  
8 that block because there's no one around. I  
9 have to wait and say hello to the security  
10 guard at the World Bank in order to see some  
11 humans.

12 So I really feel that this spot  
13 would be great to bring some parking over to  
14 here and that it will not negatively impact  
15 the neighborhood. As a matter of fact, it  
16 will bring a little bit of life to the  
17 neighborhood and clean it up.

18 So that's my opinion from a  
19 layperson's point of view of looking at it  
20 everyday.

21 Thank you.

22 CHAIRMAN HOOD: Thank you.

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1 Mr. Wright?

2 Is your microphone on, Mr. Wright?

3 The green light? Thank you.

4 MR. WRIGHT: My name is Billy  
5 Wright. I stay at 725 24th Street Northwest.

6 I'm here in support of the  
7 development square -- the project at Square  
8 103, George Washington's plan to build an  
9 underground garage on the 2000 block of C  
10 Street -- of G Street, I'm sorry.

11 The university has a large parking  
12 lot at 22nd and I Street Northwest. Since the  
13 garage will be removed this year, the parking  
14 spaces will need to be moved. This location  
15 will help keep the parking locations even  
16 across campus.

17 George Washington owns the  
18 surrounding property and neighbors will have  
19 little impact from the construction. The new  
20 project will be much more attractive and have  
21 better landscaping than the current one.

22 I am a longtime resident. I have

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1 stayed in the area now 10 years of Foggy  
2 Bottom. I was involved in the planning  
3 process a few years ago. I hope the  
4 Commission will consider my opinion in this  
5 decision.

6 Thank you very much.

7 CHAIRMAN HOOD: Thank you.

8 Next?

9 MR. LIVINGSTON: Before I begin I  
10 wanted to draw the Commission's attention to  
11 the 50-plus letters of student support that we  
12 brought with us this evening that I believe  
13 have been provided to you, in addition to the  
14 oral support that we have to offer this  
15 evening.

16 MR. AWASTHI: Good evening. My  
17 name is Arjun Awasthi. I live on the Mount  
18 Vernon campus, 2100 Foxhall Road.

19 I am a sophomore student at the  
20 George Washington University, studying  
21 environmental studies and psychology, and my  
22 main interest is sustainability.

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1           The project is a benefit  
2 definitely to the commuters who come into the  
3 DC area on a daily basis, Foggy Bottom.

4           In addition to them it will also  
5 be a great center for making the DC community  
6 healthier and happier, as there will be a  
7 useable green space on top of the law and  
8 learning center garage.

9           We have seen that that will be a  
10 green roof, in a sense.

11           The garage itself will be  
12 constructed to ensure sustainability and will  
13 target a Silver rating in the USGBC's LEED  
14 2009 for New Construction Rating System by  
15 incorporating a number of measures including  
16 capturing all site storm water runoff,  
17 improving energy performance, etcetera.

18           I think that the law and learning  
19 center garage will be of great use to us all.

20           Thank you so much.

21           MR. LIVINGSTON: Good evening. My  
22 name is Richard Livingston. I live at 616

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1 23rd Street Northwest.

2 I am a junior at the Eliot School  
3 of International Affairs at the George  
4 Washington University and I am here to voice  
5 my support in proposition of the underground  
6 law and learning center on Square 103.

7 In the January issue of the  
8 Chronicle on Higher Education they heralded  
9 universities for growing where the space is up  
10 in their development strategies. The  
11 development plan for Square 103 is no  
12 exception to this.

13 Where the university once  
14 maintained a tiny residence hall, some above-  
15 ground parking, and a few Greek townhouses,  
16 the university plans to build 392 above-ground  
17 parking spaces -- below-ground, I apologize --  
18 58 above-ground parking spaces, and add  
19 sustainable features to an otherwise  
20 unsustainable area.

21 In identifying university needs  
22 and utilizing under-used spaces to fulfill

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1 those needs, the university has sought to  
2 develop Square 103. It's this grow up, not  
3 out or rather grow down, not out mentality  
4 that provides me the state-of-the-art academic  
5 and residential space in which to seek the  
6 best 21st century education in the heart of  
7 our nation's capital.

8 It's for these reasons that I  
9 offer my support for the proposed development.

10 MS. CURTIS: Good evening. My  
11 name is Jenna Curtis. I'm a senior at GW  
12 studying biology and fine arts.

13 While many students attend GW for  
14 that urban, busy city atmosphere and central  
15 location, the concept of a college campus  
16 suggests that there are also some open green  
17 spaces for people to gather.

18 This new law and learning center  
19 will benefit both students and the Foggy  
20 Bottom campus community at large by providing  
21 another tree, grass, and shrub-filled space  
22 for everyone to enjoy.

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1                   Instead of a lot of the stark  
2 brick buildings or paved parking lots, the law  
3 and learning center is going to bring the  
4 campus some much-needed greenery until the  
5 final law and learning center is developed  
6 sometime in the future.

7                   This development will improve the  
8 aesthetic of the campus, and in a natural and  
9 sustainable manner as well. It's a fact that  
10 I think everyone can appreciate, both students  
11 and the neighborhood.

12                   This will also provide parking  
13 spaces in an underground, out-of-sight manner  
14 for the most part and allow for the building  
15 of the science and engineering complex.

16                   For these reasons I'm supporting  
17 the plan as well. Thank you.

18                   CHAIRMAN HOOD: Okay. Thank you  
19 all for your testimony.

20                   Any questions?

21                   Commissioner May?

22                   COMMISSIONER MAY: Yes. I have a

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1 question for the panel of three here.

2 If I read that correctly, your  
3 shirts say Campaign GW.

4 Can you tell me what that is? Not  
5 that you testified to it. It's just that  
6 you're all wearing them so it's got to mean  
7 something.

8 MR. LIVINGSTON: Campaign GW was a  
9 student org that was developed to bring about  
10 the student side of the development proposed  
11 on campus to, I think, bring the proposed  
12 development down to the level of the  
13 individuals who I think will benefit most from  
14 the development on campus.

15 And take things like an  
16 underground parking garage and really show the  
17 student aspect of it for what I think for the  
18 most part normally wouldn't really have that  
19 student support.

20 And let you guys see the student  
21 faces that live and breathe GW's air.

22 COMMISSIONER MAY: Okay. I was

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1 curious. I'm getting 50 letters all clearly  
2 written from the same series of talking points  
3 about this.

4 I'm not discrediting that. It  
5 makes sense. I've been involved in past  
6 Zoning cases when I wasn't on the Commission  
7 where we did similar efforts in organizing  
8 people.

9 I was just curious to understand  
10 the context for this. At first I thought it  
11 was a classroom assignment but seeing the  
12 assortment of people, it didn't seem to make  
13 sense. Because there are students at all  
14 levels, all majors, graduates and employees as  
15 well.

16 It's an impressive effort ,  
17 especially for an underground parking garage.

18 Anyway, I appreciate all the work that goes  
19 into it. It's interesting to see a booster  
20 club for campus development in effect. Okay.

21 COMMISSIONER TURNBULL: Mr. Chair,  
22 following up on that, I think we ought to put

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1 down for the record that I'm assuming their  
2 grade point average is not going up for  
3 belonging to this organization.

4 COMMISSIONER MAY: I would have to  
5 assume.

6 CHAIRMAN HOOD: Okay.

7 COMMISSIONER MAY: Especially not  
8 when they get the case number wrong on the  
9 letters. We found them all. Thank you.

10 CHAIRMAN HOOD: Some things I've  
11 learned you just don't comment on.

12 Let me thank you all for your  
13 testimony. Before you leave, cross-  
14 examination.

15 Does the applicant have any cross-  
16 examination?

17 Does the ANC have any cross -  
18 examination?

19 Does the West End have any cr oss-  
20 examination?

21 Thank you all for providing  
22 testimony.

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1           Okay. I'm going to try this.  
2 Madelyn Boots, Malcom Fouhy, and April  
3 MacIntyre?

4           Is there any one else who would  
5 like to testify tonight in support? As I  
6 already stated, we have the letters, we know  
7 where you stand, but if there's anyone else  
8 who would like to come and testify in support?

9           We're going to start with Madelyn  
10 Boots, then we'll go with Malcom Fouhy, and  
11 then April MacIntyre.

12           MS. BOOTS: Hello. My name is  
13 Madelyn Boots. I'm a sophomore at George  
14 Washington University studying international  
15 affairs and Spanish.

16           I am eager to see this project  
17 follow in the footsteps of some of the recent  
18 work on campus such as Square 80, which is  
19 working to set a really good green example for  
20 future campus developments.

21           And as someone who strives to  
22 conserve as much water and recycling as I can

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1 on my own, I'm really eager to see these  
2 concepts embodied in buildings and design  
3 plans for the campus and especially S square  
4 103.

5 Because besides capturing the  
6 rainfall that falls on the impermeable  
7 surfaces of Square 103, the law and learning  
8 center garage will also be using energy more  
9 efficiently and the site will be built with  
10 materials obtained regionally or from recycled  
11 previous projects, and waste from the  
12 construction site will also be recycled.

13 So this is setting a wonderful  
14 standard for campus development and I hope  
15 that future campus projects will strive to be  
16 as green as this one and past projects such as  
17 Square 80 have been. And I know that myself  
18 and other environmentally conscious students  
19 and community members are excited to see this  
20 project.

21 CHAIRMAN HOOD: Thank you.

22 Next?

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1 MR. FOUHY: Hello. Good evening.

2 My name is Malcom Fouhy and I'm a freshman at  
3 the George Washington University. I'm hoping  
4 to major in political science and geology and  
5 planning to graduate in the spring of 2014.

6 The law and learning center garage  
7 will loosen the congestion that the current  
8 university parking garage creates on I and  
9 22nd Street. While doing this it will also  
10 add green space to a part of campus that is in  
11 dire need of it. Clearer streets and  
12 aesthetically pleasing green space are public  
13 goods that all can enjoy.

14 As someone who grew up in the  
15 vicinity of a college campus, I am no stranger  
16 to the tensions that arise between neighbors  
17 and universities. I feel that projects such  
18 as the law and learning center garage are so  
19 mutually beneficial that they have the ability  
20 to ease these tensions considerably.

21 The law and learning center garage  
22 will also set in motion the destruction of the

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1 university parking garage and the hopeful  
2 development of the science and engineering  
3 complex, not to mention the added green space.

4 As Joni Mitchell warns, they often  
5 paved paradise and put up a parking lot. We  
6 have a rare chance to do just the opposite  
7 here.

8 As an aspiring future student of  
9 the GW Law School, I am excited this project  
10 is being presented to you for approval.

11 Thank you.

12 CHAIRMAN HOOD: Next?

13 MS. MACINTYRE: Good evening. My  
14 name is April MacIntyre. I live on the Foggy  
15 Bottom campus at 1900 F Street North west. I  
16 am a freshman at the George Washington  
17 University currently studying international  
18 affairs and anthropology.

19 I am really excited to be before  
20 you this evening to show my support for the  
21 development of the Square 103 law and learning  
22 center garage, not only as a student but as a

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1 member of the larger GW community.

2 I am excited that I get to voice  
3 my opinion in front of the committee which  
4 makes all the ultimate decisions.

5 During my first months at the  
6 George Washington University I would regularly  
7 walk past G Street and consider all of the  
8 things that could be located on the Square 103  
9 parking lot.

10 I was pleased therefore when I  
11 found out that the GW University already had a  
12 plan in place, the law and learning center  
13 garage.

14 The law and learning center garage  
15 project will not only bring more parking space  
16 to this side of the campus, it will also  
17 enhance the appearance of G Street by  
18 replacing the sidewalk with brick pavers as  
19 part of the university's streetscape plan.

20 Capturing storm water runoff and  
21 the integration of bike parking are just a few  
22 of the green elements that show GW's

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1 commitment to green building practices. These  
2 practices I believe to be essential in all  
3 future building initiatives.

4 For the reasons I've just stated,  
5 I hope the committee approves the law and  
6 learning center garage on Square 103.

7 I thank you for your time and your  
8 consideration.

9 CHAIRMAN HOOD: Thank you.

10 Commissioners, any questions for  
11 this panel?

12 Commissioner Turnbull?

13 COMMISSIONER TURNBULL: Mr. Fouhy,  
14 do you really listen to Joni Mitchell?

15 MR. FOUHY: I listen to Counting  
16 Crows and I learned that she was the original  
17 songwriter.

18 COMMISSIONER TURNBULL: I mean, I  
19 used to listen to Joni Mitchell but that's  
20 quite a while ago. It's a long time ago.

21 CHAIRMAN HOOD: I can't even  
22 comment tonight a whole lot for some reason.

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1 Any other questions of this panel?

2 Does the applicant have any cross -  
3 examination?

4 Does the ANC have any cross -  
5 examination?

6 Does the West End?

7 Okay. Thank you all very much for  
8 your testimony.

9 Mr. Turnbull, we're glad to know  
10 you still have it.

11 COMMISSIONER TURNBULL: I still  
12 have albums. I have not given up those  
13 albums. Once you have them you can't get rid  
14 of them.

15 CHAIRMAN HOOD: That's true .  
16 We're going to have a CD hearing though.

17 Okay. Next we're going to have  
18 the party in opposition, West End.

19 If you can come forward?

20 That's Ms. Kahlow and Ms. Maddux.

21 I'm going to ask, about how much  
22 time are you going to need?

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1 MS. KAHLOW: Our party letter said  
2 20 minutes and we have one more witness.  
3 We'll need just about 20 minutes the three of  
4 us, maybe a little less.

5 CHAIRMAN HOOD: Twenty minutes?

6 MS. KAHLOW: That's what we asked  
7 for.

8 CHAIRMAN HOOD: Okay.

9 MS. KAHLOW: Thank you.

10 Mr. Hood, should I begin?

11 VICE CHAIRMAN SCHLATER: Yes. Go  
12 ahead.

13 MS. KAHLOW: Thank you,  
14 Commissioner.

15 VICE CHAIRMAN SCHLATER: He'll be  
16 right back.

17 MS. KAHLOW: As I said a few  
18 moments ago, there will be three of us  
19 tonight.

20 I'm Barbara Kahlow. I live at 800  
21 25th Street Northwest. I am testifying on  
22 behalf of the West End Citizens Association,

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1 the oldest citizens organization in the Foggy  
2 Bottom/West End area.

3 One of the WECA's goals is  
4 maintaining the quality of life for the  
5 residential community in Foggy Bottom/Wes t  
6 End. As you know, we were a party to the  
7 campus plan case and this is the first of the  
8 16 sites coming from that case.

9 Regarding this case, the first  
10 thing to note is the site is residentially  
11 zoned. It's in a residential area. The site  
12 is zoned R-5-D. A heavy residential area with  
13 many elderly people in the immediate area.

14 We raised our initial concerns on  
15 August 30 to the Office of Planning and also  
16 to George Washington University, telling them  
17 about our significant concerns about a dverse  
18 impacts to traffic an d safety, especially  
19 pedestrian safety for our elderly community.

20 We asked the Office of Planning to  
21 have DC conduct an independent traffic study  
22 and we asked GW to have a meeting with DDOT so

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1 we could actually talk in great detail about  
2 our concerns.

3 OP did not include in the set-down  
4 report our concerns. The Commission members  
5 asked them if there were community concerns  
6 and they did not reference our concerns.

7 The Department of Transportation  
8 has not yet conducted an independent traffic  
9 study. They said it's money.

10 My experience from the federal  
11 government is when there's a serious traffic  
12 issue, the applicant is asked often to pay for  
13 an independent traffic study by somebody  
14 independent.

15 That's what they do in all of the  
16 NEPA proceedings in the federal government .  
17 Maybe DC should consider it so if DC doesn't  
18 have its own money, they ask the applicant to.

19 Pursuant to our last August  
20 request, finally we met with GW and  
21 Transportation on January 20 this year to  
22 discuss the use of the public alley between F

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1 and G S treets, running from 20th to 21st  
2 Street, for ingress and egress for 450 parking  
3 spaces which of course it would be more cars  
4 than that because people come and go all day.

5 We said to them, "Why not use G  
6 Street?" Which makes logical sense because  
7 the cross streets have very little traffic and  
8 the numbered streets have heavy traffic in  
9 a.m. and p.m. rush.

10 They said, "Well, GW actually  
11 suggested 20th Street." But because 20th  
12 Street had an entire landmarked Historic  
13 District contributing building, they would  
14 have to go through that building. And the  
15 city said, "Why not use the alley?"

16 We then said to the city, "Do you  
17 think there's any chance you could actually  
18 come on-site to see it, to actually do it?"

19 So the next day they sent a DDOT  
20 guy on-site with us. We walked every inch of  
21 the site. Ms. Maddux is going to discuss more  
22 than I am the actual findings of that.

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1           However, we were disappointed when  
2 we saw DDOT's report that was dated a couple  
3 of days later since it didn't reflect anything  
4 we saw in that meeting.

5           Mr. Chisholm works in the  
6 immediate neighborhood though he doesn't live  
7 there. He's also going to help Ms. Maddux  
8 discuss some of the safety issues.

9           I want to remind the Commission of  
10 something I mentioned in the cross-  
11 examination. When we did the 1957 E Street  
12 PUD, which was before Mr. Spectre resigned,  
13 one of the things we negotiated was because of  
14 the heavy pedestrian traffic in that area of  
15 elderly that we would get a traffic light.  
16 And because the city didn't have any money and  
17 it clearly it was needed that GW would pay for  
18 it.

19           Well, they did. We had all kinds  
20 of serious accidents there previously. It is  
21 now working. It is a half a block from that  
22 site. So we thank you for letting us get that

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1 amenity. We love actual, real -life amenities  
2 and it's helped. And it lasts forever, as you  
3 said. It lasts forever.

4 As for our comments pre-set-down,  
5 I have attached for the independent traffic  
6 study a copy of the relevant parts. I want to  
7 read some it, starting on paragraph 2 of the  
8 August 30 from me to Joel Lawson.

9 "Our primary concern relates to  
10 the need for an independent traffic study  
11 since ingress and egress is through a two-  
12 lane, now 16 feet but to be enlarged to 20  
13 feet public alleyway between 20th and 21st  
14 Streets between F and G Streets proposal calls  
15 for 450 parking spaces, and admits in its  
16 August 9 transportation impact study," which  
17 is Exhibit H, "to adverse changes in traffic  
18 voracity."

19 First, I referenced a chart that  
20 showed that there be a change from B level of  
21 service to F level of service -- that's a huge  
22 change -- for 21st and the alley intersection,

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1 and from A level service to D level of service  
2 for the 20th and alley intersection. Again, a  
3 huge change. Usually it's only one or two  
4 grades. This is a huge change and F is the  
5 only number you can go to.

6 There are multiple statements  
7 about the adverse impact and I quoted three of  
8 them.

9 One, "The approach of the  
10 intersection of 20th Street and the alley will  
11 operate at a level of service F during the  
12 afternoon peak hour. This is due to the heavy  
13 volumes of pedestrians combined with heavy  
14 commuter traffic volumes.

15 "No mitigation measures are  
16 necessary to alleviate this delay because the  
17 negative impact of this condition is limited  
18 to drivers leaving redevelopment site."

19 I want to remind people this is  
20 public members as well as GW people. And they  
21 said it could be GSA or somebody else. These  
22 are real-life people that are going to be

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1 anxious to get out of there.

2 "There are no negative impacts to  
3 study area and surrounding land uses. Thus no  
4 traffic management measures are needed to  
5 mitigate impacts of the site-generated  
6 traffic."

7 We clearly disagree. Ms. Maddu x  
8 is going to discuss in detail what the  
9 problems are since she lives a half a block  
10 away.

11 I have to tell you that I pick her  
12 up before every one of these Zoning meetings.

13 And I do it in rush hour because you all  
14 start at 6:30. It takes me no more than 10  
15 minutes to get from that area to your building  
16 after we get out of Foggy Bottom.

17 However, to get from my street  
18 about three blocks away to hers, it takes more  
19 time than that. It is that congested every  
20 single time, Mondays and Thursdays when I come  
21 to see you guys.

22 Second, future of development,

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1 "During the afternoon peak hour the westbound  
2 approach of the intersection of 21st Street  
3 and the alley will operate at level of service  
4 F due to the high volumes of pedestrians  
5 combined with heavy commuter traffic."

6 I want to also say that DDOT in  
7 its site visit in the middle of the day was  
8 shocked I believe by how much pedestrian  
9 traffic there was in the middle of the day.  
10 Because there's students everywhere, there's  
11 elderly everywhere, there's people constantly.

12 It would be good to do a site visit to see  
13 how bad it is.

14 Third, capacity analysis, "No  
15 mitigation measures are necessary to alleviate  
16 this delay because the negative impact of this  
17 condition is limited to drivers leaving the  
18 redevelopment site."

19 As I said, some of these are  
20 members of the public and there are also  
21 pedestrians.

22 The WECA believes that the adverse

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1 impact will not only be on those leaving the  
2 redevelopment site.

3 The WECA asks that an independent  
4 traffic study also examine the cumulative  
5 impact due to the nearby enormous Square 54  
6 development from 22nd, 23rd, and from I to  
7 Washington Circle, including a new Whole Foods  
8 at 22nd and I.

9 Again, everybody would know that  
10 when we had the Square 55 development, the  
11 West End Citizens Association had about 20  
12 detailed questions i ntersection by  
13 intersection, going F, F, F, F , F. And we'd  
14 asked the Departmen t of Transportation to  
15 explain how this didn't need mitigation.

16 We were promised by then-Chairman  
17 Mitten that we would get answers . Well, DDOT  
18 never showed. We never got answers.

19 We will be raising those identical  
20 questions, the broader context in the Square  
21 55 hearing which is coming up on March 24, 23,  
22 whatever it is.

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1           It's not necessarily relevant for  
2 this but the broader context is really  
3 important. Because every bit of this it's  
4 gridlock. Ms. Maddux is going to talk about  
5 how much gridlock there is.

6           Moving right along, this email  
7 shows that even GW's traffic consultant  
8 identified adverse impact resulting in level  
9 of service F due to high volumes of  
10 pedestrians combined with heavy commuter  
11 volumes.

12           GW's application says that it will  
13 be referred both to DDOT and OP for the review  
14 and report.

15           In addition, GW admits without  
16 specificity that its plans includes  
17 eliminating on-street parking in a few  
18 locations. We don't know how many, we don't  
19 know where.

20           And as Mr. Hood is well aware, we  
21 are a broken record when it comes to the  
22 campus on parking spaces. There are so few of

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1 them. We'd really like to know more about  
2 that.

3 With respect to after the  
4 application's prehearing and supplementa l  
5 prehearing statements that were delivered in  
6 November and then in January, there were a  
7 bunch of statements that were incorrect. I  
8 quote them and their pages.

9 "The project will not have an  
10 adverse impact on the surrounding vehicular or  
11 pedestrian networks. The projected impact is  
12 limited to p.m. hours only. W's concerns are  
13 unwarranted," etcetera. They're all false.

14 Now moving to OP and DDOT's  
15 reports. On January 27, DDOT issued a  
16 conditional support letter which stunn ingly  
17 did not reflect any of the issues raised  
18 either in the January 20, or more importantly  
19 the January 21 on-site meetings. Therefore it  
20 looks like the document was authored before  
21 these meetings took place.

22 We wrote DDOT and asked if that

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1 was the case. They did not answer. We wrote  
2 and said to DDOT, "Did you speak to the person  
3 on-site and deal with the following issues?"  
4 They did not answer. So we don't know. But  
5 we can't imagine why they were not referenced.

6 In addition, it doesn't reflect  
7 any independent traffic analysis and doesn't  
8 touch on the key issues, including which Mr.  
9 May caught.

10 Thank you to Mr. May.

11 DDOT discovered a dangerous and  
12 destructive view leaving the alley going onto  
13 21st in the p.m., that the building is too far  
14 out. The only way you can see is by going  
15 into sidewalk or going into the street, and a  
16 person could be there.

17 As of January 30 there was no OP  
18 report posted on OP's Web site. OP was kind  
19 enough to give us a copy today because we  
20 didn't have it previously.

21 Problems of ingress and egress  
22 from the alley. Ms. Maddux, who lives on 21st

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1 Street, one block from the site, will provide  
2 her firsthand observations of traffic in this  
3 immediate area and will discuss the multiple  
4 problems associated with use of the alley for  
5 ingress and egress.

6 Her testimony will be followed by  
7 Mr. Chisholm who will focus on safety  
8 concerns.

9 Thank you for your consideration  
10 of my views speaking on behalf of WECA.

11 Now I turn to Sara.

12 Thank you.

13 MS. MADDUX: Good evening, Mr.  
14 Chairman, and members of the committee. I  
15 guess we ought to have a little karaoke for  
16 old times sake. I think we all remember those  
17 songs.

18 I'm Sara Maddux, a resident of 522  
19 21st Street, a block and a half away from the  
20 Square 103 site. I have lived in this  
21 neighborhood since 1966. I've been an  
22 observer of the changes on the streets and the

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1 blocks through the years.

2 Although the Zoning Commission  
3 approved the campus plan to include future  
4 building sites within the development, the  
5 development of this square as stage one of a  
6 very large building is not very appropriate or  
7 logical in terms of design and function.

8 Logically, to begin, you are being  
9 asked to approve what in essence is the base  
10 of a building which will not be able to be  
11 changed significantly in the future without  
12 even an imaginative presentation of the whole  
13 building to the Commission. When GW returns  
14 in the future, you will be presented with a  
15 feta compli. This is an unusual process.

16 As a resident of the involved  
17 neighborhood, I have great concerns based on  
18 experience about the design of the garage and  
19 the associated projected traffic flows.  
20 Although DDOT seemed to have laid some rules  
21 for the use of the alley, it was done, as we  
22 said, without on-site observation and what we

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1 have always asked for, an independent traffic  
2 analysis.

3 Please see the little maps. I  
4 will apologize for my amateur drawings. I  
5 don't have the sophistication of GW's  
6 equipment so please bear with me. The site is  
7 bounded by the alley east to west in the  
8 middle of the block which is bounded by F and  
9 G Streets, 20th and 21st Street.

10 20th and 21st Streets are major  
11 commuter streets now and unregulated traffic  
12 from the alley will worsen the traffic flow.  
13 20th Street in the morning serves GWU  
14 buildings and parking lots including GW's  
15 president's house and his garage.

16 The international monetary fund at  
17 the World Bank building and other buildings in  
18 the area with their garage entrances, and on  
19 my little map you'll see the little path marks  
20 across the street where the entrances to those  
21 garages are.

22 20th Street continues across

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1 Pennsylvania Avenue to feed the commercial  
2 buildings with indoor parking lots. These  
3 buildings, which have received TDRs and other  
4 expansions, draw more traffic than ever.

5 When the traffic backs up, as it  
6 frequently does, the backup extends into the E  
7 Street expressway to the Roosevelt Bridge.  
8 That situation is frequently reported on the  
9 traffic spots on the morning radio shows.  
10 Try WTOP. You'll hear it frequently.

11 21st Street in the evening is the  
12 reverse flow of the traffic as people are  
13 surging home to Virginia across Roosevelt  
14 Memorial Bridges. This will become more  
15 complicated at Square 54 and Washington  
16 Circle, 23rd, 21st, and I Streets as  
17 completed, and there will be even more  
18 commuter traffic.

19 Two other recent additions in the  
20 area are the Institute of Peace at 23rd and  
21 Constitution and the American Pharmacist  
22 Building across the street which have thus far

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1 saturated the neighborhood. And, no, most of  
2 these commuters do not use Metro.

3 Then the National Academy of  
4 Sciences on Constitution Avenue with its  
5 garage entrance on 21st Street finishes its  
6 renovation, there will be even more traffic.  
7 Afternoon traffic sometimes backs up as far as  
8 Dupont Circle.

9 As far as I and others can  
10 discern, the District of Columbia Government  
11 is not taking a holistic review of the area  
12 from Constitution Avenue between 19th and 23rd  
13 Streets, N.W. to Pennsylvania Avenue, our  
14 impacted neighborhood. They focus with a  
15 reverse telescope as you have seen tonight.  
16 They have only discussed that small block  
17 there and it's part of a larger integral  
18 whole.

19 Also, a special event in our  
20 neighborhood is the transit of presidential  
21 motorcades. At any time of the day or night  
22 traffic can be held in this whole area for 15

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1 to 20 minutes and there is no way out of it  
2 unless you want to get arrested.

3 The Section 103 proposed garage  
4 using an alley for egress and ingress is in  
5 the middle of all this traffic and congestion.

6 This much traffic needs to be regulated by  
7 stop lights. Alley ingress/egress in a two -  
8 way manner is not safe for pedestrians and  
9 does not provide for a regulated traffic flow  
10 into 20th and 21st Streets.

11 To access either 20th or 21st  
12 Street a driver will have to inch out onto the  
13 sidewalk stopping the curb line, peering  
14 around parked cars to get a clear view for  
15 merging, or just might bolt out quickly if he  
16 or she sees a small break in the traffic. God  
17 help anybody in their way.

18 This will be the circumstance for  
19 approximately 500 to 600 cars a day.  
20 Remember, this will be a commercial public  
21 garage with turnover during the day and  
22 evening including people from GSA, and most

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1 likely very few assigned executive parking  
2 spaces. This is noted in paragraph 2 under  
3 the DDOT analysis. We are also concerned  
4 about the personal security plan for a garage  
5 located in that part of the campus.

6 Although the DDOT report at the  
7 bottom of page 2 notes the lack of planning  
8 for loading and unloading facilities for the  
9 future building to come, it skips over  
10 the current and real loading and service areas  
11 and the alley on the back of the facilities  
12 which front on F Street.

13 These vehicles include a wide  
14 variety ranging from large trucks, garbage  
15 trucks, small repair vehicles, and commercial  
16 delivery vehicles. The DDOT report seems to  
17 assume that only commuting passenger vehicles  
18 will use the two-way alley. Please see the  
19 first paragraph, line 4 of their analysis.

20 GWU has not adequately addressed  
21 the problems of the trucks servicing Tonic,  
22 the restaurant at the corner of 21st and G

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1 Street. We have brought this problem to GW's  
2 attention during many community meetings but  
3 there are no resolutions.

4 Currently these food and liquor  
5 delivery trucks block the alley and park  
6 across the sidewalk on 21st Street creating  
7 hazards for pedestrians. This is an ongoing  
8 situation.

9 The DDOT report also notes -- if  
10 you didn't notice, Tonic is on the corner of  
11 Section 103 -- that the utilities will be  
12 located in out-of-the way vaults for the  
13 future building. They did not take into  
14 consideration utility poles and fire stands  
15 which currently project out into the south  
16 side of the alley which service the buildings  
17 on F and 21st Street.

18 Use of Square 103 alley in this  
19 proposal is more than a certain hazard for the  
20 heavy traffic of pedestrians; students,  
21 government workers, nonprofit organization  
22 employees, residents of the neighborhood, and

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1 tourists who regularly use 20th and 21st  
2 Street including during the morning and  
3 evening rush hour times. There must be  
4 regulated traffic flow.

5 After we got the light at 21st and  
6 F the accidents and the pedestrian problems  
7 went away. Although there is a short report  
8 from the fire department, we never the less  
9 have serious concerns about access in the  
10 alley for the two GWU dormitories which back  
11 on the alley.

12 There is little memory now of the  
13 fatal fire years ago in the building now  
14 called Thurston on F Street. I would expect a  
15 higher sensitivity to this issue in Square 103  
16 alley from the fire department, DDOT, and the  
17 Zoning Commission.

18 For the greater good logical  
19 development and civic responsibility the  
20 entrance to the garage should be on G Street.

21 There is a good place in the middle of the  
22 block, and I've dotted the line in on it, that

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1 would be an ideal choice. Looking at their  
2 maps tonight, that would probably be where  
3 they have the valet parking.

4 This would relieve the project of  
5 many of the problems and hazards which have  
6 been presented. Now is the time to address  
7 the problem and resolve these issues in  
8 advance.

9 After a building is built it's too  
10 late for corrections or modifications to ever  
11 be incorporated. With the redesign and  
12 resubmission GW could even address the bicycle  
13 issues raised in the report. Thank you for  
14 your time.

15 MS. KAHLOW: Now Mr. Chisholm and  
16 he may need a minute or two more.

17 MR. CHISHOLM: Hello. My name is  
18 Joe Chisholm. I've worked in Foggy Bottom for  
19 over 20 years and I have seen the traffic  
20 impact grow. I'm going to give you a couple  
21 of facts for safety for the alley.

22 Fire trucks can't fit in there.

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1 ON any call for a high rise you are going to  
2 get 20 pieces of apparatus. Two of them or  
3 three of them are going to have to go into the  
4 alley and to the rear.

5 Also, entrance and egress for the  
6 proposed garage coming out onto 21st Street on  
7 non-rush hour you still have cars parked on  
8 either side, on the east and west side. On  
9 rush hour it's just on the east side. That's  
10 going to cause a big problem for ambulances  
11 and fire trucks to get in.

12 I just wanted to make sure that if  
13 you have anymore questions to ask the fire  
14 department to have them have the local fire  
15 station come out there and do a fit test for  
16 both fire trucks, or all three fire trucks  
17 that may have to fit back there to see if we  
18 can get back there with the proposed garage.  
19 That's all I have to say.

20 MS. KAHLOW: So we actually made  
21 it in time. Thank you. Sorry. Close enough.

22 Thank you.

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1                   CHAIRMAN HOOD:    Thank you.  I'm  
2                   sorry.  Do you work for the fire department?

3                   MR. CHISHOLM:  Yes, I do.  I'm not  
4                   going to represent the fire department but I  
5                   do work for them at Foggy Bottom station.  I'm  
6                   not objecting to them building a building  
7                   above ground.  It's just the garage or  
8                   whatever adverse impact on us.

9                   CHAIRMAN HOOD:  Let me ask you  
10                  this.  I actually got this from a former  
11                  deputy fire chief.  You mentioned about the  
12                  trucks not being able to get in the alley.  
13                  Don't you all have other ways that you  
14                  maneuver when that situation happens?

15                  MR. CHISHOLM:  We can but if there  
16                  is a fire care, it's called a box alarm, 10  
17                  pieces of apparatus is going to come, two  
18                  going to the rear.  One engine pumps the water  
19                  and a ladder truck if they have to do any rear  
20                  rescues.  They have to get to the rear.  If  
21                  they can't, you know, time is of the essence  
22                  when there is going to be a rescue.

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1                   CHAIRMAN HOOD: Okay. All ri ght.  
2           Thank you very much. Let me open it up for  
3           questions.

4                   Vice Chairman.

5                   VICE CHAIRMAN SCHLATER: On the  
6           access of the fire trucks, wouldn't the access  
7           be improved by widening the alley?

8                   MR. CHISHOLM: It would but when  
9           you have a garage with cars coming in and out  
10          if this is going to be a 24-hour garage, you  
11          don't know when a fire is going to come. We  
12          don't know when these cars are comin g in and  
13          out.

14                   If you see the size of the new  
15          apparatus that is being purchased because of  
16          the new EPA standards, most fire trucks are  
17          going up to 12 and 15-feet wide now so it's  
18          going to be a big issue. If you ever come  
19          downtown, we can show you the size of our fire  
20          trucks.

21                   VICE CHAIRMAN SCHLATER: Okay.  
22          Thank you very much.

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1                   CHAIRMAN    HOOD:           Any other  
2                   questions?

3                   COMMISSIONER TURNBULL:   Mr. Chair,  
4                   just one for Mr. Chisholm.

5                   When you have an underground  
6                   facility, isn't there a different way of  
7                   fighting a fire rather than a normal building?  
8                   Don't you have to -- I mean, it awkward. I  
9                   mean, I know it's dangerous but wouldn't you  
10                  do it from many sides?

11                  MR. CHISHOLM:   Yes, but I was just  
12                  giving you an instance for the existing  
13                  buildings that we protect. If we had a fire  
14                  in the garage, more than likely fire codes say  
15                  you have to put a stand pipe riser above  
16                  ground so we can pump water downstairs when  
17                  the fire fighters go down with the hose.

18                  COMMISSIONER TURNBULL:   So there  
19                  should be a stand pipe somewhere in the alley  
20                  then or something.

21                  MR. CHISHOLM:   It will be. We  
22                  were just talking about entrance and you

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1 getting all the fire equipment in the rear  
2 with the cars coming out of the garage.

3 COMMISSIONER TURNBULL: Okay.

4 Thank you.

5 CHAIRMAN HOOD: Any other  
6 questions?

7 Ms. Kahlow.

8 MS. KAHLOW: Yes.

9 CHAIRMAN HOOD: Help me out. I  
10 think you have about -- I have your submission  
11 but what is it you're looking for? I'm asking  
12 you just like that. What is it that you're  
13 looking for?

14 MS. KAHLOW: We are looking for  
15 the building to use to be reconstructed  
16 instead of the alley which doesn't work  
17 downtown on G Street because we don't want the  
18 historic building on 20th but we would take  
19 that being injured if we had to. We can't use  
20 21st. We can't use the alley. We are happy  
21 anywhere on G and we could take 20th.

22 CHAIRMAN HOOD: So that's the

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1 condensed version.

2 MS. KAHLOW: We prefer G. G is  
3 our first choice and that is what makes the  
4 most sense. The letter streets, F and G, E  
5 and F, all that stuff, has very little  
6 traffic. It's the 19, 20, 21, 22, as you know  
7 23 it doesn't move at all.

8 CHAIRMAN HOOD: Okay.

9 MS. KAHLOW: Then having  
10 pedestrians all in that neighborhood won't  
11 work. They use the numbered streets, too, to  
12 go up to the Metro, etc. Nobody uses the  
13 lettered streets, they use the numbered  
14 streets.

15 CHAIRMAN HOOD: Okay. Any other  
16 questions or comments? Okay. Let's see if we  
17 have any cross-examination. Does the  
18 applicant have any cross-examination? Does  
19 the ANC have any cross-examination?

20 Okay. I want to thank you, Mr.  
21 Kahlow, Ms. Maddux, and Mr. Chisholm for your  
22 testimony. I appreciate it.

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1 MS. KAHLOW: Thank you.

2 CHAIRMAN HOOD: Okay. I f you all  
3 could come back up. Before you do your  
4 closing or rebuttal, I think that we want to  
5 have a little discussion on t he testimony we  
6 just heard. What I'll do at this point is go  
7 to Commissioner May.

8 COMMISSIONER MAY: Yeah. You  
9 might want to bring Mr. Schiesel up if he's --  
10 here he is. Okay. This may be a question for  
11 you actually. Did you ever get to the point  
12 in the development of the project where you  
13 actually started to look at traffic impacts as  
14 if the entrance were on G Street?

15 MR. BURKHART: No.

16 COMMISSIONER MAY: Okay. Was it  
17 originally in the -- did I hear correctly that  
18 the original design did include an entrance  
19 off G Street but it got shifted there by DDOT?  
20 Is that the right story or was it somewhere  
21 else?

22 MR. BURKHART: No, that's not

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1 true.

2 COMMISSIONER MAY: Okay. Where  
3 did you start with the entrance?

4 MR. BURKHART: We looked at two  
5 options. One, the current design off the  
6 alley. The second option was working through  
7 the south end of the historic building along  
8 20th Street.

9 COMMISSIONER MAY: Okay. For the  
10 traffic study did you take into any  
11 consideration the issue of truck loading for  
12 Tonic or any other business along there?

13 MR. BURKHART: No.

14 COMMISSIONER MAY: Is there a  
15 particular reason why that wasn't considered?

16 MR. BURKHART: I mean, a  
17 traditional traffic study doesn't look at  
18 truck loading other than what is actually  
19 going on at the site. Generally it discusses  
20 the site plan. We would only look at it if we  
21 were physically requested to by DDOT. That  
22 just didn't come up.

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1                   COMMISSIONER MAY:     Okay.  The  
2 Tonic site is actually university -owned  
3 property.  Is it now?

4                   MS. KNIGHT:  The un iversity owns  
5 the building.  Correct.

6                   COMMISSIONER MAY:  Right.  So is  
7 that the loading situation that you have there  
8 that the loading occurs with vehicles parked  
9 in the alley?

10                  MS. KNIGHT:  Ms. Maddux has  
11 reported that here at the Commission and in  
12 other settings.

13                  COMMISSIONER MAY:  Is it true?

14                  MS. KNIGHT:  I have not personally  
15 observed it but I believe that she has seen it  
16 happen on the street grid.  There are parking  
17 spaces for loading behind the building as well  
18 but I believe that it probably is.

19                  COMMISSIONER MAY:  So there is a  
20 parking bay for that property?

21                  MS. KNIGHT:  It has th ree spaces,  
22 I believe.

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1 COMMISSIONER MAY: Okay. And the  
2 concern is that they simply don't use it?

3 MS. KNIGHT: I believe that's  
4 accurate.

5 COMMISSIONER MAY: Yeah. Okay.  
6 IN the process of evaluating any of this, did  
7 you actually make any attempt to count  
8 pedestrians? I mean, is that something that  
9 is ever done? I think it's a legitimate  
10 concern. If there is a lot more east/west  
11 traffic of pedestrians, you wouldn't want the  
12 entrance off of G Street. If there is a lot  
13 more north/south, you wouldn't want the  
14 entrance off of 21st Street.

15 MR. SCHIESEL: Pedestrians are  
16 counted at all the intersections within the  
17 study.

18 COMMISSIONER MAY: They are?

19 MR. SCHIESEL: They are counted in  
20 the crosswalks at all the intersections. At  
21 the alley the amount that crosses the alley.

22 COMMISSIONER MAY: Okay So you

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1 have the counts of the crossing at the alley  
2 on 21st Street but you wouldn't have a  
3 corresponding number for G Street because you  
4 never looked at an entrance there.

5 MR. SCHIESEL: Yes. Even if we  
6 look at the intersections of G and 20th and  
7 21st, we have the crosswalks there but that  
8 doesn't necessarily tell us how many on G. We  
9 don't know how many people turn or go straight  
10 or across the street, which direction they are  
11 going.

12 COMMISSIONER MAY: Okay. Is there  
13 a reason architecturally or from a site  
14 planning perspective why an entrance off of G  
15 Street is very clearly undesirable knowing  
16 that you have not designed the building yet?

17 MR. SCHIESEL: I think in terms if  
18 one were to put access for parking off G  
19 Street you would want to do it at either end  
20 of the site as opposed to the middle because  
21 it would really bifurcate your plan in a very  
22 awkward way.

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1 COMMISSIONER MAY: Right.

2 MR. BURKHART: My understanding is  
3 that G Street is a major east/west pedestrian  
4 path through the southern portion of the  
5 campus and that providing a curb cut along G  
6 Street would, you know --

7 COMMISSIONER MAY: There are  
8 currently curb cuts there. Right? At least  
9 they are showing in the civil drawings.

10 MR. BURKHART: That's right. We  
11 propose to move those.

12 COMMISSIONER MAY: There are two,  
13 right?

14 MR. BURKHART: Correct.

15 COMMISSIONER MAY: It's not the  
16 same level of traffic but there are two curb  
17 cuts.

18 MS. KNIGHT: Coming off of G  
19 Street to Square 103 there is no active  
20 vehicles crossing the sidewalk in that  
21 location.

22 COMMISSIONER MAY: They're not?

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1 MS. KNIGHT: They are not. They  
2 do access that parking from the alley.

3 COMMISSIONER MAY: From the alley.  
4 And that is true for both parking areas?

5 MS. KNIGHT: Yes.

6 COMMISSIONER MAY: Okay. Because  
7 I don't have an active photograph t hat really  
8 shows it clearly. All I've got is a civil  
9 drawing which shows it.

10 MR. BURKHART: That's right .  
11 Those are not active curb cuts.

12 COMMISSIONER MAY: Rig ht. Okay .  
13 I understand DDOT's logic in pushing you in  
14 the direction that they did b ut DDOT's logic  
15 doesn't necessarily fit every single  
16 circumstance. It does raise some legitimate  
17 questions that I'm not su re how we will get  
18 answered but that's the concern I have.

19 CHAIRMAN HOOD: Vice Chairman.

20 VICE CHAIRMAN S CHLATER: I gues s  
21 the question for the applicant is if DDOT were  
22 to say in this instance it seems to make

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1 sense. You know, we've reconsidered our  
2 policy. Maybe it's not best to load off the  
3 alley all the time, would the applicant have  
4 any specific objections to moving the entrance  
5 to G Street?

6 MS. KNIGHT: We did not look at  
7 the design of a building or the feasibility  
8 associated with parking coming from G Street.

9 If that were DDOT's recommendation, we  
10 certainly could do that or look into it. I  
11 can't say whether or not it would be feasible  
12 but we could evaluate it.

13 VICE CHAIRMAN SCHLATER: That  
14 would be helpful at least. I think there have  
15 been some legitimate concerns raised tonight  
16 and for the applicant to look at it to  
17 understand the impacts on the future building,  
18 the G Street, public space experience so then  
19 we can figure out whether it's an applicant's  
20 objection or DDOT's objection that is pushing  
21 us one way or another. Thank you.

22 CHAIRMAN HOOD: Mr. Turnbull.

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1                   COMMISSIONER TURNBULL: Thank you,  
2 Mr. Chair. I would think putting an entrance  
3 in the middle of the block would be wrong.  
4 The entrance now is right next to 2004 G  
5 Street. You could architecturally flip it to  
6 G, I mean, from a symmetry standpoint.

7                   I mean, you've got it at the end  
8 of the building and it wouldn't affect that  
9 much. I'm just curious from a planning  
10 standpoint you obviously didn't look at that  
11 but it's possible on a plan like this now.

12                  MR. BURKHART: I think that's  
13 true. It is possible to flip that. There are  
14 other consideration we could look into  
15 certainly.

16                  COMMISSIONER TURNBULL: Right.

17                  MR. BURKHART: That would put it  
18 adjacent to historic structures.

19                  COMMISSIONER TURNBULL: Right.  
20 That's the only issue. You could be creative.

21                  MR. BURKHART: Certainly.

22                  VICE CHAIRMAN SCHLATER: Maybe you

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1 could ask OP whether from a planning  
2 standpoint they have an opinion on the matter.

3 MR. BURKHART: Typically I would  
4 say that we agree with DDOT's position that we  
5 would prefer to see access from an alley where  
6 an alley exist. This is a case where the  
7 alley is reasonably wide and is certainly  
8 technically wide enough to accommodate the  
9 kind of traffic that is being talked about  
10 which is what DDOT has noted in their past  
11 discussions which I guess isn't to say that  
12 access from the street isn't possible but it  
13 certainly is not the normal preferred  
14 situation.

15 Alleys are created for just this  
16 purpose, for servicing the buildings on that  
17 block. It's been the standard for some time  
18 to be encouraging that access to be from the  
19 alley where it can.

20 Now, I'm writing down these notes  
21 and I'm certainly happy to pass these  
22 questions again onto DDOT. I assume the

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1 applicant will also be discussing them with  
2 DDOT to see what the implications and  
3 ramifications might be.

4 One last time, from a general  
5 standpoint we would support the access to be  
6 from the existing curb cut which is the alley,  
7 which is basically what an alley is. It's a  
8 curb cut into the block at both ends of the  
9 block. That is where we normally prefer to  
10 see it.

11 COMMISSIONER MAY: I don't really  
12 have any further questions but I think this is  
13 something that does require further study. I  
14 think generally speaking we agree with DDOT's  
15 standard advice that alley's first, minor  
16 streets, and then busier streets. That should  
17 be the normal pecking order.

18 This is a different portion of the  
19 grid. You don't have to be down there and  
20 drive around there too often to know that the  
21 major traffic is north/south and it's just a  
22 question of what time of day it is, which way

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1 it's going.

2           There are other complications like  
3 presidential motorcades. There was one this  
4 morning that held me up for 15 minutes. But I  
5 think the real issue is that this grid doesn't  
6 work like the downtown grid a few blocks to  
7 the north where there's flow in all directions  
8 and you really just want to try to concentrate  
9 the access to the garages at the alley points  
10 and make sure those are good and serviceable.

11  
12           In this circumstance there may be  
13 a case where it's simply safer for the  
14 pedestrians that the entrance be on G Street.

15 I think that is the question we have to get  
16 to. The level of service for people sort of  
17 queuing going out of the alley, I'm not really  
18 that concerned about the people parking in the  
19 garage and how slowly they are going to be  
20 because they are not going to get out that  
21 much faster from any other entrance.

22           It's just a question of whether

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1 they get queued into the alley or get queued  
2 into the ramp coming up out of the garage. I  
3 think the real concern, from my perspective,  
4 is pedestrians. You have to look at the  
5 pedestrian counts if it were on G Street.  
6 Then I think you have to also look at the  
7 impacts on the traffic counts as a result.

8 VICE CHAIRMAN SCHLATER: I think  
9 another thing you could potentially look at is  
10 making the alleyway one-way traffic in such a  
11 way that it wouldn't be adding to the traffic  
12 conflict so that you would be coming in one  
13 way and out another way. I think it could be  
14 done.

15 CHAIRMAN HOOD: Okay. We've  
16 thrown out a lot of suggestions, a lot of  
17 things that we would like to probably see.  
18 Again, I'm trying to figure how do we get to  
19 where we need to be. I will tell you this  
20 runs a risk at deliberation. I can say that.

21 I can go to that extent so I'm  
22 hoping that the applicant, as well as the

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1 Office of Planning, as well as DDOT. I will  
2 tell you that I will be -- let me just say  
3 this. Ms. Schellin and I both will be  
4 reaching out to DDOT. I will be reaching out  
5 to Ms. Ricks. I think she's still there.  
6 I'll be reaching out to Ms. Ricks as I have  
7 done before.

8 I've shot her an email. I think  
9 for cases like this and this much level of  
10 detail I wouldn't want to put all the burden  
11 on the Office of Planning. It would be good  
12 if somebody from DDOT, the experts when it  
13 comes to transportation, to give us input on  
14 transportation.

15 It would be good in this case to  
16 have somewhere here. Some of these things  
17 that we've thrown out tonight we can kind of  
18 get a position from the m. That's one thing  
19 that I will be doing personally.

20 Okay. Mr. Avitabile, do you have  
21 any closing remarks -- any rebuttal or closing  
22 remarks?

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1           MR. AVITABILE: Just a couple of  
2 closing remarks. We would be happy to  
3 continue to look at the issues you have  
4 identified and we would happy to discuss that  
5 at the close of t he hearing what you want us  
6 to look at and how we can help you with the  
7 District Department of Transportation.

8           We do believe on ba lance this  
9 project will implement -- is appropriate. It  
10 will implement many of the benefits and  
11 amenities of the PUD. It will provide new  
12 underground parking spaces that will f urther  
13 the university's distribution of t he campus  
14 parking supply which was in t he campus plan.

15           I should also note that the campus  
16 plan did call for the retention and reuse of  
17 the existing alley system including this  
18 alley. It wa s one of the approved exhibits  
19 within the approved PUD, I believe.

20           The project will also pro vide  
21 multiple substantiable features ranging from  
22 bike parking spaces, stormwater management

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1 features. It will improve the pedestrian  
2 experience in the area.

3 We believe on balance again  
4 because of the streetscape improvements,  
5 particularly to G Street, and a site design  
6 that is consistent with DDOT's policy, our  
7 traffic expert has testified in detail that he  
8 doesn't believe this will have adverse impacts  
9 on the surrounding road network.

10 We do also note that we did have  
11 the support of the Office of Planning, Fire  
12 and EMS, District Department of  
13 Transportation. I think we felt that we did  
14 address the concerns of ANC-2A.

15 For the reasons set forth in our  
16 written materials and discussed this evening,  
17 we believe we have addressed the standards for  
18 approval both under Section 210 and under  
19 Chapter 24 of the Zoning Regulations. We will  
20 look forward to continuing to address your  
21 concerns.

22 CHAIRMAN HOOD: Thank you, Mr.

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1 Avitabile. I was sitting here thinking I hope  
2 he doesn't ask for a bench decision.

3 MR. AVITABILE: I'm not that smart  
4 but I'm not that stupid.

5 CHAIRMAN HOOD: Okay. Again , I  
6 think there is some further clarification and  
7 further work that we need to look at to give  
8 us the confidence level. At the end of the  
9 day the Zoning Commission take s an oath to  
10 protect the residents of the District of  
11 Columbia. That is what we basically look at.  
12 That's one of our main criterias when we take  
13 our oath.

14 Let's do this. Ms. Schellin,  
15 let's kind of see what -- I know Mr. Turnbull,  
16 besides the group we l istened to, he was  
17 talking about flipping it. There are a lot of  
18 things out there so hopefully you and Mr.  
19 Avitabile can work that out.

20 MS. SCHELLIN: The only thing that  
21 I really heard was really getting DDOT to  
22 respond. I didn't really hear the Commission

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1 ask the applicant to really provide anything  
2 other than a response if DDOT were to change  
3 their standard about the entrance being off of  
4 the alley, if they would change that to G  
5 Street and whether they would be open to that.

6 They said they would take a look at that but  
7 it seems to all be a matter of DDOT responding  
8 to the questions that came up, I think.

9 COMMISSIONER MAY: Can I elaborate  
10 on that just a little bit? I think what we  
11 need is an examination of what would happen  
12 with this project if their entrance were on G  
13 Street. That probably means some work on the  
14 part of the applicant in terms of further  
15 traffic study.

16 MR. AVITABILE: We'd be happy to  
17 do that.

18 COMMISSIONER MAY: Okay. Then we  
19 need DDOT to give us their assessment of that  
20 information and OP. Based on the information  
21 that the applicant develops whether it really  
22 does make sense to stick with the alley versus

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1 G Street.

2 Not sort of ask them generally,  
3 "Are you willing to change your policy in this  
4 circumstance?" I think I can imagine the  
5 answer to that one because it might be made a  
6 little bit too quickly. I think they need the  
7 benefit of this study that the applicant will  
8 do.

9 MS. SCHELLIN: Okay. So you  
10 really rather than DDOT answering questions,  
11 it's really DDOT responding to what the  
12 applicant provides then is what you are really  
13 looking for? Or do you still want OP to go to  
14 DDOT to ask them to get some answers to some  
15 other questions? I know they were taking --

16 COMMISSIONER MAY: I think we are  
17 interested in further input from OP. I think  
18 there are questions that they thing are  
19 unresolved as a result of the hearing. I  
20 don't have a checklist of questions.

21 MS. SCHELLIN: Yes.

22 COMMISSIONER MAY: If they want to

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1 bring that back, I think that makes sense.

2 VICE CHAIRMAN SCHLATER: I would  
3 also like to hear from DDOT specifically  
4 whether they change their conclusions based on  
5 what did occur. I think it's a question that  
6 needs answering. Somebody from DDOT went out  
7 there and looked at the conditions on the  
8 ground. I would like to hear a response on  
9 that.

10 I would also like to hear about  
11 moving the entrance to G Street whether -- I  
12 would like to hear this from the applicant and  
13 I would like to hear it from DDOT -- whether  
14 there is potential mitigation -- you know, are  
15 there things that can be done to help protect  
16 pedestrians whether it's speed bumps in the  
17 alley or traffic. I don't know what it is. I  
18 don't have the answer but aside from a stop  
19 sign is there something you can do. Have them  
20 take a look at maybe making it a one-way  
21 alley.

22 COMMISSIONER MAY: Does the

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1 university own the property that is south of  
2 the alley on 21st Street where we have that  
3 front yard that kind of blocks the view?

4 MS. KNIGHT: Immediately south,  
5 yes.

6 COMMISSIONER MAY: So maybe there  
7 is something that can be done there to the  
8 landscape of that front yard as well for  
9 mitigation of that unsafe circumstance. I  
10 think the whole thing needs a little bit of a  
11 closer look.

12 Again, what we are trying to do is  
13 maximize the safety for pedestrians. It may  
14 well be that the alley is the right answer for  
15 that. We just don't know because we never  
16 looked at these other alternatives.

17 In terms of some of the other  
18 questions like having an independent traffic  
19 study, you know, I'm not particularly swayed  
20 by that argument. I'm also not terrifically  
21 concerned about the safety -- I mean, the  
22 emergency vehicle access through the alley and

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1 having it conflict with parking because we  
2 have this circumstance in many places across  
3 the city where we have a alley access or we  
4 don't have very good access.

5 The real determinant for that is  
6 what does Fire and EMS say and that's in the  
7 official report. Maybe there are things they  
8 need to be aware of in the process and I trust  
9 the Office of Planning makes sure that they  
10 are aware of that or if they are not totally  
11 convinced that they would at this point.

12 CHAIRMAN HOOD: I'm hearing what  
13 we're asking for but I think unless something  
14 has changed with DDOT, typically the applicant  
15 does a traffic study and DDOT really just says  
16 aye or nay to it. It's really going to be  
17 incumbent, Mr. Avitabile, that you heard what  
18 we asked for.

19 Now, we can go to DDOT but DDOT is  
20 going to do like they've been telling us for  
21 years. They are going to look at the report  
22 and say aye or nay. Everything that has been

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1 said up here needs to be factored in for them.

2 I guess we would ask Office of  
3 Planning to also ensure that we would like to  
4 get -- do a little more than just comment on  
5 the report that comes from the applicant. We  
6 would like to get more from them. I know that  
7 is something we've dealt with some years ago.

8 They don't do independent studies.

9 They basically just comment because they're  
10 not -- I mean, I think I'm correct. What I  
11 heard from DDOT is they don't have the staff  
12 but maybe they have the staff now.

13 I don't know but we want a little  
14 more from them. I probably should have  
15 already assumed they didn't have the staff.  
16 Anyway, we just need a little more because  
17 they are the ones who provide us the expert  
18 advice on transportation.

19 I think Vice Chairman Schlater's  
20 comments about the site visit I would be  
21 interested if anything changes. I think  
22 that's where we are. Hopefully we can get

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1 back to some real resolutions and we get a  
2 confident level to move forward with this case  
3 hopefully in the responses we get back.

4 Ms. Schellin, you want to work on  
5 some times?

6 COMMISSIONER TURNBULL: I would  
7 just echo here your concerns. It's too bad  
8 that either Ms. Ricks or Mr. Jennings. I  
9 think that in the future on GW cases where we  
10 have these complex issues that either one of  
11 them should be here to discuss their rules,  
12 what they look at so we can get a better  
13 dialogue between everybody. I hate waiting  
14 until a deliberation date to talk about it but  
15 if that's what we have to do, we have to do  
16 it.

17 CHAIRMAN HOOD: Like a special  
18 public meeting and maybe we can arrange that?

19 COMMISSIONER TURNBULL: Well, I  
20 don't want to put a burden on anything.

21 CHAIRMAN HOOD: I just want to  
22 make sure we get what we need so we can make a

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1 good informed decision.

2 COMMISSIONER TURNBULL: Yes. I  
3 just feel we are going to have to do what we  
4 have to do.

5 CHAIRMAN HOOD: We'll reach out to  
6 her. I'll send an email personal ly like I've  
7 done before.

8 Okay, Ms. Schellin.

9 MS. SCHELLIN: I just want to find  
10 out how much time the applicant thinks they  
11 might need to provide the a lternative with G  
12 Street.

13 MR. AVITABILE: Can we caucus fo r  
14 just a quick minute so we can f igure out how  
15 much time we might need to pull it together?

16 MS. SCHELLIN: Yes.

17 MR. AVITABILE: Okay. Thank you.

18 CHAIRMAN HOOD: Yo u know what?  
19 Let me say this. I know you all are  
20 caucusing. Someone just had a great idea up  
21 here. Instead of us going over the time  
22 frame, why don't we leave it to the applicant

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1 and Ms. Schellin to come up --

2 MS. SCHELLIN: I need to give an  
3 opportunity for the parties to respond so we  
4 can't really do that. We need to state it on  
5 the record.

6 CHAIRMAN HOOD: Okay. All right.

7 MS. SCHELLIN: We need to burst  
8 the bubbles.

9 CHAIRMAN HOOD: Damn.

10 MS. SCHELLIN: Sorry. It will be  
11 very quick. I'll get you out of here in two  
12 minutes.

13 COMMISSIONER MAY: I think my  
14 concern is that once they caucus, then we  
15 still need to make sure that DDOT has enough  
16 time to do what they have to do to react to it  
17 so we are just going to have to guess for  
18 that.

19 MS. SCHELLIN: No. DDOT gets the  
20 same date the parties get.

21 COMMISSIONER MAY: Oh, okay.

22 VICE CHAIRMAN SCHLATER: But I

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1 thought DDOT was going to be responding to  
2 what they get.

3 MR. AVITABILE: We would need two  
4 weeks from Monday.

5 MS. SCHELLIN: Okay, two weeks  
6 from Monday. Okay. Since that is a holiday,  
7 or furlough day for us, I should say --

8 MR. AVITABILE: Then I guess that  
9 Tuesday.

10 MS. SCHELLIN: So that would make  
11 it Tuesday the 22nd.

12 MR. AVITABILE: Okay.

13 MS. SCHELLIN: That won't make it  
14 in time for our February 28th meeting so we'll  
15 make it Tuesday the 22nd for you guys to  
16 provide your information. Then what we'll do  
17 is we'll allow two weeks for the parties to  
18 respond so that way we'll give DDOT instead of  
19 the normal one week, we'll allow them two  
20 weeks to respond just to make sure they have  
21 enough time to respond.

22 That will allow them until March

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1 8th. That will also allow WICA March 8th and  
2 OP March 8th, and WICA and the applicant until  
3 March 8th to provide a draft Findings, Facts,  
4 Conclusions of Law. All filings are due by  
5 3:00 p.m. Then we'll take this up at our  
6 March 14th meeting. Everybody got it? We're  
7 good.

8 CHAIRMAN HOOD: Okay. I want to  
9 thank everyone for their participation  
10 tonight. With that this hearing is adjourned.

11 (Whereupon, at 9:33 p.m. the  
12 hearing was adjourned.)  
13  
14  
15  
16  
17  
18  
19

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