

GOVERNMENT  
OF  
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

+ + + + +

PUBLIC HEARING

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IN THE MATTER OF:                               :
                                                :
Application of Lano Parcel 12: Case No.         :
LLC for Final Approval of a : 05-28C          :
Planned Unit Development and :                :
Zoning Map Amendment (Square :                :
5055, Lots 21-23, 803-805   :                :
portions of lots 24 and 802) :                :
("CCDC Property")          :                :
=====┘

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Thursday,  
May 5, 2011

The Public Hearing of Case No. 05-28B by the District of Columbia Zoning Commission convened at 7:26 p.m. in the Office of Zoning Hearing Room at 441 4th Street, N.W., Washington, D.C., 20001, Anthony J. Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

- ANTHONY J. HOOD, Chairman
- GREG SELFRIDGE, Commissioner
- MICHAEL G. TURNBULL, FAIA, Commissioner  
(OAC)
- PETER MAY, Commissioner (NPS)

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

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN, Secretary

OFFICE OF PLANNING STAFF PRESENT:

JOEL LAWSON

The transcript constitutes the minutes from the Public Hearing held on May 5, 2011.

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

2 7:26 p.m.

3 CHAIRMAN HOOD: Let's go into  
4 Zoning Commission Case No. 05-28C. The  
5 opening has already been read.

6 As Ms. Schellin stated for those  
7 who would like to testify, could you rise to  
8 take the oath.

9 Ms. Schellin, would you administer  
10 the oath?

11 MS. SCHELLIN: Anybody who plan s  
12 to testify, please stand and raise your right  
13 hand.

14 Do you solemnly swear or affirm  
15 the testimony you'll give this evening will be  
16 the truth, the whole truth, and nothing but  
17 the truth?

18 (The witnesses were sworn.)

19 Thank you.

20 CHAIRMAN HOOD: Okay.

21 COMMISSIONER MAY: Can I just  
22 comment? According to Google, it was The

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1 Fifth Dimension.

2 CHAIRMAN HOOD: We actually kind  
3 of questioned that. We were going to look it  
4 up. But anyway. Let me give everybody about  
5 three minutes to get themselves together and  
6 get set up and we'll come right back.

7 (Whereupon, the above -entitled  
8 matter went off the record at 7:26 p.m. and  
9 resumed at 7:32 p.m.)

10 CHAIRMAN HOOD: I will ask  
11 everyone's indulgence. We're going to ask our  
12 School Board Member of Ward 7, Ms . Douglas if  
13 she will give us her testimony. I know her  
14 schedule is busy and that way she can be freed  
15 up after this. Let's begin with Ms. Douglas.

16 MS. DOUGLAS: First off, I would  
17 like to thank God for allowing me to be here.  
18 I want to say Happy Mother's Day to  
19 everybody, the fathers and the mothers, too.

20 I'm glad to be here. I am very  
21 much strongly in support of both projects  
22 because I think they're so important. I hope

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1 that you look at the importance of how this  
2 project is to our community in Ward 7,  
3 especially there are a lot of senior citizens  
4 and residents that needs this healthcare  
5 center as well as the city interest project.

6 As you know, I've been an ANC  
7 Commissioner Chairperson that helped make both  
8 of these programs, projects. So I would like  
9 to see it go forward and hope that you will  
10 support it when you make your decision, make  
11 your recommendation strongly in support of  
12 each project.

13 I understand that the ANCs have  
14 met this past Tuesday, but there's no vote  
15 officially taken at the executive meeting,  
16 only the public meeting, so anything prior to  
17 that is not acceptable. So I just wanted to  
18 share that information that can also be  
19 important to this -- to both of these  
20 projects. Thank you.

21 CHAIRMAN HOOD: Thank you very  
22 much, School Board Member Douglas.

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1                   Commissioners,     any     questions?  
2     Thank you very much for coming and testifying.  
3     We appreciate it.

4                   MS. DOUGLAS:    Thank you for having  
5     me.

6                   CHAIRMAN HOOD:   Mr. Feola, let' s  
7     go over -- I think we can cut through some of  
8     these proffered experts.   Do we have anything  
9     before that?

10                  MS. SCHELLIN:   We do     have     one  
11     party status request, Eastland Gardens.   And I  
12     know that we've been through this, but it's a  
13     new case, so we have to do it again.     It's  
14     like "Groundhog Day", the movie.

15                  CHAIRMAN HOOD:   Commissioners, we  
16     already have in this whole process, we have --  
17     well,     7D is an automatic                 party.  
18     Commissioners, I think again, as we stated in  
19     the other two cases, East land Gardens has  
20     asked for party status and I don't know if we  
21     need to have an exhaustive conversation, we  
22     can save some time.   I would recommend that we

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1 grant Eastland Gardens party status in this  
2 case also.

3 I move that we grant Eastland  
4 Gardens party status in this case.

5 COMMISSIONER MAY: Second.

6 CHAIRMAN HOOD: Moved and  
7 seconded. All those in favor?

8 (Chorus of ayes.)

9 Not hearing any opposition, Ms.  
10 Schellin, will you record the vote?

11 MS. SCHELLIN: Yes, staff would  
12 record the vote as 4 to 0 to 1 to grant party  
13 status in opposition to the Eastland Gardens  
14 Civic Association represented by Mr. Greg  
15 Rhett, Commissioner Hood moving, Commissioner  
16 Turnbull seconding, Commissioners May and  
17 Selfridge in support. Commissioner Schlater  
18 not present, not voting.

19 CHAIRMAN HOOD: Okay.

20 COMMISSIONER TURNBULL: I'm sorry,  
21 Mr. Chairman, Commissioner May seconded.

22 MS. SCHELLIN: I'm sorry.

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1                   COMMISSIONER TURNBULL: That's all  
2 right.

3                   MS. SCHELLIN: Usually, he's a lot  
4 quieter, so I didn't know it was him. So I'll  
5 correct that, Commissioner Hood moving,  
6 Commissioner May seconding, and Commissioners  
7 Selfridge and Turnbull in support.

8                   CHAIRMAN HOOD: Okay, again I  
9 think Commissioners we can look at the  
10 proffered expert witnesses. I think Mr.  
11 Condon has already been accept ed. Mr.  
12 Schiesel has already been accepted. Mr.  
13 Carmichael, I believe, has already been  
14 accepted. Okay, they have already been  
15 accepted. The only person that I think is  
16 outstanding and I look to Mr. Feola is Mr.  
17 Cannon.

18                   MR. FEOLA: That is correct.

19                   CHAIRMAN HOOD: Commissioners, we  
20 have Mr. Cannon's resume in fro nt of us and  
21 he's being proffered as an architect.

22                   MR. FEOLA: That's correct. Wit h

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1 specifically expertise in higher education.

2 CHAIRMAN HOOD: Proffered in  
3 architecture and higher education. We're  
4 really getting specific. That's good. I like  
5 that. I haven't heard that one.

6 COMMISSIONER TURNBULL: I learned  
7 from Commissioner May.

8 CHAIRMAN HOOD: Okay.  
9 Commissioner Turnbull.

10 COMMISSIONER TURNBULL:  
11 Commissioner Cannon, are you licensed?

12 MR. CANNON: Hi, I'm Bryan Cannon.  
13 I'm the design principal for the Washington,  
14 D.C. Office of ZGF Architects. I'm an  
15 architectural designer. I'm responsible for  
16 the conceptual design and visible design of  
17 the buildings that we produce in the  
18 Washington, D.C. office. The firm as a whole  
19 is a licensed architecture firm and by the  
20 terms of our partnership, the work of  
21 licensure is the responsibility of the  
22 partners and I'm a principal.

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1 COMMISSIONER TURNBULL: Okay, but  
2 your partners are licensed in D.C.?

3 MR. CANNON: Yes.

4 COMMISSIONER TURNBULL: Okay.  
5 Usually, we like to see a licensed architect  
6 to be an expert rather than somebody who is  
7 not licensed.

8 MR. CANNON: I understand.

9 COMMISSIONER MAY: I think there's  
10 significant experience. To be a design  
11 principal in a large firm like ZGF, I think  
12 that's --

13 COMMISSIONER TURNBULL: All right,  
14 I'll go along.

15 CHAIRMAN HOOD: Okay, Mr. Cannon,  
16 after much scrutiny, you will be given the  
17 status of an expert.

18 Okay, Mr. Feola, you may begin.

19 MR. FEOLA: I have a couple of  
20 other preliminary matters, if I might, Mr.  
21 Chair. First, I'd like to thank the Chair for  
22 the birthday greetings.

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1                   CHAIRMAN HOOD:        You wanted to  
2 thank us for not singing happy birthday to  
3 you.

4                   MR. FEOLA:    And secondly,    I want  
5 to thank you very much --

6                   CHAIRMAN HOOD:    I a ctually heard  
7 that from the Mayor earlier today who was  
8 getting ready to sing happy birthday and he  
9 did the same thing. I don't want to say it  
10 was my idea.

11                   MR. FEOLA:    On a        more serious  
12 note, we've put in the r ecord today a report  
13 from Gorove/Slade. What you saw in 0528-E or  
14 28E which was the first phase modification,  
15 but Mr. Schiesel is going to talk        to that  
16 today. So we need to re-enter it into this  
17 case record. I just want to make sure that  
18 that's done. And with that, that's        all we  
19 have.

20                   Thank you again, Mr. Chair.        For  
21 the record, my name is Phil Feola with  
22 Goulston & Storrs here on behalf of        Lano

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1 Parcel 12 LLC which is an affiliate of City  
2 Interest LLC, the owner of the property.  
3 We're here to seek second -stage approval for  
4 the flagship campus of the Community College  
5 of the District of Columbia on a portion of  
6 Parcel 12, a first -stage modification hearing  
7 that was held about a month ago.

8 As you heard about a month ago,  
9 the modification of the Parkside Stage 1 was -  
10 - sought to further the vision of the Parkside  
11 PUD as a holistic, pedestrian -friendly,  
12 transit-oriented community and as the  
13 Commission approved it in 2006. The  
14 modification centered around the provision of  
15 two critical pieces of land use. One was a  
16 new primary care health center which is  
17 something desperately needed in this community  
18 in Ward 7 and the home in Ward 7 of a  
19 community college for the District of  
20 Columbia.

21 Both of these land uses as you'll  
22 hear testified, are consistent with a vision

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1 that led to the original PUD application and  
2 approval by this Commission in the first  
3 stage, a 3 million square foot mixed use,  
4 mixed income, pedestrian friendly, transit -  
5 oriented community. We think it's important  
6 to have these additional land uses that were  
7 not part of the first stage piece.

8 Tonight, we hope to demonstrate  
9 that the CCDC building is compatible with that  
10 vision and with the concept behind the first  
11 stage PUD approval. And with that, I'd like  
12 to call our first witness, Mr. Chris Lopiano.

13 Mr. Lopiano?

14 MR. LOPIANO: Chairman Hood,  
15 Commissioners, my name is Christopher Lopiano.

16 I am the Director of Development for City  
17 Interest. City Interest acts as developer for  
18 the various entities that own the parcels that  
19 comprise the Parkside PUD.

20 This first slide shows -- I just  
21 put it up there to show that outlined in red  
22 is the 15.5 acres that's the first stage PUD

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1 approval. If you look at the circle, that is  
2 where we expect -- it's roughly where CCDC  
3 would be proposed to be placed.

4 And then if you look at the very  
5 bottom of the slide, the white top line there  
6 is the Metro Station, Minnesota Avenue  
7 platform.

8 We were approved in 2007 for 30 to  
9 50,000 square feet of retail, 500,750 square  
10 feet of office, 1500 to 2000 residential  
11 units.

12 I'll just quickly take you  
13 through. You heard this on April 4 in the  
14 Case 0528E, but in 2005, we spent the year in  
15 an extensive broad-based community planning  
16 process. It consisted of presentations to all  
17 the civic associations, tenant associations,  
18 the ANCs, as well as 13 focus groups and then  
19 a two-stage community design workshop in which  
20 240 area residents participated in.

21 What came out of that was a  
22 consensus plan that had broad-base support and

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1 was adopted with relatively minor changes by  
2 the Commission. The result was a mixed-use,  
3 transit-oriented development that took full  
4 advantage of its proximity to the Minnesota  
5 Avenue Metro Station.

6 But just as important, there was a development  
7 vision to form the basis of that Master Plan  
8 which, what you see now are the 12 points of  
9 that development vision.

10 Just to take a little aside, the  
11 third one here, create permanent jobs is one  
12 that we take seriously. We understand we'll  
13 be judged by the community, not by the number  
14 of jobs that we create or not the number of  
15 D.C. residents that are employed, but the  
16 number of residents from this Kenilworth Park  
17 site community that get jobs as a result of  
18 the development of the PUD.

19 The construction jobs that will be  
20 created will be the subcontractors who hire  
21 those folks and it's rather a daunting job for  
22 these small businesses to recruit from

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1 specific neighborhoods. So in order to make  
2 that possible and successful, we are in the  
3 process, we have talked to a number of  
4 community leaders in the area as well as  
5 talked to the Marshall Heights Community  
6 Development Organization and we're working to  
7 set up a working -- group of working committee  
8 residents representative of each of the  
9 neighborhoods, community leaders that would  
10 work with the developer, the general  
11 contractors, the subcontractors. The role of  
12 this committee would be identify and recruit  
13 residents who need work, identify for our  
14 employment training partners such as Marshall  
15 Heights Community Development Organization  
16 what services and trainings are needed to make  
17 folks in this community ready for the jobs  
18 that will be produced, not only in  
19 construction, but permanent jobs and to  
20 monitor the progress that we make in regard to  
21 hiring locals.

22 We've met, as I've mentioned with

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1 Marshall Heights Community Development  
2 Organization just recently. Not only did we  
3 present our normal presentation, we spent most  
4 of the day talking about their employment and  
5 training capacity, their employment and  
6 training programs, the partnerships they have  
7 with unions, with contractors, with DOES and  
8 very pertinent to this with CCDC.

9 We've also have been working very  
10 closely with DOES and a number of our staff.  
11 Derrick Mitchell recently completed the first  
12 source training that DOES requires. And  
13 through our existing construction activities  
14 there we are creating strong working  
15 relationship with DOES.

16 Most importantly, we think the  
17 fact that this is about CCDC and their  
18 workforce development and their certificate  
19 programs and their ability to make people  
20 ready for work really plays into this whole  
21 notion of making people ready for permanent  
22 jobs.

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1           But the point that I think we  
2 really want to look at is number four. This  
3 was 2005. The residents in this community had  
4 a development vision that included support,  
5 education improvements from preschool to adult  
6 education including job training programs for  
7 the neighborhood residents. We believe that  
8 the Ward 7 campus for CCDC will enable the  
9 completion of goal number four.

10           CCDC, along with the development  
11 of the Cesar Chavez Middle and High School and  
12 the Educare Early Childhood Education Center  
13 now under construction, fulfills goal number  
14 four in ways we never dreamed possible.

15           I want to go on to the Promise  
16 Neighborhood. We talked a lot about this  
17 again on the April 4th hearing for 28E. The  
18 D.C. Promise Neighborhood, it was selected by  
19 the Department of Education, Federal  
20 Department of Education as one of 21  
21 recipients of planning grants for highly-  
22 competitive nationwide program. It is based

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1 upon the Harlem Children's Zone. It is an  
2 education-centered program that promises  
3 access to quality education from 0 to 25 years  
4 of age, that will hopefully, significantly  
5 improve the educational outcomes with a  
6 comprehensive community-based strategies.

7 I think that it's important to  
8 note that a week ago Wednesday, April 27th,  
9 there was a town hall meeting at Parkside. It  
10 was conducted and put together by the  
11 Department of Education and the White House.  
12 This town hall meeting focused on Promise  
13 Neighborhood Program and more specifically  
14 dedicated the D.C. Promise Neighborhood. It  
15 was attended by the Department of Education  
16 Secretary Arne Duncan, by the chair of the  
17 America's Promise Alliance, Alma Powell, by  
18 Melody Barnes from the White House, Mayor  
19 Gray, Delegate Eleanor Holmes Norton, they all  
20 spoke. They were all very excited about the  
21 education that was being brought to the  
22 Promise Neighborhood, including the Community

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1 College of D.C.

2 This next slide shows the  
3 education pipeline or conveyor belt that  
4 fulfills the goals of the Promise Neighborhood  
5 Program of providing quality access from birth  
6 to 25 years of age. You see that the  
7 community college is depicted at the end of  
8 this continuum and it would complete the  
9 continuum. The other elements are in place or  
10 being built to be put in place. So we think  
11 the Promise Neighborhood creates a context  
12 that makes the CCDC location in this  
13 neighborhood quite compelling.

14 I want to speak a little about  
15 CCDC. As you probably all know, University of  
16 the District of Columbia was created in 1977  
17 by combining a number of post-secondary  
18 institutions in the city, including the  
19 Washington Technical Institute which was a  
20 two-year vocational school and in reality the  
21 first community college in D.C.

22 For the past ten years,

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1 stakeholders across the city have advocated  
2 for a community college. The Brookings  
3 Institute study documented the great and  
4 urgent need for a community college in the  
5 District. Until CCDC came into existence two  
6 years ago, the District was the only major  
7 city in the United States of America without a  
8 community college.

9 A vivid, a short, vivid statement  
10 that talks about the need for community  
11 college. Currently, the District of Columbia  
12 has 38 percent of its population has bachelor  
13 degrees or higher. And over 30 percent of its  
14 population is functionally illiterate.

15 CCDC has a vision statement which  
16 I'll read to you. "Serving as a benchmark for  
17 excellence the Community College of the  
18 District of Columbia provides opportunity for  
19 District residents to access high quality,  
20 affordable, learner-focused and market-driven  
21 programs that advance the individual and the  
22 community's economic, social, and educational

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1 goals." From that vision statement flows  
2 everything they do. A mission statement, 40  
3 programs they offer which are made up of 22  
4 Associate Degree programs, three certificate  
5 programs, and 22 workforce development and CTE  
6 courses.

7 The mission statement is "In  
8 diverse technology-enhanced learning  
9 environments, CCDC provides opportunities for  
10 students to obtain the requisite skills of  
11 today's workforce and prepares them for the  
12 demands of tomorrow. It offers accessible,  
13 affordable and high-quality programs to the  
14 residents of the District of Columbia. The  
15 Associate Degrees, certificates, workforce  
16 development and life-long learning programs  
17 are market-driven and learner-focused. CCDC  
18 serves as a vital link to the intellectual,  
19 economic, civic and cultural vitality of the  
20 region."

21 I would point out some facts about  
22 the population of CCDC. The students are

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1 predominantly African-American. Sixty -two  
2 percent, more than half attend part-time. And  
3 what was most surprising to me is the average  
4 age of a C CDC student was 29 years of age.  
5 CCDC has been in existence for two years.  
6 There has been robust enrollm ent growth in  
7 those two years.

8 CCDC began operating at the UDC  
9 campus in the fall of 2009 with 1700 students  
10 enrolled in its academic progr ams. By the  
11 fall of 2010, CCDC moved its main -- moved to  
12 its main new location at 801 North Capitol  
13 Street. Enrollment increased by 50 percent  
14 and is con tinuing to increase. In spring  
15 2011, there are 2700 a cademic students  
16 enrolled and about an additional 220 0  
17 workforce development students enrolled for a  
18 total of almost 5,000 students.

19 CCDC is cont inuing to grow and  
20 expand in ter ms of programmatic offer ings,  
21 student enrollment and location. This site is  
22 expected to serve 1500 to 2500 stude nts. It

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1 is expected that up to 500 students, 25  
2 faculty and 50 staff will be on campus at any  
3 given time.

4 The Community College of D.C. must  
5 address a number of local issues that are  
6 particular to the D.C. community. It must  
7 serve multiple population with different  
8 needs. It must serve a knowledge-based  
9 economy that requires analysis and critical  
10 thinking and problem solving. And they must  
11 prepare people for a work environment in this  
12 city that is technology driven.

13 These issues drive the design of  
14 our building, a building with modern  
15 technology, smart classrooms, distance  
16 learning, the present and future of post-  
17 secondary education that is flexible to adapt  
18 to the ever-changing nature of education, a  
19 building that is attractive to the range of  
20 students attending CCDC, students coming  
21 directly out of high school, young adults who  
22 are looking to improve their employability and

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1 their career, and mid-career professionals.

2           These are the reasons why new  
3 construction is critical for the community  
4 college, why older, vacant elementary schools  
5 are only a stop-gap measure for the Community  
6 College of D.C. CCDC focuses on students'  
7 success among a student population is often  
8 ill prepared for college. They have student  
9 success teams. This particular building is  
10 being designed with a Student Success Center.

11 They take an innovative and cutting-edge  
12 approach to developmental education which is  
13 integrated with their certificate programs and  
14 their two-year degree programs and so on.

15           The lack of college preparation  
16 among D.C. residents means that many students  
17 require intensive assistance to succeed in  
18 college. The Brookings Institute reported in  
19 2009 that 20 percent of District residents  
20 function at the lowest levels of literacy and  
21 36 percent have no higher than a high school  
22 education. The College is working with D.C.

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1 public high schools and community -based  
2 organizations to conduct early assessments, to  
3 offer interventions to the students in high  
4 school who need them and provide dual  
5 enrollment programs for students who qualify.

6 The design of the building, as you  
7 will hear from our designer, incorporates many  
8 of the best practices as related to the  
9 learning environment. It is designed to  
10 facilitate the use of new and ever -changing  
11 technologies, smart classrooms, distance  
12 learning, universal wireless access and  
13 technology yet to be imagined. It is designed  
14 to encourage collaboration between the student  
15 and the teacher, among the students, and  
16 between the College and the community at  
17 large.

18 CCDC also plays a key role of  
19 workforce development. It provides job  
20 training for adults. CCDC partners with a  
21 variety of businesses, nonprofits and other  
22 entities to best serve District residents.

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1 They align their certificate degree programs  
2 with careers that are in high demand. CCDC  
3 works with industry partners to shape new  
4 degree programs and ensure that curriculum is  
5 geared to meet the needs of those industries.

6 They offer academic programs,  
7 work-study programs and continuing education.

8 This site would include a one-stop job  
9 center, an outdoor plaza, food court, all of  
10 which will be available to the community.

11 The curriculum will consist of,  
12 among other things, nursing, biotech and  
13 environmental sciences, education, business  
14 and accounting, graphic design and graphic  
15 communication, computer science, and liberal  
16 studies. CCDC seeks to ultimately have a  
17 presence in every ward of the District of  
18 Columbia.

19 Parkside offers an opportunity for  
20 CCDC to expand to a location where there's a  
21 high need for education and job training. As  
22 an America's Promise neighborhood, CCDC will

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1 be joining others who are committed to serving  
2 the community and will become part of an  
3 educational pipeline as it partners with area  
4 high schools and businesses.

5 The proximity of the Metro, the  
6 highway, the residential areas also make  
7 Parkside ideal for a community college. The  
8 unparalleled access, the location east of the  
9 river, the Promise Neighborhood, the education  
10 conveyor belt, the education partners already  
11 working in the neighborhood is why CCDC chose  
12 this site above all other sites and why we  
13 believe it will be a successful location in  
14 every way.

15 The Promise Neighborhood presents  
16 CCDC with many partnership opportunities  
17 including the Cesar Chavez Middle and High  
18 School, the Neville Thomas Elementary School,  
19 but also with other Promise Neighborhood  
20 partners such as DCPCA, Georgetown University  
21 and Educare, early child education.

22 The building and the program is

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1 designed to involve the community with a wide  
2 range of class offerings, community service  
3 programs, space for community events and  
4 flexibility in curriculum and design to  
5 respond to community needs. The building  
6 faces and opens to Kenilworth Terrace and to  
7 the community. The design welcomes the  
8 community with its street level retail, its  
9 attractive, accessible plaza, and open,  
10 transparent facade.

11 CCDC will substantially improve  
12 the quality of life for the residents of  
13 Parkside and of Ward 7. And with that, I'll  
14 turn the presentation over to our design team.

15 MR. FEOLA: The design team of  
16 Otto Condon, and who's next, Bryan, and then  
17 Dennis Carmichael will integrate their  
18 presentation.

19 MR. CONDON: Good evening,  
20 Chairman Hood, Commission. First, just I  
21 wanted to remind the aerial view, 1800 K  
22 Street, N.W., Washington, D.C. 20006.

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1                   Here's a view revised or an  
2 additional view showing the proximity of  
3 Parcel 12 across Kenilworth Avenue to the  
4 Minnesota Avenue Metro. The building we will  
5 be talking about is the gray building the  
6 foreground.

7                   From the Stage 1 PUD submission  
8 that we discussed at the last hearing, just to  
9 illustrate the purple building in the lower  
10 right is the CCDC site. It is with PCA to the  
11 right of that and then the three blue  
12 buildings are future potential office  
13 buildings with the orange building at the left  
14 is residential building.

15                   The program as identified at this  
16 conceptual stage is 260,000 square feet, an  
17 FAR on the parcel of 4.54. The parking that  
18 is currently projected to be as part of the  
19 site is based on the current zoning code of  
20 116 spaces though with its proximity to the  
21 Metro, we're looking at 87 spaces with the  
22 requirement per zoning would be 5 parking

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1 spaces. We're looking at within the garage,  
2 we're looking at providing 40 parking spaces  
3 which will also include access to a shower for  
4 both males and females.

5 With that, I'd like to turn it  
6 over to Bryan.

7 MR. CANNON: Thank you very much.

8 This plan, thank you, Commission, this plan  
9 represents the overall layout of the building.

10 We started discussions with CCDC, getting  
11 quite a lot of information from them about  
12 their very clear and inspiring vision for what  
13 this project should be in order to really be  
14 successful. They were looking for a clear  
15 institutional identity, an outdoor public  
16 space that would give students a sense of a  
17 place that was unique and had a nice communal  
18 character. They were very interested to  
19 provide a strong streetscape contribution to  
20 the neighborhood so that development along  
21 Kenilworth Terrace has got a significant  
22 retail component.

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1                   And the building itself is  
2 configured so that the U-shaped courtyard plan  
3 protects the courtyard and the neighborhood to  
4 some extent from the noisier traffic along  
5 Kenilworth Avenue.

6                   The tallest component of the  
7 building, the gray L -shape, is the eighth  
8 story component. There's a lower wing which  
9 steps down one floor to relate to the height  
10 of the DCPCA building and then the courtyard  
11 is one level above, about eight feet above  
12 ground. It is built up above the two levels  
13 of parking dedicated to the building and it's  
14 accessed by a very gentle sloping stair/ramp  
15 system that pulls people in from the  
16 Kenilworth Terrace into the entrance to the  
17 building.

18                   We can go to the next.

19                   This is an overall view of the  
20 building. When we discussed the CCDC vision  
21 for this, they were looking for an  
22 architectural design that really expressed to

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1 the students the kind of future orientation, a  
2 world that they hoped these students would  
3 move into by picking up significant new skill  
4 sets. So they were quite clear that they  
5 wanted a building that was forward looking ,  
6 represented a vision of the future and gave  
7 people a sense of the special potential of a  
8 21st century workforce that they could really  
9 aspire to.

10 And as the rendering suggests,  
11 there's a significant component of public  
12 space in the center of the courtyard, along  
13 with retail development along Ken ilworth  
14 Terrace. There's a space for a bookstore that  
15 the highlighter right now identifies a future  
16 retail space in the open space between this  
17 project and the future development. There  
18 would be a student center entrance immediately  
19 to the left of that and then further to the  
20 left, the bookstore and an auditorium which  
21 would be available for public use.

22 With that, Dennis Carmichael is

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1 going to describe some of the landscape  
2 components.

3 Next slide.

4 MR. CARMICHAEL: Thank you, Dennis  
5 Carmichael with AECOM Landscape Architects.  
6 The landscape plan that you see here has two  
7 different types of landscape. There's a pair  
8 of courtyards that I'll be talking about then  
9 a streetscape treatment.]

10 Bryan talked a little bit about  
11 the first courtyard, the main courtyard. It  
12 is within the U shape of the building. It is  
13 opened out to the neighborhood and it is  
14 elevated eight feet above grade. To mitigate  
15 that and make that be as gracious and as open  
16 as possible, we have designed a set of steps  
17 with landings that are very gracious and very  
18 wide, up to 20 feet wide in some places. We  
19 see this as both a way to get up into the  
20 courtyard, but also a place to hang out and to  
21 sit. We think that this courtyard and the way  
22 to get up to it is the equivalent of the

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1 quadrangle at a campus that might have more  
2 than one building. This will be the social  
3 meeting ground for the students and the  
4 faculty.

5 If you'll notice, one stairway is  
6 also angled with the unique triangular shape.

7 That is angled towards the neighborhood and  
8 towards the Metro stop. That pathway that's  
9 being highlighted also leads you to the door  
10 so that both the circulation and the landscape  
11 are working hand-in-glove so to speak.

12 On that courtyard level is a  
13 triangular lawn panel for informal gathering.

14 There's a small bosque of flowering trees as  
15 well, but mostly it's left open. We imagine  
16 there will be benches and maybe movable seats  
17 for people to gather in those spaces.

18 You'll also notice that there are  
19 two sets of steps that flank a handicap access  
20 pad, so everybody whether you're able or  
21 disabled starts and ends at the same place.  
22 That was indicated.

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1                   There's also on the right hand  
2 side of the drawing another courtyard. You  
3 can see, exactly, that triangular patio there  
4 is adjacent to the interior cafeteria. So  
5 that is the outdoor place for dining. It is  
6 framed by again, another bosque of trees,  
7 redwood trees. And then the streetscape on  
8 Kenilworth Avenue is a very simple palette of  
9 a lawn verge and a concrete sidewalk with oak  
10 trees.

11                   This next slide shows the  
12 streetscape concept for Kenilworth Terrace  
13 which we think will have many more pedestrians  
14 on it because it does have ground floor  
15 retail. So what we're showing is a plan  
16 enlargement and a cross section. The sidewalk  
17 is about 27 feet wide. That means that it's  
18 plenty wide enough to both convey pedestrians,  
19 but allow for an expansion of retail onto the  
20 sidewalk and the tree pits are 7 feet by 12  
21 feet.

22                   What we're proposing here is what

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1 is called a bio-retention cell which a planter  
2 that is slightly depressed, lower than the  
3 curb. The idea is that the drainage that runs  
4 off from the street will run into this planter  
5 and the plants that are in it will actually  
6 cleanse the water before it's released into  
7 the Anacostia.

8 The two photographs there shown  
9 really are just for comparative purposes, just  
10 to convey the idea of a character of a tree-  
11 lined pedestrian street.

12 Next image. Some of the trees  
13 we're considering. We're considering columnar  
14 red maples in the upper left, swamp white oaks  
15 as our major street trees. The redbud that  
16 you see in the center, we have a series of  
17 evergreen and flowering shrubs throughout the  
18 site and then we'll have on the right-hand  
19 side you'll see some imagery of the plants  
20 that will be in those retention filters. It  
21 will be grasses and rushes that can take that  
22 kind of frequent inundation.

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1                   MR.    CANNON:        Back to the  
2                   architecture, we're going to try to fly  
3                   through this because we're halfway through.  
4                   The CCDC faculty and administration had a  
5                   pretty clear vision of a lighter,  
6                   contemporary, forward looking building that  
7                   would entice students with a vision of the  
8                   future. They were very interested in the  
9                   extent to which the building could be usefully  
10                  transparent so that people, especially those  
11                  arriving from the Metro could see what was  
12                  going on in the building.

13                  There was also quite a lot of talk  
14                  about the use of the interior spaces in terms  
15                  of the way that teaching practices are  
16                  evolving. In particular, this institution is  
17                  not going to be heavily classroom oriented in  
18                  the traditional, what they call sage on a  
19                  stage model. It's considerably more about  
20                  experiential learning in which groups of  
21                  students get together and work through  
22                  practical training exercises. So a flexible,

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1 sort of loft-like work space that's easily  
2 reconfigurable, flooded with natural light and  
3 potentially visible to the outside is a  
4 significant part of their program. When we  
5 said aren't you going to need some darkenable  
6 classrooms, the answer was kind of an emphatic  
7 not so much. We're really -- that's a model  
8 that we've discarded pretty long ago. So the  
9 model of experiential learning really seemed  
10 to call for a significant amount of natural  
11 light and openness.

12 Next slide. The view from the  
13 Minnesota Avenue Metro Station shows the  
14 composition of the Kenilworth Avenue  
15 elevation. That corner tower building is what  
16 we sort of describe as a series of garden  
17 lounges. There's a large program requirement  
18 for flexible space where you can sit and work  
19 on a laptop or do group exercises outside of a  
20 classroom, specifically because students who  
21 attend community colleges usually have a gap  
22 of an hour or two between their classes, so

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1 we need to provide space for them to do  
2 flexible work and this design puts that open  
3 light-friendly use in a very visible location  
4 so people arriving from the Metro can see  
5 that.

6 The facade composition also  
7 includes a sort of large glass bay window  
8 projection which helps to break down the mass  
9 of the building and as the program develops  
10 would house the programs that are most likely  
11 to be friendly to a large amount of glazing.

12 The next slide. This shows two  
13 floor plans. Very quickly, the lower level  
14 plan represents one level of parking and  
15 there's one level below with a significant  
16 amount of bike storage. Just as an aside,  
17 having worked at a lot of schools, we've never  
18 found that you can provide enough bike racks  
19 for the students who actually want to cycle to  
20 classes. So there will be a significant bike  
21 parking component.

22 The slide on the right represents

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1 the ground level plan with the courtyard and a  
2 series of classroom spaces, the library and  
3 the student success center which is a resource  
4 center for job training and job resources.

5 Next slide represents the typical  
6 upper floor plans. The purple showing the  
7 location of the larger flexible learning  
8 classroom spaces, the tan brown spaces  
9 represent the waiting commons lounge spaces  
10 and the blue represent faculty offices or  
11 hotelling spaces where faculty would be in the  
12 center of the program accessible to students  
13 and sort of forming the core of this open  
14 communicative learning experience.

15 Next slide. Thank you. The slide  
16 on the left shows the top most floor with the  
17 green roof on that lower one-story lower wing  
18 that is behind the DCPCA and the slide on the  
19 right just represents the roof plan.

20 This is again an overall view  
21 pulling back from underneath the bridge that  
22 connects over to the current DCPCA with the

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1 massing of the building stepping down one  
2 floor to sort of modulate the height of the  
3 building in relation to the significantly  
4 lower DCPCA and the dense screening planting  
5 street trees along Kenilworth Avenue, the gap  
6 in the trees there represents the garage  
7 entrance off of Kenilworth Avenue.

8           Next slide. This is a flat on  
9 elevation of the Kenilworth Avenue side  
10 showing the composition of glass bay, the  
11 glass tower at the corner garden and a  
12 regular, but somewhat rhythmically interesting  
13 arrangement of windows in which we put smaller  
14 recesses and shadows to add variety and visual  
15 interest and make us a livelier building  
16 elevation out of a relatively simple modular  
17 design.

18           The next slide is the Kenilworth  
19 Terrace elevation showing primarily the glass  
20 facing north and the shadow represents the  
21 depth of the -- the shadow on the right  
22 represents the depth of the setback at the

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1 courtyard.

2 The next slide. This is the  
3 elevation overlooking DC PCA with a larger  
4 zone. The darker gray across the board  
5 represents a sort of silvery metal panel  
6 material and the lighter gray, blue-gray  
7 represents the glazing and the very dark  
8 represents the section of the DCPCA building  
9 that you've seen.

10 Next slide. This is the elevation  
11 facing the future office tower which is a  
12 relatively straight-forward -- it's a place  
13 where the windows would be significantly less  
14 in number and greater ratio of solid metal  
15 panel.

16 These are enlarged detailed  
17 studies that describe some of the building  
18 construction and elevation in section with a  
19 significant amount of glass for transparency  
20 and a contemporary expression of the street  
21 level and then the upper levels also being  
22 glass. This is showing the Kenilworth Avenue

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1 elevation with a combination of metal panel  
2 large size glazed openings in the classrooms  
3 on the right, projecting bay that houses these  
4 waiting areas, lounges, study garden spaces.

5 The base is probably a light -  
6 colored precast masonry surrounding the garage  
7 on the Kenilworth Avenue side, relatively  
8 simple arrangement of laid up stone panels.

9 This is our preliminary material  
10 board which I believe you have or it's on the  
11 easel right now, with a range of glass types,  
12 a significant amount of clear glass, as clear  
13 as we can get it to achieve the energy  
14 performance goals of a LEED Silver building.  
15 On the right would be fritted glass. It's  
16 hard to read and I apologize, but it's a glass  
17 with a etched sand blast pattern that cuts the  
18 solar heat getting considerably and is useful  
19 for screening things that don't need vision  
20 such as floors and ceiling cavity space.

21 We have a relatively light silvery  
22 metal panel in the lower left which looks

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1 better in the sample than on the photograph  
2 and then the precast stone panel in the lower  
3 right.

4 As you probably know, this is a  
5 very preliminary design in the sense that  
6 we're still seeking initial zoning approval,  
7 so there's a considerable amount of  
8 development to be done. We are working with  
9 CCDC to finalize everything including a clear  
10 understanding of the program. So there's  
11 quite a bit more to be done and we welcome  
12 comments at this point.

13 MR. CONDON: As we discussed at  
14 the last -- the previous hearing for the Stage  
15 1 PUD, there was questions about the shadow  
16 caused by the building heights, and so we've  
17 brought along some samples. These two images  
18 show the current approved Stage 1 PUD with the  
19 110-foot building heights and the 90-foot  
20 building heights. The area in blue is the  
21 shadow that would be cast by the Parcel 12 and  
22 we've shown the winter solstice and the summer

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1 solstice at 3 in the afternoon since that's  
2 the industry standard for how do you show the  
3 range of shows.

4 So here is what has been approved  
5 as part of the Stage 1 PUD. The next image is  
6 the summer solstice and in blue, you can see  
7 was the previously approved and in the lighter  
8 blue which Phil is pointing out to the slim  
9 line, that is the increase in the shadow going  
10 from 110 to 130 or from 90 to 110. This would  
11 be the summer solstice at 3 p.m. and the next  
12 slide shows the winter solstice which, as you  
13 can see there's a little bit of an increase  
14 because the sun will be lower in the horizon.

15 The light blue is the increased shadow. It  
16 shows it -- pretty much comes across  
17 Kenilworth Terrace for the face of the other  
18 buildings.

19 MR. FEOLA: Mr. Chairman, our next  
20 witness is Mr. Schiesel who will talk through  
21 the traffic issues.

22 MR. SCHIESEL: Thank you, good

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1 evening. My name is Robert Schiesel. I'm a  
2 project manager for Gorove/Slade Associates.

3 As we've talked through the  
4 Parkside hearings, I just want to go over -- I  
5 think it's a worthwhile discussion to go  
6 through some of the access to and from  
7 Parkside in the CCDC site in particular  
8 because questions have come up and I would  
9 like to go through those and kind of point out  
10 some things as regard to access from regional  
11 roads and local streets. Then I'm going to  
12 get into some of the TDM measures and some of  
13 the points made brought up in the DDOT report.

14 And so what I'm showing here is  
15 the CCDC site in red and I'm going to go  
16 through just how you would get to and from the  
17 site. This first drawing is showing how if  
18 you're coming along the freeway south, you  
19 would use a split ramp from the freeway. If  
20 you recall from some of the things I talked  
21 about in the Stage 1 PUD modification, our  
22 study area looked a t two sets of

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1 intersections, local ones, directly within the  
2 Parkside site. And then a set of signal light  
3 intersections along Nannie Helen Burroughs.  
4 So as we go through these you'll notice that  
5 the regional access does not use any of the  
6 signalized intersections on Nannie Helen  
7 Burroughs.

8 The next slide shows -- if you're  
9 coming from Benning Road, to and from the  
10 city, or northbound on Anacostia, you actually  
11 use the new ramp and loop from the freeway.  
12 You don't have to use the access points on  
13 Nannie Helen Burroughs. When you do have to  
14 use those, it's as if you're coming from  
15 Nannie Helen Burroughs, Minnesota Avenue, any  
16 of the local streets. You would come up and  
17 use a couple new intersections as you cross  
18 over the freeway.

19 And then if you layer all those  
20 together, and you take the regional routes in  
21 darker blue and the lower local routes in the  
22 light blue, you see how -- next slide -- those

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1 light blue routes on Nannie Helen Burroughs  
2 are really the ones that go through the  
3 intersections that people keep on talking  
4 about, that one way in, one way out. So I  
5 just wanted to show that we expect that over  
6 half the traffic will be using some of those  
7 darker blue routes which kind of avoid some of  
8 these areas.

9 The recent improvements add some  
10 of these ramps and added some of these  
11 connections and it kind of does show a  
12 different story when you look at just how you  
13 get into the specific site. The next couple  
14 of slides go through the egress and it kind of  
15 shows just the same thing in reverse, how  
16 using the ramps and the service roads along  
17 the freeway, you do n't go through some of  
18 these signalized intersections. This is just  
19 going southbound. This would be showing how  
20 to go Benning Road towards downtown or north  
21 on the Anacostia Freeway. And similarly, if  
22 you go to the next slide it shows the local

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1 routes, if you go bac k through some of those  
2 intersections.

3 And layering all toget her, once again, we  
4 would expect over half of the traffic leaving  
5 CCDC to not go through Nannie Helen Burroughs.

6           Zooming out from here, and showing  
7 maybe more of the neighborhoo ds that we've  
8 been talking about, it is true that the  
9 presence of the railroad tracks and the  
10 freeway kind of eliminates a bunch of  
11 potential connections. And it isn't like a  
12 traditional city grid where you have lots of  
13 ways in and lots of ways out. But we wanted  
14 to make sure to point out that there are more  
15 than one way in and more than one way out. If  
16 you zoom out and look at Eastland Gardens,  
17 they do overlap, especially around the Nannie  
18 Helen Burroughs which is right in the middle  
19 with some of the ramps. But there also are  
20 ways north of Parkside where access can come  
21 in from the freeway and can head back out on  
22 the freeway.

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1           Leaving Eastland Gardens, there is  
2 more of an overlap with -- just because the  
3 way the service road does take you down  
4 towards Parkside where you would be  
5 overlapping with some of the traffic  
6 generated.

7           The other thing I wanted to make  
8 sure to discuss was brought up during the  
9 stage when PUD modification as some of the  
10 Commissioners noticed how there were large and  
11 substantial delay numbers in some of our  
12 results tables that were not there in our  
13 future results tables. And there was  
14 discussion of what type of construction  
15 activity had taken place. So this slide is  
16 from our report. It shows the condition of  
17 the new configuration of Nannie Helen  
18 Burroughs as it was last fall when we took our  
19 counts and did our study.

20           The part shaded in red is actually  
21 a ramp that was closed and blocked off. The  
22 little red dashes are actually zones and

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1 Jersey barriers blocking traffic and we had a  
2 very odd configuration where during a section  
3 on Nannie Helen Burroughs, you actually had  
4 cars going in one direction surrounded by cars  
5 both going the opposite direction just because  
6 of the way the construction activity and the  
7 remainder of the traffic worked out.

8 So in our report when we modeled  
9 this situation, we did find very long queues  
10 and very large delays. What we did is we  
11 actually obtained construction drawings that  
12 were put together for these, put it into our  
13 traffic models and projected traffic which is  
14 how our traffic study showed that these  
15 improvements happened.

16 What we did, based on some  
17 comments that arose from the Stage 1 tiering  
18 is we went out and observed traffic again,  
19 took new counts, because I think it was a good  
20 point that projecting counts based when  
21 certain movements are closed can be an inexact  
22 science. So we actually took counts with all

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1 the movements open and we found that it very  
2 closely matched what our traffic study  
3 projected based on the construction drawings.

4 It kind of confirms that you do see those  
5 delay numbers coming down below acceptable  
6 thresholds even with projection of all the  
7 traffic generated by the whole of Parcel 12.

8 So bringing it back to the  
9 community center, this is just a slide that  
10 quickly summarizes the major vehicular and  
11 pedestrian access points. As far as vehicles  
12 are concerned, there's a shared access point  
13 with the health center we just talked about on  
14 Kenilworth Terrace, that will access both  
15 garages and CCDC proposes a second cut for  
16 loading and parking on the Kenilworth Avenue  
17 side. The two main pedestrian patterns will  
18 be coming from the existing and planned  
19 pedestrian bridges and that's -- you can see  
20 how the landscaping kind of is -- corresponds  
21 to some of these major paths that they come in  
22 and out of that plaza along Kenilworth

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1 Terrace.

2           So I would like to talk a li ttle  
3 bit about the DDOT report, our TDM plans and  
4 our responses to some of t he conditions they  
5 talked about. Long story short, the Applicant  
6 agrees with the conditions in the DDOT report  
7 except a little bit on the last one and I'll  
8 get to that in th e last slide. The original  
9 TDM plan that was submitted included  
10 designating a TDM coordinator, providing  
11 bicycle parking, pricing, the vehic ular  
12 parking at market rate and marketing program  
13 including information kiosks.

14           DDOT did ask that we go back and  
15 look at a few more and the Applicant has  
16 agreed to supplement these with reserving  
17 spaces for Zipcar in the garage, starting a  
18 carpooling program which l ooks at preferred  
19 spaces, discounted parking and develo ping  
20 online ride matching service to help try to  
21 match these people up, either doing it in-  
22 house or using a third party, zimride.com is a

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1 third party that helps you put that together.

2 And also, in response to DDOT's  
3 letter, the bicycle parking has increased.  
4 The original application showed 20 secured and  
5 enclosed spaces in the garage. We've doubled  
6 that to 40. We're going to make sure there's  
7 a minimum of at least six inverted U racks  
8 that accommodate 12 bicycles on the Kenilworth  
9 Terrace side and the site will make sure there  
10 are shower facilities available to all  
11 commuters, walkers, bikers, anyone who wishes  
12 to exercise.

13 The DDOT letter also discussed  
14 loading dock management. The Applicant is  
15 willing to develop a plan and a suggested  
16 framework of the following which would include  
17 designating a dock manager so that CCDC would  
18 be able to schedule all deliveries and make  
19 sure they don't occur during times of the rush  
20 hours, to make sure that Kenilworth Avenue  
21 curb cut and any trucks going into it wouldn't  
22 overlap negatively and affect traffic.

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1           So deliveries and scheduling those  
2           is key and so is making sure that all that  
3           activity happens underground in that garage  
4           area and making sure that deliveries are  
5           scheduled in a way that there 's no trucks  
6           idling or blocking traffic on Kenilworth  
7           Avenue or Kenilworth Terrace that they're  
8           scheduled in a way they make sure they can all  
9           get into the garage and wait their turn as  
10          they use that loading facility.

11          There were additional things  
12          brought up in the letter including that DD OT  
13          requests the parking provided is only used for  
14          the CCDC and the Applicant agrees to that.

15          The final DD OT request is they  
16          discussed a desire that no passenger vehicles  
17          use the curb cut on Kenilworth Avenue. They  
18          cited safety reasons. The Applicant agrees to  
19          explore this further. I don't think they can  
20          agree directly to this comment, but would like  
21          to make sure that any safety concerns are  
22          addressed in a mutually-agreeable manner.

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1           As we pointed out, the major  
2 pedestrian pathways crossed the other curb cut  
3 so we would like to be able to minimize the  
4 amount of passenger cars overlapping that. We  
5 would like to minimize the need for cars to  
6 drive around the block. If you looked at some  
7 of the blue lines, light blue lines I was  
8 using earlier, some of them because of the  
9 one-way nature of the service roads would  
10 require a little bit more to drive around the  
11 block, could entice people to go through the  
12 neighborhood. So there's a bunch of issues  
13 that kind of can look at this either way.

14           We'd like the opportunity to kind  
15 of go through these and come to an agreeable  
16 solution on both sides and the Applicant would  
17 be willing to commit to whatever that solution  
18 would be.

19           MR. FEOLA: Mr. Condon.

20           MR. CONDON: As we discussed at  
21 the Stage 1 PUD hearing, the Parkside  
22 neighborhood as a whole, Parcel 12, as a block

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1 and CCDC, have all intentions to be exemplary  
2 models of sustainability.

3 Parkside itself is a LEED ND pilot  
4 project. The proximity to Metro provides for  
5 reduced parking and an opportunity to create a  
6 quality transit-oriented development. The  
7 individual buildings will all be a minimum  
8 LEED Silver. As we've just illustrated, the  
9 CCDC will incorporate green roofs and the  
10 streetscape design will also incorporate low-  
11 impact development techniques.

12 As Dennis mentioned, it's not just  
13 about handling the stormwater. It's also  
14 created a quality environment and so we will  
15 do that with the landscape treatments. And  
16 just with the next slide, this is our  
17 preliminary LEED checklist. We mentioned that  
18 we will target a LEED Silver. We're at about  
19 57 points so it's just a few points short of  
20 Gold and so as we develop the design further,  
21 we definitely pursue even making it a higher  
22 model for sustainability.

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1 MR. FEOLA: Thank you, Mr.  
2 Chairman. That concludes our direct  
3 presentation.

4 CHAIRMAN HOOD: Thank you all very  
5 much for your presentation. If you could pass  
6 the material board up, Mr. May and others may  
7 want to see it.

8 MR. FEOLA: Which Commissioner  
9 wants to see it?

10 CHAIRMAN HOOD: Actually,  
11 Commissioner May possibly. I'm not sure.  
12 We'll see who grabs it first.

13 Mr. Feola, let me ask you, the  
14 only thing that's missing out of this  
15 presentation or I may have missed it, I don't  
16 see anything in the file about CCDC saying  
17 that they would like to go in this area.  
18 Maybe I missed it. I didn't see it in the  
19 file. How are you working with CCDC and Dr.  
20 Gueverra. I don't see it.

21 MR. FEOLA: Mr. Lopiano?

22 MR. LOPIANO: We're working ver y

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1 closely with CCDC and have been for over a  
2 year now. As Bryan mentioned the y've been to  
3 the ZGF offices on several oc casions to have  
4 planning sessions and have reviewed all the  
5 drawings.

6 We have an a greement with CCDC  
7 that if we're successful in securing  
8 Commission approve for the use of this site,  
9 that we would proceed togethe r, good faith  
10 efforts on both parties to make the building a  
11 reality.

12 CHAIRMAN HOOD: I think that --  
13 not that I'm not taking your word for it, I  
14 think it would be good if we at l east hear  
15 from the school at some point.

16 MR. FEOLA: Yes, sir. I  
17 apologize. Ms. Bar bara Jumper who is the  
18 Chief Financial Officer of the Un iversity was  
19 here last time through the sessions, but could  
20 not be here tonight. But we can get something  
21 in writing.

22 CHAIRMAN HOOD: We're familiar

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1 with Ms. Jumper. We saw her Monday night, so  
2 that's what -- I did see her previously.  
3 Okay, so she was scheduled to testify tonight?

4 Okay.

5 MR. FEOLA: We can do something in  
6 writing.

7 CHAIRMAN HOOD: That would be good  
8 and would make the record complete if that's  
9 what you're trying to achieve that you all are  
10 going hand-in-hand to make this happen.

11 Let's talk about the one stop. I  
12 know this happened in another part of the city  
13 in Ward 5, but the one stop, where is the one  
14 stop located now? Do we know where the one  
15 stop is located now, the one that you  
16 proposed? Are they moving one or are they  
17 just going to open up a brand new one stop in  
18 this area? Or right here?

19 MR. LOPIANO: Are you talking  
20 about the job center?

21 CHAIRMAN HOOD: Yes, the one stop  
22 job center.

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1                   MR. LOPIANO: W ell, CCDC has a  
2 working relationship with DOES and th ey've  
3 been talking to them about having a job center  
4 within the building, so on the first floor on  
5 the Kenilworth Avenue side.

6                   CHAIRMAN HOOD: Okay, so they' re  
7 not moving one from somewhere to bring over  
8 here?

9                   MR. LOPIANO: I do not believe so.

10                  CHAIRMAN HOOD: Mr. Schiesel, I  
11 don't usually disagree with you, but let's put  
12 back up the pattern and I'm going to go all  
13 the way up and back down. I'm going to pass  
14 by Nannie Helen Burroughs and I'm going to go  
15 all the way up and come back down to get  
16 access.

17                  MR. SCHIESEL: This slide?

18                  CHAIRMAN HOOD: I actually like  
19 the one with the loop.

20                  MR. SCHIESEL: The one before this  
21 one?

22                  CHAIRMAN HOOD: I may hav e been

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1 the first one. Yes, that's it. So explain  
2 that. What am I going to do again?

3 MR. SCHIESEL: You're coming north  
4 on the freeway. The first exit that you can  
5 take at the Parkside is actually a loop, it's  
6 a new loop. It's actually before the bridge  
7 where Nannie Helen Burroughs comes in and it  
8 will take you straight to that southbound  
9 service road. So yes, like a lot of freeway  
10 exits, sometimes you pass your site before you  
11 actually get off and then loop back to it, but  
12 the new design that has been implemented here  
13 doesn't require you to get off, turn on Nannie  
14 Helen Burroughs and then turn around.

15 If you actually go to the slide  
16 that shows the improvements, you can see where  
17 that loop is. It's the next one. So you can  
18 actually see. If you get off the ramp from  
19 the freeway to the service road, you'll be  
20 able to take the loop over to the Kenilworth  
21 Avenue on the other side without having to get  
22 on to Nannie Helen Burroughs and turn at those

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1       signalized intersections.

2                       So like the traditional diamond  
3 interchange on a freeway, you get off, you  
4 make a left at a signal of the intersection  
5 and another left to get where you're going.  
6 This design actually has a loop where you  
7 don't have to get onto Nannie Helen Burroughs  
8 Road. You get straight on to the service  
9 road.

10                   CHAIRMAN HOOD: I'm really -- I  
11 guess most of the time when I'm going through  
12 I'm driving so I don't pay attention. I come  
13 from the other way. But I'm just trying to --  
14 how long has that loop been there?

15                   Okay, so that's the same loop that  
16 I'm familiar with.

17                   MR. LOPIANO: At least for a while  
18 and it's been reopened as part of --

19                   MR. SCHIESEL: This new  
20 configuration, the signals along Nannie Helen  
21 Burroughs changed.

22                   CHAIRMAN HOOD: So my question

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1 still remains the same, why would I go all the  
2 way, turn around and come back?

3 MR. SCHIESEL: Because if you're  
4 on the freeway that's the shortest route.

5 CHAIRMAN HOOD: But isn't there a  
6 place for me to get off right there as I  
7 approach? Isn't there a place for me to get  
8 off on the right hand side of that service  
9 road?

10 MR. SCHIESEL: Well, you could and  
11 that would actually take you to that  
12 intersection on Nannie Helen Burroughs and  
13 then you could turn left and go through -- you  
14 could take either route.

15 CHAIRMAN HOOD: Which one do you  
16 think -- I mean you're a traffic expert.  
17 Which one do you think most people will take?

18 MR. SCHIESEL: I think people who  
19 are used to coming to and from the site will  
20 take the loop that avoids the traffic signals.

21 CHAIRMAN HOOD: Why did I think  
22 you were going to tell me that answer?

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1 MR. SCHIESEL: It's fastest.

2 CHAIRMAN HOOD: Okay. We're going  
3 to come back to that.

4 Commissioners, any other  
5 questions? Commissioner May?

6 COMMISSIONER MAY: By the way, I  
7 was just going to note being close to Gold in  
8 your LEED certification is good, but I just  
9 want you to know that the student center at  
10 UDC is supposed to be Platinum, so just so you  
11 know.

12 MR. FEOLA: I knew when this got  
13 continued we were going to have trouble with  
14 that.

15 COMMISSIONER MAY: Just wanted you  
16 to know. Anyway, the -- I'm looking at one of  
17 the images of the buildings that's sort of an  
18 aerial from a distance. I'm not sure -- can  
19 you put that one on the screen. It's toward  
20 the end or maybe the middle. Yes, that's the  
21 one.

22 So just so we get a sense of the

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1 overall density, you're showing an  
2 approximation of the up to date heal thcare  
3 building there on the corner and then the CCDC  
4 building. The rest of that site is built out  
5 to the heights in the proposed modification or  
6 the current?

7 MR. CONDON: The th ree buildings  
8 to the left and upper left of C CDC are shown  
9 at 130 feet and so you can see the two steps  
10 in the two middle buildings which racket the  
11 new proposed pedestrian bridge. That shows --  
12 illustrates the setback at 110 feet and then  
13 it steps back to 130 feet. The next building  
14 up is 110 feet and the residential building is  
15 shown as 110 feet.

16 COMMISSIONER MAY: Okay and the  
17 CCDC building at its highest point is just 110  
18 then?

19 MR. CONDON: Yes, 110 at the 8th  
20 story and then the 7th story is about 99 feet.  
21 And that's for the one toward the north end  
22 there.

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1                   COMMISSIONER MAY:   Okay, so let's  
2 go back to the shadow study for a second.  Now  
3 as I understand, the original PUD called for  
4 the site of your proposed building being 110,  
5 right?

6                   MR. CONDON:   Being 90.

7                   COMMISSIONER MAY:   Being 90.

8                   MR.   CONDON:       Yes.           So  this  
9 illustrates the original building footprints  
10 of the Stage 1 PUD.  The two buildings for the  
11 residential, the two tower buildings in the  
12 middle and near the bridge, those are 110 feet  
13 and the residential buildings are 90 feet.

14                   COMMISSIONER MAY:   Now let's go to  
15 the -- there's one with the two overlay.  Yes,  
16 that's the one I was looking at.

17                   MR. CONDON:   So that's the wi nter  
18 solstice at 3 p.m. and the darker blue is what  
19 the buildings would shadow if they were at the  
20 previously approved 90 and 110 feet and the  
21 blue is the additional shadow by increasing it  
22 to 210 and 130 feet.

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1                   COMMISSIONER MAY:    So    the    dark  
2    blue    is    based    on    the    assumption    that            the  
3    building    all    the    way    at    the    corner,    the  
4    healthcare    building    in    its    original  
5    configuration    was    how    tall?    Ninety    feet.

6                   MR. CONDON:    Yes.

7                   COMMISSIONER MAY:    So    if    that    wa    s  
8    --    so    is    that    what    we're    seeing    line?

9                   MR. CONDON:    No,    that    shadow    is  
10    actually    from    --    the    blue    line    is    from    CCDC.

11                   COMMISSIONER MAY:    The    dark    blue,  
12    the    approved    building    heights.            Approved  
13    building    heights    included    a    90-foot    building  
14    at    the    healthcare    site,    right?

15                   MR. CONDON:    Yes.

16                   COMMISSIONER MAY:    So    shouldn't  
17    the    dark    blue    be    reflective    of    that    90-foot  
18    building?

19                   MR. CONDON:    It    should.

20                   COMMISSIONER MAY:    And    is    that  
21    what    it    is    or    is    that    what    it    should    be?

22                   MR. CONDON:    It    doesn't            reflect

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1 that. It reflects the 90 -foot height for  
2 CCDC.

3 COMMISSIONER MAY: Right. S o I  
4 guess my point is --

5 MR. CONDON: True heights for or  
6 the actual heights, the post heights for the  
7 DCPCA. So if we did illustrate the volume of  
8 a 90-foot building at DCPCA, the shadow would  
9 actually --

10 COMMISSIONER MAY: The dark blu e  
11 would be further --

12 MR. CONDON: Greater, yes.

13 COMMISSIONER MAY: Further out  
14 there. You might want to correct that because  
15 it looks like the shadow is going to get worse  
16 at that end, and in fact, it's going to get  
17 better because of the healthcare building.

18 MR. CONDON: Right.

19 COMMISSIONER MAY: Something just  
20 didn't make sense.

21 MR. CONDON: Thank you for that  
22 clarification.

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1                   COMMISSIONER MAY: I wasn't even  
2 thinking about the one stop, but is there not  
3 a one stop over at the DOES headquarters  
4 across the freeway? Does anybody know that?  
5 There is one there. Okay. So maybe there's a  
6 reason for there to be on both sides of the  
7 freeway, I don't know.

8                   Can we see that elevation that  
9 shows the Kenilworth Avenue side of the  
10 building?

11                   By the way, I don't need to be on  
12 the timer, Chairman. I'll be done very soon.

13                   CHAIRMAN HOOD: Okay. I was going  
14 to say the jury is still out.

15                   COMMISSIONER MAY: Okay, there was  
16 an image of that without the trees, show it a  
17 little bit closer up maybe. There we go. No,  
18 that's not it. That's it.

19                   So what are we actually seeing  
20 there at the bottom? It almost looks like  
21 it's some sort of vertical bars or something  
22 like that. What's the --

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1                   MR. CANNON:    That's the base    of  
2   the building containing the garages.  There's  
3   one level of parking that's partiall y above  
4   grade, so that's primarily a masonry wall, but  
5   presumably it would have openings of some kind  
6   for natural ventilation, but it's very  
7   schematic at this point.

8                   COMMISSIONER MAY:    There would  
9   ideally be some green screen or vertical  
10  planting wall to make the masonry wall look  
11  more like a landscape.

12                   I think we need to understand that  
13  wall a lot better because even though it's not  
14  -- we don't imagine that there's going to be a  
15  lot of pedestrian activity along that stretch  
16  of road, there's going to be some and  
17  certainly it is a very visible wall and I just  
18  wouldn't want it to be j ust looking like the  
19  side of a garage or something like that.  It's  
20  got to look decent.

21  I'd like to understand that a little bit  
22  better.  And that's s upposed to be this

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1 precast material?

2 MR. CANNON: Yes.

3 COMMISSIONER MAY: And what's the  
4 module of that?

5 MR. CANNON: It hasn't been  
6 established.

7 COMMISSIONER MAY: We'll need t o  
8 know that too, because the module of it has a  
9 big impact on what it l ooks like. That's it  
10 for me.

11 CHAIRMAN HOOD: Any other  
12 questions, Commissioners?

13 COMMISSIONER SELFRIDGE: Thank  
14 you, Mr. Chairman. I had a couple of quick  
15 questions. Can you speak about the food court  
16 and the retail and how much retail there is  
17 and kind of the phasing of it? It seem ed to  
18 me and I just lost it that it w as phased in.  
19 Maybe somebody could speak to the plan with  
20 that?

21 MR. CANNON: Well, we'll tag tea m  
22 here. I'll try and then Chris will correct

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1 me. But the renderings showed one building in  
2 the open space between CCDC and the future  
3 office development that would eventually be  
4 developed as one floor, on grade retail. So  
5 the structure at the far right is not in the  
6 CCDC project. It would be part of future  
7 development, just to fill out the streetscape  
8 and maximize the retail presence there.

9 Other than that, the food court  
10 space within the CCDC building would be open,  
11 presumably, to anybody, but primarily for the  
12 use of students.

13 COMMISSIONER SELFRIDGE: But it  
14 would be open to the public though?

15 MR. CANNON: Yes, and as would  
16 other spaces like the plaza and the auditorium  
17 and other spaces to the extent that -- I mean  
18 it is a public institution. There's not going  
19 to be card key access or anything. But we  
20 have within our building footprint, we've  
21 projected bookstore space which is the retail  
22 space immediately to the left of the plaza

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1 entrance and then further to the left of that  
2 is the public entrance for the auditorium.

3 COMMISSIONER SELFRIDGE: Where was  
4 the food court?

5 MR. CANNON: It's somewhere on the  
6 upper level.

7 COMMISSIONER SELFRIDGE: So you go  
8 up in the plaza or the open court to get to  
9 it. Thank you.

10 Mr. Cannon, you spoke a little bit  
11 about your experience with institutions and  
12 bike parking and there's never enough?

13 MR. CANNON: That's correct.

14 COMMISSIONER SELFRIDGE: I thought  
15 I heard Mr. Schiesel say there were 52 spaces.  
16 Is that correct?

17 MR. SCHIESEL: Yes, minimum ,  
18 total, 52 spaces.

19 COMMISSIONER SELFRIDGE: So you  
20 think that's enough?

21 (Laughter.)

22 MR. SCHIESEL: I do not know.

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1 COMMISSIONER SELFRIDGE: In your  
2 experience.

3 MR. SCHIESEL: You build it and  
4 they come. I believe that bicycle use is on  
5 the rise. Every year my bike commute is more  
6 congested than it was the year before.

7 COMMISSIONER SELFRIDGE: Sure.

8 MR. SCHIESEL: I think the sky is  
9 the limit personally. That's not a scientific  
10 answer.

11 COMMISSIONER SELFRIDGE: I wasn't  
12 looking for one. It's very helpful though.

13 Are there plans to potentially add  
14 more? I know we said it's a minimum. It's a  
15 little hard to get your arms around it when we  
16 use the term minimum.

17 MR. SCHIESEL: Maybe a better way  
18 to say is at start there are 52. When you  
19 think about the total amount of vehicle spaces  
20 and talking about bicycle spaces, there's  
21 actually a pretty high ratio here because we  
22 expect there could be a high demand.

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1           My experience with higher level  
2 institutions, you go to dorms, you go  
3 everywhere. There are a lot of bikes and  
4 compared to like the office building had 80  
5 parking spaces you probably wouldn't see 50.  
6 But here we think there could drive that  
7 potential. If there are a lot of people  
8 biking, the bike spaces in the garage can  
9 easily be expanded. They can just take the  
10 room over the next parking space being used  
11 and be expanded. So that 40 could easily  
12 become 60, 80, because you're thinking if  
13 those people are biking, they're not driving.  
14 The spaces will be there.

15           COMMISSIONER SELFRIDGE: Sure.

16           MR. SCHIESEL: But at onset, the  
17 plan is 40.

18           COMMISSIONER SELFRIDGE: But it  
19 sounds like there is opportunity to expand if  
20 need be, that demand.

21           MR. SCHIESEL: I would think there  
22 is plenty of room on the landscape to add more

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1 inverted Us if that becomes a thing to do too.

2 And so the original recommendation of 12  
3 racks outside can easily expand.

4 COMMISSIONER SELFRIDGE: Okay, and  
5 then one more question and this deals with the  
6 pedestrian bridge. Looks like it's an  
7 important part of the access to the site, but  
8 I think we heard in previous testimony that  
9 perhaps it wasn't a sure thing at this point,  
10 although I don't want to put words in it. I  
11 don't think it's finalized is maybe the phrase  
12 I would use.

13 MR. LOPIANO: I don't want to  
14 speak for the DDOT folks on this, but we had a  
15 meeting, several meetings recently with DDOT.

16 There was an engineering feasibility study  
17 completed in 2008 that selected the type of  
18 bridge to be built, that vetted through the  
19 site constraints, that did geotechnical  
20 analysis, talked to CS X, talked to Pepco,  
21 WMATA and so on.

22 It then took a while for the \$5

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1 million. The \$5 million had been earmarked  
2 for the Anacostia Waterfront Corporation.  
3 When that was closed down that became part of  
4 the Deputy Mayor's budget, Deputy Mayor for  
5 Planning and Economic Development. There was  
6 then an agreement between DDOT and DMPED and  
7 that apparently took well over a year to get  
8 done. That only happened, I think, within the  
9 last year some time.

10 Since then, DDOT has contracted  
11 with and has underway a type, size, and  
12 location study. It's a more specific  
13 engineering study. We met last Friday with  
14 the engineer in charge of the project. They  
15 have reached out and had conversations with  
16 WMATA and are working with WMATA, several  
17 things at the Minnesota Avenue Metro Station  
18 concurrently, the bus bay reconfiguration and  
19 this bridge landing.

20 When they get the type, size, and  
21 location study which is due some time this  
22 month, they will then have the data they need

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1 to ask for the documents that the agreements  
2 that document the easements, CSX with Pepco  
3 and so forth and then they can go formally to  
4 those fellow agencies and utilities and work  
5 out the specifics. We do expect that to be a  
6 long process.

7 COMMISSIONER SELFRIDGE: Sure,  
8 sure.

9 MR. LOPIANO: But the money is  
10 there. They've got the money. They've  
11 identified what account it's in. We're ready  
12 to go. They are committed to, once they get  
13 the type, size, and location study in to begin  
14 the procurement process for the actual design  
15 contract. That's my understanding from  
16 meeting with Nick Nicholson and some of his  
17 staff. If Ms. Ricks or Mr. Jennings have  
18 other information, I defer to them.

19 COMMISSIONER SELFRIDGE: I guess  
20 we'll hear from them shortly. It was more  
21 than I was hoping for. It's very helpful.  
22 Thank you. I guess my question, follow-up

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1 question would just be to Mr. Schiesel  
2 regarding the impact as it seems the bridge  
3 may be a while. Let's assume everything goes  
4 well and it goes into place, it may be a  
5 while. I can just envision people using --  
6 kind of working their way around -- and using  
7 the existing foot bridge and does this have  
8 any real impact on the way people decide to go  
9 to the site, at least before a bridge is  
10 built, if it is?

11 MR. SCHIESEL: It doesn't impact  
12 our assumptions that differently because the  
13 existing bridge is pretty close to the site.  
14 I mean if you saw the drawing we had up, it's  
15 relatively close and I actually think that  
16 even when both bridges are there, people --  
17 some people will continue to use that one out  
18 of habit or because it's closer to the door  
19 they may want to go to at the CCDC building.

20 So our thinking on the site is  
21 that we definitely need to make sure that the  
22 sidewalks and the pedestrian experience is

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1 applicable to both instead of just relying on  
2 the plan.

3 COMMISSIONER SELFRIDGE: Thank  
4 you.

5 CHAIRMAN HOOD: Any questions?  
6 Mr. Turnbull?

7 COMMISSIONER TURNBULL: Thank you,  
8 Mr. Chair. Getting back to the retail on  
9 Kenilworth Terrace, you show on the section at  
10 one point which showed like -- you had a  
11 couple of things with trees planted along and  
12 on one of them it showed like tables, like it  
13 was a cafe. But you don't really have that.  
14 You have a bookstore. The cafeteria is really  
15 up on the plaza.

16 MR. LOPIANO: The cafeteria or the  
17 food court is up on the plaza, but we don't  
18 really have retail tenants at this point. So  
19 coffee shop, sandwich shop, bookstore, all  
20 those things are retail uses that we are  
21 pursuing. We've had -- we've been at a number  
22 of retail conferences in the last year, ICSC,

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1 both here locally and our broker in Las Vegas  
2 and there's a good deal of interest by a  
3 number of national retailers of food, both  
4 coffee and sandwich and so forth. But until  
5 you have a project, a predicted opening date,  
6 you can't get much beyond just casual  
7 conversations.

8 So we do think a small coffee shop  
9 will do very well at the site and so I think  
10 that picture showing some tables outside might  
11 be a Starbucks or a Saxby's.

12 COMMISSIONER TURNBULL: Would all  
13 these be open to the public?

14 MR. LOPIANO: The retail is meant  
15 to serve the college and the community. So  
16 along Kenilworth Terrace, the retail will  
17 actually open to Kenilworth Terrace. If the  
18 students want to use it they'll have to enter  
19 off Kenilworth Terrace unless the retailer has  
20 the desire to open up into the interior of the  
21 school as well. And there is a second floor  
22 of retail as well.

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1                   COMMISSIONER TURNBULL: That looks  
2 like where all the tables and chairs are.

3                   MR. LOPIANO: And then there's the  
4 food court which empties out or is adjacent to  
5 that courtyard that is the rooftop of the  
6 garage below as it meets --

7                   COMMISSIONER TURNBULL: And the  
8 community will be able to go in there, too?

9                   MR. LOPIANO: Yes. The commu nity  
10 college and our discussions with CCDC at all  
11 their locations, they're very interested in  
12 being an integral part of the community.

13                   COMMISSIONER TURNBULL: That's  
14 just what we just saw in the Student Union  
15 Center. They have that very much open to the  
16 public, the community can go in and be a part  
17 of it. I was just curious. No one had  
18 actually mentioned that here, but I just  
19 wanted to make sure you were moving forward  
20 with the way they're going

21                   MR. LOPIANO: Just in the interest  
22 of no confusion, this image shows tables on a

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1 roof terrace in the upper right hand corner  
2 and because of the way the building section  
3 works out and the desire to have the front  
4 elevation of the retail facing Kenilworth  
5 Terrace have significant height, be high  
6 enough to work, this roof terrace is only  
7 accessible from the inside of the building so  
8 we aren't promising you a lively Parisian  
9 street scene right here in terms of how people  
10 could really get to those tables. You'd have  
11 to go through the building and just as a  
12 practical matter, you'd have to be a building  
13 user to know. Starbucks would go out of  
14 business if they were trying to run a  
15 restaurant in the middle of the building.  
16 Well, they'll never go out of business.  
17 Anyway -- people always find Starbucks.

18 COMMISSIONER TURNBULL: But that  
19 would be next to the cafeteria? The whole  
20 area is a cafeteria up there.

21 MR. LOPIANO: It's one floor above  
22 it. To be honest, we don't know where

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1 everything is going to go in this building  
2 yet. It's quite likely that this is a roof  
3 terrace accessible to students from the second  
4 floor level.

5 COMMISSIONER TURNBULL: Okay. Let  
6 me ask one thing about programming or  
7 philosophy. You mentioned flexible space.

8 MR. CANNON: Yes.

9 COMMISSIONER TURNBULL: It sort of  
10 sounds like revisiting the open classroom?

11 MR. CANNON: No, no, no.

12 COMMISSIONER TURNBULL: I was a  
13 little bit concerned that we've gone back now  
14 and refitted all our open classroom high  
15 schools to make them work.

16 MR. LOPIANO: All the classrooms  
17 that are on the upper floor levels are actual  
18 rooms. The walls don't move.

19 COMMISSIONER TURNBULL: Okay.

20 MR. LOPIANO: By flexibility, we  
21 mean, for instance, the facility out on Shady  
22 Grove Road that's part of the Montgomery

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1 County Community College system, has distance  
2 learning classrooms. It's something that's  
3 growing across the country where a professor  
4 would perhaps be working with students on a  
5 live basis in the classroom, but it's also  
6 being sent out over the internet for students  
7 who can take it remotely.

8 There's also the ability to  
9 reconfigure the seating so that it could be  
10 work groups or it could be lecture or it could  
11 be something like that. So the flexibility is  
12 not removing the walls.

13 COMMISSIONER TURNBULL: I  
14 envisioned this return to the open classroom  
15 and I was oh my God , I hope we're not going  
16 down that road again.

17 MR. CANNON: Doesn't work, we'll  
18 try it again.

19 COMMISSIONER TURNBULL: I was like  
20 oh. Okay, now you were talking about traffic  
21 and the different view with DDOT, whether  
22 Kenilworth Terrace or Kenilworth is the access

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1 into the garage. Have you looked at access  
2 into the garage from Kenilworth Terrace?

3 MR. LOPIANO: There is a shared  
4 access, shared ramp. Both the DCPCA garage  
5 below their building and the garage below the  
6 CCDC can be accessed from a single ramp that  
7 goes up to Kenilworth Terrace. It's a shared  
8 ramp that runs -- the ramp is in the DCP CA  
9 building on the southern edge of their  
10 building. If you turn left, you go into their  
11 garage, if you turn right at the bottom of the  
12 ramp you go into the CCDC garage.

13 COMMISSIONER TURNBULL: Okay.

14 MR. LOPIANO: That was done to  
15 minimize the number of crossings that vehicles  
16 would make over Kenilworth Terrace which we  
17 want to keep very much as a pedestrian --

18 COMMISSIONER TURNBULL: But you  
19 would not put your loading --

20 MR. LOPIANO: No, loading comes  
21 off on Kenilworth Avenue at the other access  
22 point.

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1                   COMMISSIONER TURNBULL:   And you've  
2 looked at solutions on that side?

3                   MR. LOPIANO:   Well, the           DDOT  
4 report mentioned that they had co ncerns about  
5 that being more than j ust loading.   They  
6 thought -- they had safety concerns. They  
7 didn't specify what those concerns were. We'd  
8 like to sit down with them, talk through the  
9 concerns, perhaps study the issue with formal  
10 studies and try to see i f there is something  
11 that can be done that would make   them more  
12 comfortable   with the safety issue   s   of  
13 vehicles, passenger vehicles entering and  
14 exiting that site.

15                  As Rob pointed out, in           his  
16 diagrams scanning in and out, if you have that  
17 passenger vehicle access on Kenilworth Avenue,  
18 you keep a great amount of the traffic out of  
19 the Nannie Helen Burroughs/Kenilworth Terrace  
20 intersection because they can get dir ectly  
21 into the parking garage -- keep it out of the  
22 neighborhood. It doesn't necessarily have to

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1 go through that intersection, but off of Hayes  
2 Street, they can get right in the garage  
3 without going into the neighborhood. We think  
4 that's very important. We also think that  
5 less traffic on Kenilworth Terrace makes it a  
6 more pedestrian-friendly street.

7 COMMISSIONER TURNBULL: I guess I  
8 would just echo on my last comment that -- go  
9 along with Commissioner May on echoing how  
10 Barbara Jumper is going for the Platinum, LEED  
11 Platinum on the student union and I just  
12 wanted to throw that out again.

13 Thank you, Mr. Chair.

14 CHAIRMAN HOOD: Thank you. You  
15 mentioned, I'm not sure who did, but you  
16 mentioned a very aggressive jobs program in  
17 Marshall Heights. If this is approved, how  
18 aggressive -- I heard you say aggressive to  
19 the point where you're trying to tailor to  
20 residents right there in that area. How are  
21 you going to work that? How is that going to  
22 work?

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1                   MR. LOPIANO:    I think t here are  
2                   several issues that we're trying to address.  
3                   One is that if we are successful and we plan  
4                   on being successful, there's going to be over  
5                   time a lot of construction jobs a nd over time  
6                   permanent jobs. And we don't want to have to  
7                   reinvent the wheel at every one of these  
8                   constructions. So we'd like to create some  
9                   sort of permanent capacity in the community  
10                  for translating those jobs over time and  
11                  permanent construction into opportunities for  
12                  the residents that live in that neighborhood.  
13                  We think it's a three-legged stool. We think  
14                  it's the contractors and the retailers and the  
15                  other employers. We think it's the community  
16                  and we think it's employm ent and training  
17                  professionals.

18                  And so we' ve reached out to  
19                  Marshall Heights. They have recently begun to  
20                  focus again and very intensively on employment  
21                  and training. They've created partnership s  
22                  with various local unions, with larg e

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1 contractors, with DOES, with CCDC and others,  
2 as well as our own employment training staff  
3 and their own programs. As they put it, they  
4 want to be the umbrella over all that capacity  
5 to make sure that it's serving the community  
6 well. And so they're one leg of the stool,  
7 employment and training professionals, if you  
8 will. And it's everything they bring, not  
9 just Marshall Heights, but everything they  
10 bring with all their relationships.

11 And now we need the community  
12 because you know, you can advertise in the  
13 paper, I've done first source. It doesn't  
14 mean that folks from Kenilworth Park side are  
15 going to get the jobs. It's short of  
16 requiring your subcontractors to go door to  
17 door and knock. What you need is a community  
18 presence. So what we've done is we've talked  
19 to a number of community leaders about  
20 creating a working task force group,  
21 committee, whatever you want to call it that  
22 has representatives from each of the

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1 neighborhoods, public housing, Mayfair,  
2 Paradise, Lotus Square, the townhomes, that is  
3 a working group that would help in both  
4 identifying and recruiting folks from the  
5 neighborhood. They would have access to ahead  
6 of time and planning time to jobs that will be  
7 coming down the road. And they can talk to  
8 their neighbors. They can understand. They  
9 understand better than anyone who might need a  
10 job or might need a better job.

11 And so the identification of those  
12 folks, the recruiting of those folks, but also  
13 they probably understand better than most of  
14 us about what's really needed to get over some  
15 of the hurdles that are preventing these  
16 people from being employable at higher levels.

17 And so we would expect them also to work with  
18 employment training professionals to identify  
19 what kind of courses, what kind of outreach,  
20 what kind of training. And then finally, to  
21 monitor our progress, to keep track of are we  
22 fulfilling our commitments.

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1 I can speak to what we're doing  
2 now. We have Educare under construction. We  
3 have required of our contractor to put in the  
4 subcontract that they will hire neighborhood  
5 residents and Ward 7 residents. That's not  
6 how First Source works. First Source just  
7 requires them to go to DOES and interview  
8 people off the list. This is an actual  
9 contractual requirement and they've bought  
10 into it. The contractor we chose for Educare  
11 is the contractor that was chosen largely  
12 because of their track record in exceeding CBE  
13 goals and exceeding hiring goals. And they  
14 have a full-time person on staff that does  
15 this, is what they do.

16 So we are being aggressive because  
17 we have been in the community a lot since 2005  
18 and you get beat over the head with a two by  
19 four about jobs and about jobs coming to the  
20 folks in their community. So we understand  
21 that that's something that we're going to get  
22 beat up with if we don't perform.

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1 CHAIRMAN HOOD: I appreciate your  
2 comments. It sounds good, but I do know that  
3 if this is approved we'll be riding by there.

4 And you know, you won't have a lot of cars  
5 there because you've got folks from the  
6 neighborhood. Other than bringing their tools  
7 there to do the work, they'll start walking  
8 and I hear what you're saying, but I've been  
9 here long enough to know here on the Zoning  
10 Commission and one of the things we used to  
11 ask Office of Planning about seven years ago  
12 was to give us a track record of developers of  
13 what they've done that was the first source.  
14 And I think you're right. It was basically a  
15 joke. It didn't have any teeth in it.

16 They'd come down and I'm not  
17 saying they're sounding like you because  
18 you're sounding a little better. But I've  
19 heard that before. But I want to make sure  
20 and I know you're working with Marshall  
21 Heights. I'm hoping that everybody holds your  
22 feet to the fire because it's about employing

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1 District residents. We've done many projects  
2 and I specifically know one where I heard  
3 something similar and as that evolved, the  
4 biggest complaint all the tags were from  
5 Virginia. And that's why I asked you about  
6 the aggressiveness because we've got to start  
7 early in the process. It sounds like you're  
8 going to eventually do it. You've got to  
9 start earlier because what we found in the  
10 past is that once we talk about zoning PUD or  
11 whatever, we're going to do this, we're going  
12 to get the jobs. When they went down to DOES,  
13 the District didn't have a pool, a qualified  
14 pool.

15 MR. LOPIANO: Well, that's exactly  
16 why we think the community needs to be the  
17 third leg of the stool because we think we  
18 need to create a pool and that pool may not  
19 consist of 100 percent qualified individuals  
20 for the jobs that are available, but we need  
21 to begin now with employment and training  
22 programs and professionals to change that.

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1           It's sometimes hard to change that  
2 with individuals if they don't see that  
3 there's going to be something at the end of  
4 those programs. But we think we have an  
5 opportunity here. There's now two things  
6 under construction on the site. Soon there  
7 will be three. Hopefully, by the end of this  
8 year there will be a fourth. People will see  
9 that there is something at the end of these  
10 training programs. I will go in there and I  
11 will apply myself because there aren't going  
12 to be jobs available and it's sort of the same  
13 thing that CCDC found about developmental  
14 education.

15           If you take a student and say you  
16 have to do this remedial math and English and  
17 so forth before you can get into the  
18 certificate program, many -- a high percentage  
19 of the folks walk away. But if it's all part  
20 of one, then they're going to get to the  
21 certificate and not have to have a hurdle they  
22 have to cross, the participation is much

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1 higher. I think it's the same thing with  
2 this, for them to participate in these  
3 programs, these training programs, there needs  
4 to be some realization on their part that  
5 there's a likelihood of a real job at the end  
6 of tunnel.

7 CHAIRMAN HOOD: Okay, good.

8 MR. FEOLA: Mr. Chairman, just for  
9 the record, I want to make sure that the  
10 record is clear. The two projects that Mr.  
11 Lopiano spoke to that are under construction,  
12 both projects that were approved one by the  
13 BZA, one as a second stage approval for this  
14 PUD and the third was another second stage  
15 approval. So I just want to make sure that  
16 the Commission knows that -- and the record  
17 knows that these aren't projects that are just  
18 out there being built. They were part of  
19 projects that either you or the BZA approved.

20 CHAIRMAN HOOD: Was it a DOES  
21 requirement in one Zoning Commission deal? So  
22 you have a track record.

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1 MR. FEOLA: Well, we're starting.  
2 The projects are starting, but yes, we will  
3 have a track record.

4 CHAIRMAN HOOD: So you have a  
5 track record that's already in the making.

6 MR. LOPIANO: Yes, I think I  
7 mentioned in my remarks that a member of our  
8 staff took the first source training and our  
9 subcontractors for the Educare project have  
10 been over to DOES. I mean it's convenient.  
11 It's right across the street and have started  
12 those conversations.

13 CHAIRMAN HOOD: Any other  
14 questions? Do we have any cross?

15 COMMISSIONER TURNBULL: I just  
16 have one -- talking about the parking and we  
17 just went through this with the other project.

18 When you break through to connect up with  
19 their parking, is there going to be a control  
20 point there or is it going to be controlled up  
21 at the top? We're a ways away from figuring  
22 that out, but --

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1 MR. LOPIANO: It's going to have  
2 to be reworked. The desire to have the  
3 control at the street, what was driving --  
4 that was driving their decision to have it  
5 only be employees.

6 COMMISSIONER TURNBULL: Right.

7 MR. LOPIANO: Now that they've  
8 made a decision that control point is going to  
9 have to move. It's going to have to move  
10 someplace else in the garage. And we'll have  
11 a control plan at the entrance somewhere  
12 inside --

13 COMMISSIONER TURNBULL: For  
14 students and staff?

15 MR. LOPIANO: The CCDC parking is  
16 for CCDC only. It's not public parking.  
17 There will be nobody taking money at the --

18 COMMISSIONER TURNBULL: I was just  
19 wondering how you prevented the spillover from  
20 the other facility?

21 MR. LOPIANO: Two different fobs.

22 COMMISSIONER TURNBULL: Okay.

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1 MR. LOPIANO: Fob given up by CCDC  
2 controls their gate, the fob given up by Unity  
3 controls their gate.

4 COMMISSIONER TURNBULL: Down at  
5 the bottom, as you enter into your garage,  
6 there's a separate control.

7 MR. LOPIANO: When you make the  
8 turn, there will be a gate.

9 COMMISSIONER TURNBULL: Okay,  
10 thank you.

11 CHAIRMAN HOOD: I just want to  
12 take a poll. It's 9 o'clock. Do all of us  
13 expect to finish tonight? I'm just curious.  
14 Who would like to finish, just raise your hand  
15 if you'd like to finish tonight? So everybody  
16 didn't raise their hand.

17 Ms. Schellin, can we start looking  
18 at a second date just in case.

19 MS. SCHELLIN: How about  
20 Wednesday, the 18th.

21 CHAIRMAN HOOD: I heard a big --  
22 we just went to one Wednesday and they haven't

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1 moved Tuesdays yet.

2 MS. SCHELLIN: We can't take  
3 Tuesdays because we have to keep Mr. May  
4 happy.

5 CHAIRMAN HOOD: He wasn't happy  
6 with Wednesday. We'll come Saturday morning  
7 and finish it.

8 MS. SCHELLIN: No, I'm not coming  
9 Saturday.

10 COMMISSIONER MAY: As luck would  
11 have it, I learned last night that I will not  
12 have volley ball on Wednesday, May 18th.

13 MS. SCHELLIN: We're looking at  
14 May 18th.

15 COMMISSIONER MAY: That's okay  
16 with me.

17 CHAIRMAN HOOD: Well, let's see  
18 how far we can get tonight.

19 Okay, cross examination.  
20 Chairperson Seaward, do you have any cross  
21 examination? Is the microphone there?

22 CROSS EXAMINATION

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1 MS. SEAWARD: Hi, my name is  
2 Willette Seaward, ANC7B Chairperson. And my  
3 question is to Mr. Lopiano . And he spoke  
4 about the 15 acres approved in the first PUD  
5 and his retail space. Where is the retail  
6 space located in your drawing?

7 MR. LOPIANO: Generally along  
8 Kenilworth Terrace which is considere d the  
9 main street. It's a very wide street. CCDC  
10 will be along here. There's also, Ms.  
11 Seaward, if you re member from our  
12 presentation, if you go back to the original  
13 approval, there's also in the center of the  
14 site there's a pedestrian -- we have entered  
15 into a covenant that makes that 45 to 50 foot  
16 wide area there pedestrian only. And so  
17 there's also those two buildi ngs which a re  
18 listed as mixed use in this stage of approval,  
19 but also have first floor retail.

20 MS. SEAWARD: What is the proposed  
21 square footage of CCDC?

22 MR. LOPIANO: It is 260,000 square

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1 feet. That number includes the above -grade  
2 parking. So I believe it's about 220,000  
3 square feet. Otto, is that right? 230,000 of  
4 landscape space.

5 MR. CONDON: Yes, the ground level  
6 building is about 30,000 and so the actual  
7 program academic space is about 230,000 square  
8 feet.

9 MS. SEAWARD: And what is the  
10 proposed height of the building?

11 MR. LOPIANO: The L, the wing that  
12 is perpendicular to Kenilworth Avenue,  
13 Kenilworth Terrace on the south side is 110  
14 feet. The wing that is parallel with  
15 Kenilworth Avenue is 110 feet. And the wing  
16 that is adjacent to the proposed Health Center  
17 is 98 or 99 feet.

18 MS. SEAWARD: Is this proposed  
19 plan a C, B or A building type?

20 MR. LOPIANO: I am sorry, could  
21 you repeat the question?

22 MS. SEAWARD: Is this proposed

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1 plan a C, B or A building type?

2 MR. LOPIANO: That's a  
3 construction code question.

4 MR. CANNON: I'm looking at your  
5 paper and because it's an educational building  
6 by building code it's probably Class B, which  
7 is business occupancy. But that doesn't have  
8 anything to do with the quality of  
9 construction or the desirability of it. I  
10 mean -- I'm sneaking a look at your paper.

11 I just want to make sure you  
12 understand that's just a matter of fire  
13 resistance and egress.

14 MS. SEAWARD: Okay, thanks. Is it  
15 easier or more difficult to have a parcel  
16 rezoned or apply for special exceptions?

17 CHAIRMAN HOOD: I don't think  
18 anyone testified to that. I did that -- I  
19 know Mr. Feola, he's going to object.  
20 Anything that is out of the arena of anything  
21 that was testified, we didn't mention special  
22 exceptions and actually we have jurisdiction -

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1 - that's a BZA issue more or less.

2 MS. SEAWARD: Does CCDC funds  
3 restrict its building from being mixed use?

4 MR. LOPIANO: I don't know the  
5 answer to that.

6 MS. SEAWARD: Did you survey the  
7 Parkside, Mayfair, Lotus Square, the community  
8 within Ward 7 to see if that was a proper  
9 location for CCDC?

10 MR. LOPIANO: Well, not strictly a  
11 survey, but we went to all those organizations  
12 you mentioned and presented the plan to them.  
13 We have, I believe, a number of letters in  
14 the record from Lotus Square and others,  
15 Parkside Townhomes that support the project.

16 MS. SEAWARD: Is there any  
17 opposition in housing CCDC in one of the 110-  
18 foot square buildings?

19 MR. LOPIANO: I do believe there  
20 are opposition letters in the record.

21 MS. SEAWARD: Will you require o r  
22 need a set back -- oh, that's special

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1 exception again so I can't ask that.

2 So I'll go back to my other notes,  
3 Mr. Lopiano. You made some statements  
4 regarding jobs. And my question being is how  
5 would you work your jobs program with this  
6 proposed CCDC project since there are other  
7 projects that is going on such as the senior  
8 center and has that also been done?

9 MR. LOPIANO: Well, I think that  
10 the description I gave of how we were  
11 approaching the jobs thing was working with  
12 employment training programs in the community,  
13 more specifically Marshall Heights Community  
14 Development Organization, setting up a working  
15 group of community residents from each of the  
16 neighborhoods that would work with us, our  
17 contractors and Marshall Heights to try to  
18 make sure that we could get community  
19 residents into the jobs that are created.

20 MS. SEAWARD: So that's something  
21 you're doing now with the community groups?

22 MR. LOPIANO: We just began. I

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1 think about a month ago. We had this  
2 discussion at ANC 7D-07 and I believe at the  
3 Parkside Civic Association.

4 MS. SEAWARD: And so all of the  
5 community leaders are a part of your task  
6 force for jobs?

7 MR. LOPIANO: They will be. I  
8 don't know about all of the community leaders,  
9 but each neighborhood will have  
10 representation.

11 MS. SEAWARD: You mentioned the  
12 pedestrian bridge. How vital is the bridge to  
13 the project?

14 MR. FEOLA: That might be better  
15 answered by Mr. Schiesel.

16 MR. SCHIESEL: The planned  
17 pedestrian bridge, as I discussed earlier,  
18 would be a welcome addition, but it is not  
19 vital due to the presence of the existing  
20 pedestrian bridge.

21 MS. SEAWARD: In your previous  
22 testimony, not here today, that was mentioned

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1 that it was a vital piece.

2 CHAIRMAN HOOD: So you answered  
3 your own question. You're talking about the  
4 other hearing. Let's stay focused on this  
5 piece.

6 MS. SEAWARD: Mr. Lopiano, you  
7 mentioned a lot about the DC PNI. Is the new  
8 vision of LLC Division for the community  
9 college and institution now proposed because  
10 of DCPNI?

11 MR. LOPIANO: Because of DCPNI?  
12 No, I would not say because of DCPNI. We were  
13 approached by UDC/CCDC about possibly locating  
14 here. We had conversations with them. I  
15 think that the Promise Neighborhood certainly  
16 played a role in their thinking and they're  
17 certainly excited about it, but I don't  
18 believe that it's because of DCPNI.

19 MS. SEAWARD: You spoke about  
20 DCPNI with the educational piece being the  
21 Educare breaking ground and your hopes for the  
22 CCDC, so the DCPNI has a model for education,

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1 but not necessarily for institutional role.  
2 How does that relate to DCPNI in your proposed  
3 -- your approved PUD prior to now with the  
4 CCDC?

5 MR. LOPIANO: I'm not sure I  
6 understand the question. Are you asking --  
7 well, what are you asking?

8 MS. SEAWARD: I'm asking how does  
9 the CCDC's role for this new Stage 2 relate to  
10 your implementation of the project in relation  
11 to the DCPNI?

12 MR. LOPIANO: Well, referring back  
13 to my testimony, the Promise Neighborhood  
14 concept or the Harlem Children's Zone concept  
15 talks about an education pipeline, access to  
16 quality education from birth to 25 years of  
17 age and we feel that community college picks  
18 up where Cesar Chavez 12th grade leaves off.

19 MS. SEAWARD: You also spoke about  
20 the vision that came out of the charettes and  
21 the different workshops in the first stage  
22 PUD. Was there a vision for CCDC in that?

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1 MR. LOPIANO: CCDC did not exist  
2 then. But there was a vision for adult  
3 education, access to quality education,  
4 principle number four which we showed on the  
5 screen. But CCDC did not exist in 2005.

6 MS. SEAWARD: Regarding the design  
7 of the building, it looks like you say forward  
8 thinking or forward design. It almost looks  
9 like a traffic light or some type of camera.  
10 Why is it made that way? What is the design  
11 concept around your --

12 MR. LOPIANO: I'll let the  
13 designer answer that question.

14 MS. SEAWARD: Okay.

15 MR. CANNON: Can you state the  
16 question again?

17 MS. SEAWARD: Why is your design  
18 looking like a red light camera?

19 MR. CANNON: I just do n't see it.  
20 It's what in architect ure talk we call a  
21 courtyard building. It's got three wings that  
22 shape the public space and it's cove red in a

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1 combination of glass and -- all glass and  
2 metal panel with small openings and I guess  
3 any resemblance to a traffic camera is a  
4 matter of perception. I just can't see it.

5 MS. SEAWARD: Is there a more  
6 inviting design that could be proposed if this  
7 was to go forward or was this the only thing  
8 that you could come up with?

9 I know that you are not licensed.

10 (Laughter.)

11 CHAIRMAN HOOD: I think that that  
12 question -- I'm going to rule that question  
13 out of order.

14 MS. SEAWARD: Okay.

15 CHAIRMAN HOOD: I think if you  
16 don't like the design of it, I think when you  
17 testify you can mention to us that you don't  
18 like the design.

19 MS. SEAWARD: Okay.

20 CHAIRMAN HOOD: And you can also  
21 mention how that is like a red light camera  
22 because I'm still trying to figure that out.

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1 But do that in your testimony.

2 Let's go to the next question.

3 MS. SEAWARD: Could you go to the  
4 picture where it shows the shading. You had a  
5 couple of designs regarding the shading. And  
6 it's the one that has a whole lot of blue.  
7 Yes, that's -- I think it's that one.

8 Where the shading goes all the  
9 way, is that into Kenilworth Terrace the blue,  
10 does it go all the way across Kenilworth  
11 Terrace?

12 MR. CONDON: This image which  
13 shows the winter solstice, when the sun is  
14 lowest, it shows blue crossing Kenilworth  
15 Terrace and hitting the face of the buildings  
16 across Kenilworth Terrace that are part of the  
17 Parkside neighborhood and a little bit over to  
18 the north.

19 MS. SEAWARD: Going to the north,  
20 where is the proposed DCPA? Because it looks  
21 like it's totally shaded out from the height  
22 being only 47 feet compared to what you're

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1 asking at 130.

2 MR. CONDON: On the winter  
3 solstice at 3 o'clock the shadow does cover  
4 the roof. If you go to the summer solstice  
5 and this is when the sun is the highest and  
6 it's traveling across the horizon, it is --  
7 the shadow does not hit the DCPCA building.

8 MS. SEAWARD: Are these drawings  
9 at the proposed height or the original height?

10 MR. CONDON: The dark blue is the  
11 currently approved 110. The light teal blue  
12 which is the thin line is at the proposed  
13 design height.

14 MS. SEAWARD: Going back to the  
15 drawing where all the blue was, going across  
16 Kenilworth Terrace, what's on the other side  
17 of that, does it shade that out?

18 MR. CONDON: Across Kenilworth  
19 Terrace?

20 MS. SEAWARD: Yes.

21 MR. CONDON: Across Kenilworth  
22 Terrace is part of the Stage 1 PUD approved.

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1 It is residential buildings that 90-foot  
2 height, so at the late afternoon of the  
3 winter, the shadow hits the face of the  
4 buildings.

5 MS. SEAWARD: My question was does  
6 it shade it out?

7 MR. CONDON: And in the late  
8 afternoon the shadow hits the face of the  
9 buildings.

10 MS. SEAWARD: So that's a yes?

11 MR. CONDON: Yes.

12 MS. SEAWARD: And what's the  
13 height of those buildings across Kenilworth  
14 Terrace?

15 MR. CONDON: As approved in the  
16 Stage 1 PUD, they start at 90 feet Kenilworth  
17 Terrace and they step down towards the west  
18 and towards the river.

19 MS. SEAWARD: That's all my  
20 questions for them. Will I have a cross for  
21 DDOT?

22 COMMISSIONER MAY: There will be

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1 cross examination for all of the governm ent  
2 reports when we get to that phase.

3 MS. SEAWARD: Thank you.

4 COMMISSIONER MAY: Mr. Rhett, your  
5 cross examination? It's your turn.

6 CROSS EXAMINATION

7 MR. RHETT: Good evening,  
8 everyone. I'll start with the slide  
9 presentation -- I'm sorry, my name is Greg  
10 Rhett. I'm the president of the Eastland  
11 Gardens Civic Association.

12 Good evening, again. On your  
13 first slide on the Promise Neighborhood, it  
14 seems like -- well, let me ask, can you name  
15 the other neighborhoods that are actuall y a  
16 part of the Promise Neighborhood Initiative,  
17 please? They seem not to appear on any of  
18 your slide presentations.

19 MR. LOPIANO: My under standing  
20 this is all the neighborhoods that lie between  
21 the river and the highway from Benning Road to  
22 the District line which wou ld include

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1 Kenilworth, Mayfair, Paradise, Lotus Square,  
2 Parkside Townhomes, Eastland Gardens.

3 MR. RHETT: Kenilworth and  
4 Eastland Gardens are, in fact, a part of the  
5 Promise Neighborhood Initiative?

6 MR. LOPIANO: I believe that's  
7 right.

8 MR. RHETT: Could you name the  
9 schools that are also a part of the Promise  
10 Neighborhood Initiative? They seem to also  
11 have fallen off your slides, please.

12 MR. LOPIANO: Well, I know the  
13 schools that are in the neighborhood. Cesar  
14 Chavez Middle and High School, Neville Thomas  
15 Elementary and Kenilworth Elementary School.

16 MR. RHETT: So Kenilworth  
17 Elementary is also part of the D.C. Promise  
18 Neighborhood Initiative?

19 MR. LOPIANO: Mr. Rhett, I believe  
20 that's right.

21 MR. RHETT: I'm just questioning  
22 you on what you presented.

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1 MR. FEOLA: Mr. Chairma n, he  
2 didn't present things about Kenilworth  
3 Elementary or the other neighborh oods in the  
4 Promise Neighborhood, so I'm not sure where  
5 we're going with this.

6 If Mr. Rhett wants to testify --

7 CHAIRMAN HOOD: Yes, I think what  
8 he's referring to, I think it's your fourth  
9 slide, where you have Educare.

10 MR. RHETT: There you go.

11 CHAIRMAN HOOD: And I think you  
12 mentioned, you talked about how you're getting  
13 to the community. I r emember that one. I  
14 don't remember a lot, but I do remember that.

15 So if you could just -- and I'm not sure what  
16 the question was.

17 MR. RHETT: That was the ques tion  
18 I wanted to get clarity as to the  
19 understanding of the Promise Neighborhood  
20 since it was a part of the presentation.

21 MR. LOPIANO: I believe I've  
22 answered the question.

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1           MR. RHETT: Y ou talked about a  
2 jobs program and you spoke of your meetings  
3 with Marshall Heights Community Develo pment  
4 Organization. Did you present a letter of  
5 support for this Stage 2 application from  
6 Marshall Heights Community Development  
7 Organization?

8           MR. LOPIANO: I w ouldn't present  
9 that letter.

10           MR. RHETT: Do you have a le tter  
11 of support for Stage 2 for Marshall Heights  
12 Community Development Organization?

13           MR. LOPIANO: I don't know. I  
14 mean not that I have seen.

15           CHAIRMAN HOOD: Okay, you don't  
16 know.

17           MR. RHETT: Do you have a si gned  
18 Memorandum of Understanding or Memorandum of  
19 Agreement to work with Marshall Heights via  
20 this proposal as you have tes tified that you  
21 had meetings and they're going to w ork with  
22 you? Do you have a memorandum signed?

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1 MR. LOPIANO: No.

2 MR. RHETT: I see. Is there any  
3 one from the University of the District of  
4 Columbia at this table currently, I'm sorry,  
5 from the Community College of the District of  
6 Columbia that could speak on behalf of the  
7 community college at this table?

8 MR. LOPIANO: No.

9 MR. RHETT: I see. You mentioned  
10 that you had two other projects currently  
11 undergoing construction --

12 MR. LOPIANO: I said there were  
13 two other projects under construction, not  
14 that I had them.

15 MR. RHETT: Very well. Pardon me  
16 for the mistake. Can you please tell me how  
17 many Ward 7 and/or footprint residents are  
18 currently employed with the Educare  
19 construction project?

20 MR. LOPIANO: The only thing  
21 that's been done at the Educare project at  
22 this time is the fill and I don't know if the

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1 two heavy equipment operators are from Ward 7  
2 or not.

3 MR. RHETT: They require workers,  
4 we've seen workers. My question was can you  
5 tell me how many of those workers are Ward 7  
6 or footprint residents on the Educare project?

7 MR. LOPIANO: I cannot.

8 MR. RHETT: Can you tell us how  
9 many residents on the senior building project  
10 are Ward 7 or footprint residents?

11 MR. LOPIANO: That is not our  
12 project. That is Victory Square's housing  
13 project, so I don't know anything about that.

14 MR. RHETT: But you spoke to that  
15 in your testimony as a part of your jobs  
16 program, your aggressive jobs push.

17 MR. LOPIANO: If I did, I  
18 misspoke. Victory Square is a Victory Housing  
19 Program.

20 MR. RHETT: So you misspoke about  
21 your aggressive jobs initiative?

22 MR. LOPIANO: If I said that the

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1 Victory Square was part of our projects, I  
2 misspoke. It is not part of our projects.

3 CHAIRMAN HOOD: I actually heard  
4 him answer three times. Let's move on.

5 MR. RHETT: Thank you. Now I  
6 heard that the community college, if it is  
7 approved for this particular site would serve  
8 approximately 15 to 25,000 students.

9 MR. LOPIANO: Hundred, 1500 to  
10 2500 students.

11 MR. RHETT: O kay, 1500 to 2500  
12 students. And how many staff?

13 MR. LOPIANO: Twenty-five faculty  
14 and 50 staff.

15 MR. RHETT: So 75 people on the  
16 payroll in one measure or another, is that  
17 about accurate? That's your understanding.

18 MR. LOPIANO: My understanding  
19 from CCDC.

20 MR. RHETT: And also someone  
21 testified that the average age, current CCDC  
22 student is 29 and that 67 percent of them were

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1 African-Americans, is that correct?

2 MR. LOPIANO: No, that's not what  
3 I said. I said CCDC students are  
4 predominantly African-American, 62 percent are  
5 part-time students and the average age is 29.

6 Those are statistics that was provided to me  
7 by the President's Office at CCDC.

8 MR. RHETT: And so your parking  
9 accommodations will -- with 75 staff and 1500  
10 to 2500 students you have 87 spaces? Is that  
11 correct?

12 MR. LOPIANO: Yes.

13 MR. RHETT: And can you tell us,  
14 please, you mentioned a garage. I wasn't real  
15 clear how deep will that garage go? Is that  
16 one level below surface or two levels? How  
17 deep will that garage to?

18 MR. LOPIANO: The garage level --  
19 and the parking I should not was based on the  
20 current zoning code by the square footage of  
21 the building and the function of the spaces.  
22 The parking garage is one and a half stories.

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1 It's essentially a couple feet above.

2 MR. RHETT: Do you want me to  
3 repeat the question? How far below ground are  
4 you planning to go with this garage?

5 MR. LOPIANO: About 16 feet.

6 MR. RHETT: Sixteen feet?

7 MR. LOPIANO: Yes.

8 MR. RHETT: All right. I'm sorry,  
9 the gentleman, the traffic gentleman. I'm  
10 sorry, I forgot your name?

11 MR. SCHIESEL: Robert Schiesel.

12 MR. RHETT: Mr. Schiesel, you  
13 testified that approximately half the traffic  
14 could access this proposed campus and not go  
15 on Nannie Helen Burroughs Avenue. Did you  
16 share with us what data confirms that? Do you  
17 have the data that confirms that from the  
18 student body?

19 MR. SCHIESEL: Those numbers are  
20 from the Traffic Report that we filed.

21 MR. RHETT: But that was your  
22 Traffic Report, is that correct?

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1 MR. SCHIESEL: Yes.

2 MR. RHETT: So you're quoting  
3 yourself? So I'm asking you how did you come  
4 up with that?

5 MR. SCHIESEL: The numbers are  
6 based on the studies that we've been doing  
7 since the original Stage 1 PUD for Parkside.  
8 We studied travel patterns based on existing  
9 data and other studies that have been done in  
10 the area that show how people come to and from  
11 the site.

12 MR. RHETT: So on your slide with  
13 the blue, dark blue and light blue loops, it  
14 appeared that you had some knowledge of where  
15 the approximately 75 staff and approximately  
16 1500 to 2000 students will be coming and it  
17 appears based on your slide that they all will  
18 be coming somehow magically from the south.

19 MR. SCHIESEL: No, those are just  
20 showing routes. Numbers were not associated  
21 with those routes. The projection of where  
22 traffic will be coming to and from is detailed

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1 in our traffic study where we actually applied  
2 percentages to trip generation patterns and  
3 multiplied them by the routes to figure out --  
4 but the thickness and the color of those lines  
5 does not indicate volume. It just indicated  
6 routing.

7 MR. RHETT: I understand, but I'm  
8 just trying to get clarify on the routing that  
9 you show. So it appeared that you had some  
10 knowledge of where students and staff will be  
11 coming from to get to that campus. You're  
12 saying you don't know where they'll be coming  
13 from. Is that correct?

14 MR. SCHIESEL: I'm not exactly  
15 sure. You're saying do we know the addresses  
16 of where everyone lives?

17 MR. RHETT: No, could someone show  
18 the slide, please?

19 CHAIRMAN HOOD: Where he's going  
20 with this and I think all he's doing is trying  
21 to show one of the ways. And I think what Mr.  
22 Rhett is saying that there are other ways to

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1 get there and I think you were showing just  
2 one, thinking everyone was going to come from  
3 that way.

4 But Mr. Rhett, I mentioned, and  
5 I'm not sure about all the loop because I pass  
6 by it, but I come from the northern way. I  
7 think that answers your question.

8 Did that answer your question?

9 MR. RHETT: Yes, I just wanted  
10 because he emphasized no, they won't go  
11 through that intersection and I think, in  
12 fact, there will be a lot more traffic through  
13 that intersection.

14 CHAIRMAN HOOD: Do you want to  
15 answer that, Mr. Schiesel?

16 MR. SCHIESEL: The question is  
17 will there be more traffic going through this  
18 intersection?

19 MR. RHETT: No, the question is do  
20 you know from which directions the staff and  
21 students will be coming to access this  
22 proposed campus?

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1 MR. SCHIESEL: In our report we  
2 provide what assumptions we made from where  
3 people will be driving to and from. From the  
4 east, west, north, south.

5 MR. RHETT: So it's true then that  
6 you're not real certain whether or not that  
7 intersection will be impacted?

8 MR. SCHIESEL: Oh, there will be  
9 an increase of traffic at those intersections,  
10 a fair amount of traffic will be taking the  
11 local roads that do use Nannie Helen  
12 Burroughs. Yes, our traffic study examines  
13 what that possible impact can be.

14 MR. RHETT: Thank you. And you  
15 said you had a staff or you had a team out  
16 that did a traffic study, is that correct for  
17 the area?

18 MR. SCHIESEL: Yes.

19 MR. RHETT: How many days were  
20 your staff out observing traffic?

21 MR. SCHIESEL: I can look it up in  
22 the report. We count each intersection that

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1 we study in the report during the a.m. and  
2 p.m. peak hours. Each intersection is visited  
3 once. We may have gone to different  
4 intersections at different days.

5 MR. RHETT: The particular  
6 intersection in question is the intersection  
7 of those lights where you talked about the  
8 loop and Kenilworth Terrace intersecting with  
9 Nannie Helen Burroughs and Lee Street coming  
10 out Eastland Gardens. How many days did your  
11 observers observe traffic at that  
12 intersection?

13 MR. SCHIESEL: Because we  
14 revisited those intersections we were out  
15 there twice, once in spring, and once last  
16 fall.

17 MR. RHETT: So one day in the  
18 spring of 2011 and one day in the fall of  
19 2010?

20 MR. SCHIESEL: Yes.

21 MR. RHETT: Were they there for  
22 the entire day or a portion of the day?

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1                   MR. SCHIESEL:       Two three-hour  
2 periods, one during the morning, and one  
3 during the afternoon.

4                   MR. RHETT:       Coul d you define  
5 morning, please?

6                   MR. SCHIESEL:   Six a.m. to 9 a.m.

7                   MR. RHETT:       And the other three-  
8 hour period?

9                   MR. SCHIESEL:       The afternoo n  
10 period is 4 p.m. to 7 p.m.

11                   MR. RHETT:       And on those two days  
12 did they note the weather conditions?

13                   MR. SCHIESEL:   That's one of our  
14 regular procedures. I don't have that  
15 information with me.

16                   MR. RHETT:       So you don't know  
17 whether it was sunny or raining on those two  
18 days?

19                   MR. SCHIESEL:   I may have that  
20 information in my office, but not on me, no.

21                   MR. RHETT:       I see.               The  
22 underground garage, again I think I heard 87

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1 spaces and then I heard 20 bicycles, but that  
2 could be 40 bicycles in some of the spaces and  
3 I'm trying to get t clarity again. You're 16  
4 feet deep. You're going to have 20 or 40  
5 bicycle spaces, which is it?

6 MR. SCHIESEL: It's 40. The  
7 original submission was 20. It's been amended  
8 to 40.

9 MR. RHETT: And so would that  
10 eliminate one or some of the 87 auto spaces?

11 MR. SCHIESEL: I don't know the  
12 physical layout of the garage exactly.

13 MR. CONDON: No, it does not  
14 eliminate any of the 87 spaces.

15 MR. RHETT: And you also mentioned  
16 additional spaces for Zipcars? Would that  
17 eliminate some of the auto spaces as well?

18 MR. SCHIESEL: If Zipcar wished to  
19 come to the garage, yes, they would be given a  
20 space.

21 MR. RHETT: I see. Would there be  
22 a fee for service or utilizing the parking

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1 garage?

2 MR. SCHIESEL: I don't know the  
3 exact details, but the plan is to charge  
4 market rate pricing for the garage.

5 MR. RHETT: My question is will  
6 there be a fee for students to utilize the  
7 garage? Would there be a fee for staff to  
8 utilize the garage? And will the garage be  
9 open to the general public to utilize?

10 MR. SCHIESEL: There will be fees  
11 for CCDC population, but the plan is not to  
12 allow non-CCDC population, people going to and  
13 from to use the garage.

14 MR. RHETT: And have you guys gone  
15 as far as the operational hours of said  
16 garage?

17 MR. SCHIESEL: I have not.

18 MR. LOPIANO: No.

19 MR. RHETT: Have you guys gone as  
20 far as the actual operational business hours  
21 of the proposed community college?

22 MR. LOPIANO: That's a community

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1 college decision. What they've said is  
2 they'll have morning, afternoon, and evening  
3 classes and possibly Saturday day classes.

4 MR. RHETT: Unfortunately, no one  
5 is here from the community college to help  
6 define what morning, afternoon, and evening  
7 would entail. So -- okay. I'll move on.

8 CHAIRMAN HOOD: Thank you.

9 MR. RHETT: Let's go back to the  
10 bridge. What's the actual budget available  
11 for this pedestrian bridge that may or may not  
12 occur that may or may not be vital to this  
13 project?

14 MR. LOPIANO: DDOT received \$  
15 million that was earmarked by the Council and  
16 we in our proffer and our Stage 1 approval  
17 proffered 25 percent of the cost not to exceed  
18 \$3 million.

19 MR. RHETT: So that would be \$8  
20 million. Is that correct? The funding  
21 available is \$8 million?

22 MR. LOPIANO: A half a million has

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1       been spent, so it's actually \$8.5 million.

2                   MR. RHETT: Well, that would make  
3       it \$7.5 million if half has been spent.

4                   MR. LOPIANO: No, what I'm saying  
5       was the original earmark was \$5.5 million, but  
6       a half a million has already been spent on the  
7       engineering studies.

8                   MR. RHETT: And so what are the  
9       estimated costs of completing this bridge?

10                  MR. LOPIANO: We don't have  
11       current estimated costs. The engineering  
12       feasibility study had the selected bridge  
13       design budgeted at \$8.8 million, I believe.

14                  MR. RHETT: \$8.8 million?

15                  MR. LOPIANO: I believe that's  
16       correct.

17                  MR. RHETT: And is there a budget  
18       in case this bridge is not built to do  
19       maintenance and upkeep and if this question is  
20       not appropriate for you guys, I apologize and  
21       maybe that's a DDOT question.

22                  Mr. Chairman, is that a question I

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1 can ask?

2 CHAIRMAN HOOD: What is your  
3 question?

4 MR. RHETT: There are two bridges  
5 and so the bridge that may or may not happen -  
6 - but there is an existing bridge and the  
7 question is maintenance and upkeep of that  
8 bridge, where would that funding come from and  
9 who would be --

10 CHAIRMAN HOOD: I'm not sure . I  
11 think that's more of a DDOT question.

12 MR. RHETT: That's a DDOT  
13 question.

14 CHAIRMAN HOOD: And you can  
15 probably ask them.

16 MR. RHETT: Regarding -- you  
17 testified about your loading dock off of  
18 Kenilworth Avenue which is a one-way  
19 southbound one lane. How exactly -- I'm  
20 trying to understand how exactly are loading  
21 trucks going to get into that garage and out  
22 without blocking traffic? How does that work?

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1 MR. SCHIESEL: The current service  
2 road is wider than one lane. But we've looked  
3 at the architectural plans and the most common  
4 types of delivery trucks will just pull in.  
5 They'll pull in and maneuver within the garage  
6 to a service dock and then pull right out,  
7 making a right turn in and a right turn out.

8 MR. RHETT: That answer is not  
9 accurate, sir. It's not wider than one lane.

10 CHAIRMAN HOOD: Mr. Rhett, that's  
11 his answer. If you're going to refute you,  
12 you can give testimony. Let me do a time  
13 check. I'm not rushing you, but how much more  
14 time do you think you need?

15 MR. RHETT: I'm just about  
16 finishing up. All right, so given that I  
17 think you all said you would manage it, you'd  
18 have a person managing the trucks entering and  
19 exiting?

20 MR. SCHIESEL: Yes.

21 MR. RHETT: On this southbound  
22 lane, could you explain how that would work

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1 again, without blockin g traffic? How does  
2 that work?

3 MR. SCHIESEL: All deliveries  
4 would have to be scheduled thro ugh management  
5 at the community college to know what time,  
6 what type of tru ck and when they would show  
7 up. As the trucks -- most delivery trucks  
8 will be able to make a right turn from that  
9 lane into the ga rage. We've looked at that  
10 and done engineering studies of that.

11 Larger vehicles such as the -- a  
12 rare occurrence when a tractor -trailer may  
13 come by which according to the community  
14 college would be a rare occurrenc e. They  
15 would schedule those deliveries special during  
16 a time outside of rush hour when there's more  
17 higher levels of traff ic and those trucks  
18 would back from the road into the --

19 MR. RHETT: So they would have to  
20 go past the actual driveway and then go in  
21 reverse to back int o that garage, is that  
22 correct?

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1 MR. SCHIESEL: Yes.

2 MR. RHETT: They would have to be  
3 breaking the law because it is a one-way  
4 street. Thank you.

5 On the terrace hang out bench  
6 thing there, it talked about students hanging  
7 out and drinking Starbucks coffee, I forgot  
8 who talked about that and the description.  
9 Will there be lights in that area with the  
10 wide steps, stairway that are smoothly,  
11 rhythmically gently coming up?

12 MR. CANNON: Yes, there will be  
13 lighting.

14 MR. RHETT: Also, are there  
15 operational hours established for the  
16 businesses that will be there and are  
17 accessible to community and CCDC people?

18 MR. LOPIANO: No.

19 MR. RHETT: Do you have any  
20 letters of intent from any retailer in your  
21 possession?

22 MR. LOPIANO: No.

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1 MR. RHETT: Do you have a letter  
2 of intent or Memorandum of Understanding from  
3 the Community College of the District of  
4 Columbia?

5 MR. LOPIANO: Yes.

6 MR. RHETT: Is this a contingency  
7 agreement or could you speak to the nature of  
8 this written agreement with the community  
9 college?

10 MR. LOPIANO: Those are business  
11 terms both parties agree to a confidentiality  
12 agreement, but it certainly is contingent upon  
13 the zoning approval.

14 MR. RHETT: And are you and again,  
15 if this is inappropriate I'm not sure, but the  
16 fiscal question I have is does the community  
17 college have the fiscal wherewithal to acquire  
18 the land and this construction and sustain  
19 itself and open its doors? Do they have the  
20 financial wherewithal given that they've only  
21 been open two years. Obviously, they don't  
22 have an endowment just yet, and if that's an

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1 inappropriate question, I'll apologize ahead  
2 of them.

3 MR. LOPIANO: They believe they  
4 can. There are a number of financing programs  
5 available to community colleges.

6 CHAIRMAN HOOD: That was actually  
7 an inappropriate question, but you answered.

8 MR. RHETT: I apologize for that.  
9 And you also in your testimony stated that  
10 you believe that schools were inappropriate  
11 for the community college although the  
12 community college is located in two schools  
13 currently within the District of Columbia, one  
14 in Ward 8 and one in Ward 5? Could you  
15 expound upon that please and tell me why it  
16 would be different for Ward 7?

17 MR. LOPIANO: I believe my  
18 testimony addressed that, the need for a  
19 modern state-of-the-art facility.

20 CHAIRMAN HOOD: Let me just help  
21 you.

22 MR. RHETT: I'm done.

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1 CHAIRMAN HOOD: I'll save it for  
2 the next time.

3 MR. RHETT: Okay.

4 CHAIRMAN HOOD: But when you're  
5 doing cross examination and you're asking  
6 questions, we are a Zoning Commission body as  
7 you know. You've been here before.

8 MR. RHETT: Right.

9 CHAIRMAN HOOD: One of the things  
10 that we look at is land use and how it impacts  
11 a community. That really helps us in cross  
12 examination. Whether an endowment has come  
13 through that's going to be up to CCDC and all  
14 that. So help us with why it should go there  
15 and why it should not go there.

16 MR. RHETT: That's what I was  
17 trying to get to is it's fiscally, it doesn't  
18 make sense fiscally. But I'm limited as to --  
19 I'll have to put that in my testimony.

20 CHAIRMAN HOOD: Okay. Thank you.

21 MR. RHETT: Thank you.

22 CHAIRMAN HOOD: We'll now go to

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1 the Office of Planning's report. And let's do  
2 the Office of Planning and DDOT at the same  
3 time.

4 We'll start with Mr. Lawson.

5 MR. LAWSON: Thank you, Mr. Chair.  
6 Joe Lawson from the Office of Planning.

7 In the interest of time I'm happy  
8 to basically let our report stand on the  
9 record reiterating that we continue to support  
10 this project. Thank you.

11 CHAIRMAN HOOD: Thank you very  
12 much, Mr. Lawson and we have reviewed the  
13 report.

14 Commissioners, any questions on  
15 what we have? Okay. Let's go straight to  
16 DDOT. Mr. Lawson, excellent report.

17 Mr. Jennings?

18 MR. JENNINGS: Good evening,  
19 Chairman Hood, fellow Commissioners. For the  
20 record, my name is Jeff Jennings. I'm also  
21 similar to the Office of Planning. I'm going  
22 to let our report stand on the record and as I

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1 mentioned earlier Associate Director Ricks and  
2 I are here for any questions you may have.

3 CHAIRMAN HOOD: Great.  
4 Commissioners, any questions of DDOT?

5 Mr. Jennings, I think it was the  
6 last -- was this the case where there was an  
7 issue with the last condition? They all run  
8 together sometimes.

9 Did you hear the answer of Mr.  
10 Schiesel about the last condition, how they  
11 want to continue to work with DDOT. Is that  
12 acceptable?

13 MR. JENNINGS: The last condition  
14 being the restriction of access to the parking  
15 garage?

16 CHAIRMAN HOOD: Yes.

17 MR. JENNINGS: We can continue to  
18 work with them, but we are going to have to  
19 certainly receive further evidence. I think  
20 what we're looking for is there a deceleration  
21 lane along Kenilworth Avenue that would allow  
22 personal passenger vehicles to safely make

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1 that turn into the gara ge versus is it just  
2 flat out safer for them at slower speeds to be  
3 using Kenilworth Terrace, enter in the  
4 driveway at the DCPCA site and get access to  
5 the garage that way.

6 CHAIRMAN HOOD: And there was  
7 another issue. Was it just that one? I think  
8 there were two. It was another issue -- did  
9 you have anymore issues?

10 MR. JENNINGS: Just something that  
11 came up tonight that we happened to hear. The  
12 cross examination was help ful for us. Mr.  
13 Schiesel replied to a question regarding some  
14 of the trucks that would unloading at the CCDC  
15 driveway how some of them may need to back  
16 into that driveway. That's not acceptable.  
17 That's simply not going to fly.

18 CHAIRMAN HOOD: So somebody needs  
19 to deal with that.

20 MR. JENNINGS: The mentioning of a  
21 load dock manager and how the y would manage,  
22 the onus would be put on them at that point.

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1 But if something can be put into the order,  
2 all the better.

3 CHAIRMAN HOOD: And that was the  
4 issue that came across in cross examination, I  
5 think, when we mentioned one-way street. Is  
6 that the same issue?

7 MR. JENNINGS: That's correct.  
8 Kenilworth being one-way southbound and the  
9 trucks backing into that at CCDC driveway on  
10 Kenilworth Avenue, that's not safe.

11 CHAIRMAN HOOD: Okay. We're going  
12 to do something different with that. Any  
13 other questions, Commissioners?

14 COMMISSIONER SELFRIDGE: Quick  
15 question, Mr. Jennings. Could you just  
16 summarize then, there's a couple of different  
17 pieces here what DDOT is recommending.  
18 Obviously, it sounds like you're -- well, let  
19 me just let you --

20 MR. JENNINGS: DDOT is generally  
21 supportive of this project and the couple of  
22 items that we're seeking on page three of our

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1 report, the loading management plan, the  
2 additional bicycle parking spaces which it  
3 sounds like from previous testimony something  
4 that can be installed, provision of shower and  
5 changing facilities for bicyclists or any  
6 people who may wish to be exercising on the  
7 site, and the restriction of the access to the  
8 parking from Kenilworth, but it seems like  
9 that's something that we can continue to try  
10 and hear from Gorove/Slade and the Applicant  
11 about.

12 COMMISSIONER SELFRIDGE: What's  
13 your position on where you'd like the loading  
14 to take place. I guess that's what I'm  
15 looking for a little bit more. Do you not  
16 have a position, you just want to see  
17 something different?

18 MR. JENNINGS: I think the  
19 position the Agency is taking at this time is  
20 we're getting comfortable with loading off of  
21 Kenilworth Avenue. We were caught a little  
22 bit with seeing the curb cut on Kenilworth,

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1 but we're becoming more comfortable knowing  
2 that those trucks won't have to travel through  
3 the residential neighborhood and on to Hayes  
4 and Kenilworth Terrace, those trucks being  
5 able to decelerate a lot more than a personal  
6 passenger vehicle in making that right turn  
7 into that curb cut off of Kenilworth.

8 We do like that the Applicant is  
9 making a very, very strong effort to keep that  
10 Kenilworth Terrace as pedestrian-friendly as  
11 possible, least amount of curb cuts and  
12 managing the loading off of Kenilworth Avenue,  
13 not Kenilworth Terrace.

14 COMMISSIONER SELFRIDGE: Loading  
15 off of Kenilworth, passenger vehicles off  
16 Kenilworth Terrace?

17 MR. JENNINGS: That's, I think,  
18 where we're going with this, yes.

19 COMMISSIONER SELFRIDGE: Thank  
20 you.

21 CHAIRMAN HOOD: Any other  
22 questions? Commissioner May?

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1                   COMMISSIONER MAY: Yes.        I was  
2 just curious. If passenger vehicles are going  
3 to go into the garage off Kenilworth Terrace,  
4 that means that they're going to have to  
5 approach the site from the northeast, no  
6 matter what. That's the only way into the  
7 neighborhood. So if they can't enter a garage  
8 off Kenilworth Avenue, they have to go all the  
9 way down to Foote Street, is that what it is,  
10 and then turn right and then come back up  
11 Kenilworth Terrace.

12                   The alternative to that, if people  
13 are coming from the northeast on -- well, from  
14 many other directions is for folks to just go  
15 to avoid using that loop that we have seen  
16 described or from using the exit off of 295  
17 South, and heading one block further to the  
18 northwest there and coming straight into  
19 Kenilworth Terrace. So I'm concerned that  
20 there are traffic impacts, causing people to  
21 drive further or we're causing them to go  
22 through that Nannie Helen Burroughs

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1 intersection as a result of having the parking  
2 off of Kenilworth Terrace. So I'm not sure if  
3 that really is beneficial.

4 Of course, I don't know how  
5 difficult it is to decelerate in the distance  
6 that you have in that garage entrance.

7 MS. RICKS: I think the issue is  
8 less the deceleration of the drivers who are  
9 destined for the UDC garage and more the  
10 concern that would arise from the other  
11 vehicles using that one lane access road which  
12 is, as it sounds like Chairman Hood is very  
13 familiar with it, tends to get some serious  
14 speeds along that street. And so the concern  
15 is would we be introducing some rear -end  
16 collisions by having that. It is for all  
17 practical purposes a collector and distributor  
18 road to an interstate as opposed to being a  
19 proper community street.

20 COMMISSIONER MAY: I mean there  
21 are some other similar circumstances. Further  
22 to the -- further up 295 is another sort of

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1 parallel service road that's got lots of curb  
2 cuts on it and people come off and hit that  
3 pretty fast, I think. I mean do you have that  
4 problem now with rear-end collisions?

5 MS. RICKS: We do.

6 COMMISSIONER MAY: Is that what  
7 you're trying to avoid?

8 MS. RICKS: Yes.

9 COMMISSIONER MAY: Is there  
10 something that can be done in the design of  
11 the road? I mean I understand why it happens  
12 now because it looks wide open and it looks  
13 like it's just a parallel freeway, but is  
14 there something that can be done to the design  
15 of the road that's going to encourage slower  
16 speeds?

17 MS. RICKS: I think that having  
18 these buildings along it will begin to start  
19 to change the context of that, but it still  
20 has that characteristic of being the sort of  
21 ancillary corridor to the Kenilworth Avenue  
22 freeway and as to the design solutions, I

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1 think that we're willing to work with the  
2 Applicant on that, but that's not what has so  
3 far been brought to us in their traffic impact  
4 analysis.

5 COMMISSIONER MAY: Okay. It does  
6 seem like the whole issue is a little bit  
7 uncertain and it's not clear to me that that  
8 any single solution is rising to the top.  
9 Thanks.

10 CHAIRMAN HOOD: Any other  
11 questions? Any cross examination by the  
12 Applicant?

13 MR. FEOLA: No, sir.

14 CHAIRMAN HOOD: Does the ANC  
15 Chairperson, do we have any cross examination?

16 MS. SEAWARD: Yes, thank you.

17 CHAIRMAN HOOD: I'm just asking ,  
18 trying to get a time check. Do you have a lot  
19 of questions?

20 MS. SEAWARD: No. Excuse me, no,  
21 sir.

22 CHAIRMAN HOOD: Okay.

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1 MS. SEAWARD: Again, Commissioner  
2 Willette Seaward, ANC 7B, Chairperson. Are  
3 you ready for me yet?

4 CHAIRMAN HOOD: Let me just ask,  
5 shake your head, Mr. Rhett, do you have a lot  
6 of questions?

7 MR. RHETT: No, sir. Not a lot.

8 CHAIRMAN HOOD: Okay, he said not  
9 a lot, so we're going to try to close tonight.  
10 Okay.

11 CROSS EXAMINATION

12 MS. SEAWARD: And this question is  
13 to DDOT, are you expecting any gridlock from  
14 the curb cut into the parking garage from  
15 Kenilworth going south?

16 MR. JENNINGS: I think with the  
17 loading dock manager that DDOT is suggesting  
18 the CCDC have there, we're making every effort  
19 possible to avoid any type of gridlock on  
20 Kenilworth Avenue.

21 As you are probably well aware,  
22 Kenilworth travels at a pretty decent rate of

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1 speed and introducing new truck turns onto  
2 Kenilworth Avenue could potentially not  
3 necessarily cause gridlock, could slow some of  
4 the speeds down, but I don't think gridlock is  
5 really where we would expect things to be.

6 MS. SEAWARD: So is that a yes or  
7 a no?

8 MR. JENNINGS: That's a no.

9 MS. SEAWARD: Ms. Ricks mentioned  
10 rear ending. How is proposing a curb cut from  
11 Kenilworth Avenue into the CCDC for the off  
12 loading a safe thing to be allowed?

13 MS. RICKS: We anticipated that it  
14 would be for loading primarily and so that's  
15 what the analysis was for. The agreement was  
16 that the deliveries would be in the off peak  
17 period, so it would be at a lower traffic  
18 volume period of time. I think as we've  
19 stated repeatedly, our concern is with that  
20 parking garage also being used for passenger  
21 vehicles which would introduce more occasions  
22 for vehicles to slow down and try and make

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1 that turn and that's the concern that we  
2 raised.

3 MS. SEAWARD: The Commission  
4 addressed redesign. If that was something  
5 that you would speak to the Applicants about,  
6 how much would that set the city back being in  
7 a deficit?

8 MS. RICKS: The city would not pay  
9 for any movement of curbs or any different  
10 alignment of the road, if that's something to  
11 support this private project, that's something  
12 that would be expected to be a development  
13 cost to the Applicants.

14 MS. SEAWARD: Commissioner May  
15 introduced the possibility of the traffic  
16 going to Nannie Helen Burroughs and making the  
17 left and then making the left on to Kenilworth  
18 Terrace into CCDC. Would that increase the  
19 traffic again not using the off ramp?

20 MS. RICKS: I'm sorry, you're  
21 asking would introducing additional traffic  
22 into those intersections increase traffic in

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1 those intersections? Yes, it would. If we  
2 directed more traffic to those intersections,  
3 there would be an increase.

4 MS. SEAWARD: What type of traffic  
5 mitigation plan do you have proposed for the  
6 project?

7 MR. JENNINGS: I don't think we  
8 have one. We don't necessarily prescribe  
9 traffic mitigation plans. What we do suggest  
10 is that the Applicant come forward with their  
11 own. We provided some recommendations at the  
12 conclusion of our three-page report which we  
13 can also provide a copy to you if you don't  
14 have it. And you can see what we've suggested  
15 to the Applicant.

16 MS. SEAWARD: What is the  
17 anticipated foot traffic for the new  
18 pedestrian bridge?

19 MS. RICKS: How many pedestrians  
20 would use the new pedestrian bridge? I don't  
21 know that I have the projected amounts. I  
22 think it would significantly depend on the

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1 full realization of the Parkside neighborhood  
2 to get that projection. We would obviously  
3 hope that it would be a substantial number as  
4 we're willing to make this public investment  
5 to accommodate that.

6 MS. SEAWARD: With the proposed  
7 pedestrian bridge, is that an enclosed bridge  
8 or an exposed bridge?

9 MS. RICKS: It's an open -- right  
10 now, it's of course still going through the  
11 design process, but the concept is that it  
12 would be an open bridge. It wouldn't be  
13 roofed or anything, but would have protective  
14 measures as it crosses over an interstate.

15 MS. SEAWARD: Who will be  
16 responsible for the maintenance of the  
17 pedestrian bridge and what does that cost?

18 MS. RICKS: We can get some cost  
19 numbers compared to other bridges that we  
20 have. I think that it's sort of an annualized  
21 amount. On any given year, it's not  
22 tremendous, but occasionally you do need to do

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1 major rehabilitation on those bridges and that  
2 costs quite a lot. So we can give you sort of  
3 a life cycle cost of our other pedestrian  
4 bridges that we have.

5 I'm sorry, your other question  
6 was?

7 Who would take care of it. It would be  
8 dedicated to DDOT although it's still a little  
9 bit of a continuing discussion.

10 MS. SEAWARD: Who takes care of  
11 the current bridge and what does that cost on  
12 an annual basis?

13 MS. RICKS: DDOT takes care of the  
14 existing bridge and those are the numbers that  
15 I would get you.

16 MS. SEAWARD: Will the roads be  
17 widened to accommodate this project?

18 MS. RICKS: No, that's not  
19 anticipated right now.

20 MS. SEAWARD: Do you see the  
21 proposed bridge being a mandatory viable part  
22 of the build out for this construction?

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1 MS. RICKS: I don't know that I  
2 would say it's mandatory. It is in the  
3 original PUD as a presumed amenity that the  
4 development is participating in. So by virtue  
5 of that PUD, they are mandated to participate  
6 in taking every effort possible to bring that  
7 bridge about. DDOT also, I think Mr. Lopiano  
8 indicated has also made a sincere effort to  
9 bring that bridge about.

10 If the question is whether or not  
11 this development could occur without that  
12 bridge, it probably could. There would be --  
13 it would be a development of a different  
14 nature though I think.

15 MS. SEAWARD: At present for the  
16 present pedestrian bridge, I understand that  
17 there have been lack of adequate maintenance.  
18 How would that be addressed with the new  
19 bridge if you're not taking care of the  
20 current one?

21 MS. RICKS: I think DDOT would  
22 dispute that there's been a lack of adequate

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1 maintenance. We're in fact about to embark on  
2 a major rehabilitati on for that and three  
3 other pedestrian bridges over Ken ilworth  
4 Avenue.

5 MS. SEAWARD: That's it. W ell,  
6 no. I have one more, I'm sorry.

7 CHAIRMAN HOOD: You have one more?

8 MS. SEAWARD: Yes, I have one  
9 more. Do you have an approval with CSX/WMATA  
10 to build over to their curb space?

11 MS. RICKS: No.

12 MS. SEAWARD: Do you have a time  
13 line for that?

14 MS. RICKS: We do not have t hose  
15 right-of-way agreements in place right now.  
16 They're still being pursued.

17 MS. SEAWARD: Okay. Do I have one  
18 more, please?

19 CHAIRMAN HOOD: Sure. Let's ask  
20 the question. It is going to be lik e go  
21 around and come back?

22 MS. SEAWARD: No. It's somet hing

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1 that you mentioned in one of the reports and  
2 you mentioned that you really like the fact  
3 that there was a pedestrian bridge. And it  
4 sounds like there may not or there may be the  
5 possibility of this new bridge, so I think  
6 that was in 2006 report. May 16, 2006 report.

7 So it sounds like DDOT and the Applicant is  
8 not sure if this is actually going to be built  
9 out.

10 CHAIRMAN HOOD: What's your  
11 question?

12 MS. SEAWARD: If it is not the  
13 case that this bridge will be built out, why  
14 should the project go forward?

15 CHAIRMAN HOOD: You're asking  
16 DDOT?

17 MS. SEAWARD: Yes, whoever can  
18 answer it.

19 CHAIRMAN HOOD: No, it doesn't  
20 work that way.

21 MS. SEAWARD: Well, DDOT.

22 MS. RICKS: Right-of-way clearance

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1 issues are something that we deal with with  
2 virtually any bridge project that we do. So I  
3 don't know that the lack of existing right-of-  
4 way clearance necessarily foretells what the  
5 future of this bridge is. This is something  
6 that we routinely deal with in any of our  
7 bridge projects and something from the Nut  
8 Branch Trail to this project to various other  
9 Anacostia River proposed bridges. So I  
10 wouldn't say that where we are with the right-  
11 of-way clearance indicates in any way the  
12 ultimate success of being able to deliver this  
13 proposed project.

14 MS. SEAWARD: With the bridge  
15 being open, how is that an attractiveness to  
16 the project?

17 MS. RICKS: I think it provides  
18 immediate access to the Minnesota-Benning  
19 intersection and the existing amenities and  
20 future amenities that will come to that  
21 portion of Ward 7. It gives direct access not  
22 only to the Metro Station entrance, but also

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1 to the number of buses that are there at the  
2 bus plaza. So again, it creates better  
3 connectivity to the workers and residents and  
4 visitors of that area. And it provides  
5 greater choice and sort of redundancy in the  
6 transportation system so that people have more  
7 pathways to choose from to get from one  
8 portion of the neighborhood to another. So I  
9 think it is a good amenity.

10 MS. SEAWARD: What of the bike  
11 trails? They spoke a lot about the number of  
12 bike spaces. Where are the bike trails  
13 leading into the project in a safe manner?

14 MS. RICKS: As I think I answered  
15 in the earlier case, there are cycle tracks,  
16 there's multi-use trails planned for the  
17 Anacostia Riverwalk Trail, one of which comes  
18 out right at the top of Foote Street in the  
19 Parkside neighborhood. It is DDOT's desire  
20 that the new bridge would also accommodate  
21 bicycles to make that connection from the  
22 Parkside neighborhood over to the Minnesota-

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1 Benning area. We already spoke o f the Marvin  
2 Gaye Park Trail that comes off of Nannie Helen  
3 Burroughs Avenue. Nannie Helen Burroughs as a  
4 Great Street is also having terrific bicycle  
5 accommodations on it and there's a whole  
6 network of bicycle routes and lanes planned in  
7 the D.C. Bicycle Master Plan.

8 MS. SEAWARD: According to Mr.  
9 Lopiano, the proposed bridge may cost about  
10 \$8.8 million. Is it expected to go any  
11 higher?

12 MS. RICKS: I can't answer that  
13 now, but the study that we're undertaking now  
14 would help get us closer to some cost  
15 estimates for the bridge.

16 MS. SEAWARD: Do you have the  
17 number of those using the current bridge? Do  
18 you have tha t data on the number of  
19 pedestrians?

20 MS. RICKS: We do have that. I'm  
21 sorry I don't have it off the top of my head.  
22 You're going to have to keep a running list

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1 of the things that I owe you.

2 MS. SEAWARD: I will.

3 MS. RICKS: I know you will.

4 MS. SEAWARD: Thank you. That's  
5 it. I think that's it. Thank you.

6 CHAIRMAN HOOD: Thank you very  
7 much. Mr. Rhett, do you have any cross  
8 examination of OP or DDOT?

9 CROSS EXAMINATION

10 MR. RHETT: Thank you. Ms. Ricks,  
11 the existing road infrastructure in this site,  
12 would it be safe to say that that  
13 infrastructure that was built in the '90s was  
14 built and the streets still reflect  
15 residential, the streets, the width of the  
16 streets and the way that infrastructure is  
17 laid out currently, it was built in the '90s  
18 for residential. So would it be safe to say  
19 that those streets are still built for  
20 residential given that no one is going to  
21 widen those streets? I'm not a traffic  
22 expert, but when you're looking at those

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1 streets would those be considered residential  
2 streets?

3 MS. RICKS: They would be  
4 considered local streets which is a functional  
5 classification which means that you're coming  
6 there to a destination on those streets as  
7 opposed to them being through streets that you  
8 would travel a long distance on which you  
9 would mostly use an arterial on.

10 Local streets can be both  
11 residential or mixed use in nature. So those  
12 streets should be able to accommodate mixed  
13 uses.

14 MR. RHETT: And can you share with  
15 me one example where in the District of  
16 Columbia where a local street within a  
17 residential area has 11 buildings, 9, 10, and  
18 11 stories directly across the street from one  
19 another? Is there anywhere, any other  
20 neighborhood in the District of Columbia that  
21 you can cite?

22 MS. RICKS: You'd have to give me

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1 a little bit of time to do some research and  
2 see.

3 MR. RHETT: But nothing off the  
4 top of your head that would --

5 MS. RICKS: No, but the hour is  
6 late.

7 MR. RHETT: I understand. And you  
8 also piqued my interest, you mentioned that  
9 if, in fact, this proposed development will  
10 come to fruition that of course, the city  
11 would find some means to make some funds via  
12 parking meters. What has your experience been  
13 within residential areas, the city installs  
14 parking meters? Where do the commuters  
15 usually go to avoid those meters?

16 MS. RICKS: Wow, this is a great  
17 question and it's going to be a longer answer  
18 than Commissioner Hood would like me to have.

19 But we have recently launched the pay by  
20 phone program in the city which actually  
21 enables us to meter parking whether or not  
22 there are actually meters in those locations

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1 or not. So this is a pi lot that we're doing  
2 right now in the Georgetown neighborhood in  
3 the residential community to actually have  
4 people who are attempting to park in the  
5 residential streets still call in to the pay  
6 by phone system and therefore we can monitor  
7 the period of time tha t they're in those  
8 streets and there is no -- what that does is  
9 eliminate the free grace period parking period  
10 in the residential streets for non-residential  
11 parkers, if you follow what I'm saying.

12 MR. RHETT: Right.

13 MS. RICKS: So we do have new  
14 tools available now to deter --

15 MR. RHETT: But those tools came  
16 about because people tend to gravitate toward  
17 the free parking in residential areas.

18 MS. RICKS: Without a doubt,  
19 people like to gravitate towards free, yes.

20 MR. RHETT: So the residential  
21 areas could probably anticipate --

22 MS. RICKS: Not if we thwart them

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1 by prohibiting the freeness of it. It sort of  
2 is the great equalizer between going on the  
3 metered streets and attempting to take  
4 advantage of the street free time in the  
5 neighborhoods.

6 MR. RHETT: Then would that not  
7 also cause the residents in that residential  
8 area to have to purchase residential permits?

9 MS. RICKS: No, because City  
10 Council has just asked DDOT through the Budget  
11 Support Act to provide -- take our visitor  
12 parking permit program citywide. So residents  
13 would be a part of the visitor parking  
14 program, so residents would not need to pay,  
15 nor would visitors coming to your house need  
16 to pay.

17 MR. RHETT: Very good. And the  
18 other thing I just wanted to be clear. To  
19 your knowledge, the city certainly has no  
20 plans to do any street or road improvements in  
21 this vicinity?

22 MS. RICKS: No, we don't have any

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1 planned capital projects. I might be wrong.  
2 We don't have any capital projects in the  
3 area.

4 MR. RHETT: That's your final  
5 answer?

6 MS. RICKS: That's my final  
7 answer.

8 MR. RHETT: Great. And  
9 particularly regarding potential safety  
10 hazards on Hayes between Kenilworth Avenue and  
11 Kenilworth Terrace, that's a pretty narrow  
12 road. Are you familiar with that? I'm just  
13 trying to figure out how safe is that with the  
14 proposed emergency vehicle drop off parking  
15 thing that's been proposed and how would that  
16 work? I mean when people are coming out, they  
17 can only make a right turn on to Kenilworth  
18 Avenue going south and then you've got the  
19 deceleration lane from Kenilworth freeway and  
20 then you've got the acceleration lane going  
21 back on to the freeway and now you're going to  
22 have a loading dock right at that point.

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1           So the safety of that area, based  
2           on what we're seeing, I guess what I'm trying  
3           to ascertain is what part of that makes you  
4           all more comfortable with this project? The  
5           statement where DDOT is becoming more  
6           comfortable as far as traffic safety.

7           CHAIRMAN HOOD: Can we just -- I  
8           think they got the question.

9           MS. RICKS: Yes. The comment was  
10          in regards to having -- it's a bit of a rock  
11          and a hard place that you need to load these  
12          buildings somehow. You need to load anything  
13          that goes in the Parks side neighborhood  
14          somehow.

15          MR. RHETT: Agreed.

16          MS. RICKS: So the choice is to  
17          load them off of the higher functional  
18          classification street which is Kenilworth  
19          Avenue or have them route their way around to  
20          load off the lower functional classification  
21          street which is Kenilworth Terrace. So for  
22          loading vehicles which are both larger and

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1 more infrequent, we felt that it was actually  
2 the better choice to allow them to load off of  
3 the higher volume street, provided that we can  
4 work out turning movements that you actually  
5 highlighted to us, so we appreciate your  
6 testimony.

7 MR. RHETT: I appreciate you  
8 appreciating my testimony.

9 And Mr. Lawson, and thank you. I  
10 seem to recall that at one point the Office of  
11 Planning made a recommendation that the second  
12 stage not be approved with the condition that  
13 this bridge was at least on its way to being  
14 constructed. And then suddenly that  
15 recommendation went away.

16 Could you explain what happened  
17 there, please?

18 MR. LAWSON: I can try. Thanks.  
19 I was feeling really left out there.

20 MR. RHETT: I didn't want you to  
21 feel -- you look lonely.

22 MR. LAWSON: I'm kind of going

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1 back in my memory and I think you're also  
2 referring back to the original Stage 1 PUD  
3 that I think the ANC Chairperson may have also  
4 been referring to. There was a lot of  
5 discussion at the time about the bridge and  
6 other access ways to get on to the site.

7 To be honest, I didn't research  
8 this and I didn't bring this with me, so I'm  
9 just kind of going by my memory. And I  
10 believe that there was certainly some  
11 discussion at the time about placing some  
12 conditions on development potential if that  
13 pedestrian bridge did not go through. That  
14 was not incorporated into the PUD order. So  
15 there were all kinds of discussions at that  
16 time and that was not something that resulted  
17 in a change to the order that the Commission  
18 finally approved.

19 We still, however, of course,  
20 strongly support the provision of the  
21 pedestrian bridge and we think that it's an  
22 important component for the success of -- for

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1 the success of this project. So we anticipate  
2 that it would be going forward.

3 MR. RHETT: That's what I was  
4 saying, from a planning perspective, I guess  
5 I'm trying to gather from you would it seem  
6 logical that given the importance that you  
7 understand from a planning point that the  
8 first thing would be to get that bridge on the  
9 way prior to doing these other things. What  
10 if the bridge doesn't come? Then this may not  
11 be viable?

12 MR. LAWSON: I don't think I said  
13 that the project wouldn't be viable.

14 MR. RHETT: I'm asking. I'm not  
15 attributing that to you.

16 MR. LAWSON: You know, I think  
17 that it would be certainly something that adds  
18 a lot to the convenience of people who would  
19 be accessing this property. It would  
20 certainly help to tie the two sides of  
21 Kenilworth Avenue together. So we think it's  
22 important from that standpoint. I don't think

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1 that it would prevent the Parkside p roject  
2 from moving forward.

3 MR. RHETT: Right, originally, it  
4 was a t ransportation pedestrian-emphasized  
5 project. Is that correct? I mean that was  
6 the --

7 MR. LAWSON: I' m not sure I  
8 understand the question.

9 MR. RHETT: Well, the emphasis  
10 which I think as I understood the Office of  
11 Planning's approvals and comments is that was  
12 because it was pedestrian and transpor tation  
13 and a lot of that centered on the bridge.

14 MR. LAWSON: I understand your  
15 question, right. Actually , a lot of it  
16 centers on the presence of the Metro Station,  
17 the Metro Station b eing right there. The  
18 bridge helps to facilitate that access, but  
19 the access to the Metro Station exists,  
20 whether that new bridge is built or not  
21 because there is an existing access.

22 MR. RHETT: Right. And I know I

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1 asked the traffic person, traffic safety  
2 regarding the streets that are currently set  
3 as local and the tightness of it, let's talk  
4 about pedestrian safety. Are you comfortable  
5 with that?

6 MR. LAWSON: Pedestrian safety in  
7 what respect? On what street?

8 MR. RHETT: Hayes, Kenilworth  
9 Terrace, Kenilworth Avenue, because  
10 pedestrians are going to have to walk to get  
11 to the foot bridge to get to the subway  
12 station.

13 MR. LAWSON: Right.

14 MR. RHETT: And currently, there  
15 is no bike lane that can get you from  
16 Minnesota Avenue to this side of the freeway.

17 So is there not a safety concern is my  
18 question.

19 MR. LAWSON: Well, I actually -- I  
20 don't think I'm qualified to answer that  
21 really. I certainly am being made aware of a  
22 safety issue in that regard.

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1 MR. RHETT: Well, that said,  
2 there's no bike path?

3 CHAIRMAN HOOD: Mr. Rhett, I want  
4 you to ask a question.

5 MR. RHETT: I did. He answered.

6 CHAIRMAN HOOD: Okay, let me ask  
7 you this, about how much more time do you  
8 think you need?

9 MR. RHETT: That was my last  
10 question.

11 CHAIRMAN HOOD: Okay, great. All  
12 right, thank you very much.

13 MR. RHETT: Thank you. What we're  
14 going to do tonight, we're going to hear from  
15 -- my colleagues have consulted. We're going  
16 to hear from the residents on this list  
17 because we don't believe it's actually fair  
18 for you all -- unless you just want to come  
19 back -- but what we would like to do is to  
20 hear from the residents here on this list and  
21 I'm going to ask Chairperson Seaward and  
22 President Rhett, if you can come back on the

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1 18th and do your presentation. Everybody will  
2 be back and then we'll hear from the parties.

3 Because I'm not sure about how long your  
4 presentation is going to be, so we want to  
5 make sure that we hear from those who came  
6 down tonight and then actually if they choose  
7 to come back, we want to make sure we hear  
8 from the individual residents.

9 Is that okay with everybody?

10 MR. RHETT: Is it 6 or 6:30?

11 CHAIRMAN HOOD: Can we do 6?

12 Let's do 6. Is 6 okay?

13 MR. RHETT: Well, not really.

14 CHAIRMAN HOOD: Let's leave it at  
15 6:30. We'll be here at 6:30.

16 MR. RHETT: 6:30.

17 CHAIRMAN HOOD: Okay. Good point.

18 Okay, so 6:30 on the 18th and we're going to  
19 start with the two parties, ANC first and then  
20 Eastland Gardens second.

21 Let me call the list. I'm going  
22 to those in support. Michelle Singletary, oh,

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1 she's opposition. I'm sorry. It's 10:30.  
2 Carrie Thornhill, CCDC Advisory Committee.  
3 Good, we have somebody. Willie Woods, ANC  
4 Commissioner SMD D07, Alisa Woods, Melvin  
5 Moore-Adams, Lotus Square Tenants Association,  
6 Rick Tingley-Clements, and Doris Sarumi,  
7 Marshall Heights Community Development  
8 Organization. How many people is that? What  
9 about Geraldine Bell and do we have enough  
10 room for Cheryl Cort? If not, I will ask her  
11 to be ready. I think Cheryl Cort can come  
12 also. How many more people are here to  
13 testify in support? How many more people are  
14 here to testify in support? Okay, this will  
15 be our only panel and I think I got everybody  
16 who is here. Okay, they signed in twice.  
17 Okay, so good.

18 We will start with Ms. Thornhill.  
19 Is your microphone on, Ms. Thornhill?

20 MS. THORNHILL: Okay, there we go.  
21 Chairman Hood and members of the Commission,  
22 my name is Carrie Thornhill. I have been a

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1 resident of Ward 7 for over 40 years. I am  
2 currently a member of the Advisory Committee  
3 on the Community College of the District of  
4 Columbia, was a former member and vice chair  
5 of the Board of Trustees of the University of  
6 the District of Columbia, 1993 to 1998, and  
7 formerly CEO at Marshall Heights Community  
8 Development Organization during the Parkside  
9 redevelopment planning.

10 I am pleased to appear before you  
11 in support of the second stage PUD approval  
12 for the construction of a university building  
13 to serve the Community College of the District  
14 of Columbia.

15 I have been an advocate for a  
16 community college for almost 30 years as a  
17 central component of revitalization plans for  
18 the northern end of the Ward 7 area. Parkside  
19 is an ideal location for the community  
20 college. I only wish Parkside had been the  
21 original location for the University of the  
22 District of Columbia.

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1                   There's a great need for  
2 accessible quality education and workforc e  
3 training in Ward 7. Man y students from this  
4 area will attend the community college because  
5 the site would be accessible. Parkside  
6 provides greatest access across from a Metro  
7 Station, on the highway, and many bus routes  
8 converge at the Minnesota Ave nue Metro and  
9 Anacostia Trail provides unparalleled bik e  
10 access.

11                   We all are aware that east of the  
12 river has a high rate of unemployment,  
13 estimated at 19 percent and over 30 percent in  
14 Ward 7 and 8 respectively. We have the lowest  
15 literacy rates and a lack of job readiness.  
16 Many high school graduates not ready for a  
17 four-year college will attend the community  
18 college which will enable these graduates to  
19 matriculate and succeed at four year  
20 universities.

21                   Many of our D. C. graduates cannot  
22 afford four years at a four-year university.

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1 The two plus two is an affordable option.  
2 Many Ward 7 and Parkside residents also will  
3 benefit from mid-career advancement since the  
4 average student age is 29 years old.

5 Parkside is part of the federally  
6 designated Promise Neighborhood Initiative.  
7 This initiative provides an excellent  
8 opportunity for collaboration and partnership  
9 among partners including Georgetown  
10 University, the D.C. Primary Care Association,  
11 Educare and federal and District agencies,  
12 just to name a few.

13 The entry of the community college  
14 into this community would complete the zero to  
15 college education continuum that Mayor Gray  
16 envisions for our city. Ward 7 deserves a  
17 state-of-the-art facility. The 60-year-old  
18 elementary school where CCDC is currently  
19 providing classes is only a stop gap measure.

20 CCDC must be competitive with neighboring  
21 jurisdictions. Look at their facilities.

22 To prepare today's students for

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1 careers in the 21st century, we must have  
2 technology-based education. Old  
3 infrastructure is not adaptable. We need  
4 smart classrooms, distance learning, universal  
5 wireless access, and bright and engaging  
6 space. The community college campus must be a  
7 beacon for education. The design and  
8 architecture must speak to the importance of  
9 education that we value education highly for  
10 all of our citizens and that CCDC is not a  
11 second rate institution.

12 The college must be welcoming to  
13 students and the community. It must  
14 incorporate all we know about the effect of  
15 environment on learning.

16 Mr. Chairman and Commissioners,  
17 you have been provided substantial evidence or  
18 will that neighbors of Parkside and the  
19 greater Ward 7 community support this  
20 institution at this location. I trust the  
21 concern of some neighbors about traffic  
22 impacts will be satisfactorily worked through

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1 so that it will not cause the loss of this  
2 perfect opportunity to change the educational  
3 and employment readiness fortunes for  
4 residents of Parkside and Ward 7.

5 I'll be happy to answer any  
6 questions that you may have.

7 CHAIRMAN HOOD: Thank you very  
8 much, Ms. Thornhill.

9 Commissioner Woods?

10 MR. WOODS: Chairman Hood, Zoning  
11 Commission, my name is Willie Woods, Jr. I'm  
12 ANC Chair for 7D-07. Thank you for having me  
13 here tonight. It's always a pleasure to come  
14 before Commissioners. You're very  
15 professional with what you do. Me being a  
16 first-term Commissioner, I'm still learning  
17 and I don't want the opportunity -- I had that  
18 in my Commission.

19 CHAIRMAN HOOD: Are you come to our  
20 oversight hearing and say that?

21 (Laughter.)

22 MR. WOODS: I'm here to report

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1 tonight that the Forrester Company has hired  
2 their first person for 7D. They live in  
3 Parkside. They'll start Monday doing the  
4 grass, cutting the grass around the trails.  
5 So they're holding up their end and hopefully,  
6 I will have the same rapport with the other  
7 superintendents when they arrive. I'll make  
8 sure of that. They'll be accountable to make  
9 jobs ready and accessible to Marshall Heights.

10 Being a former Board Member myself  
11 of Marshall Heights, I know how organized it  
12 is in getting jobs for individuals. Before  
13 the Cesar Chavez School came, they had to use  
14 that facility.

15 Now when it comes to the roads and  
16 the accessibility of getting to the school, I  
17 don't see any problems with that because if  
18 there's a problem with the 7 Circle Store  
19 that's on the corner with the traffic that  
20 goes in there, then why would it be a problem  
21 with the school? I only see a problem if the  
22 gas goes back down to \$1.27, then we're going

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1 to have a lot of cars. But not with some  
2 buildings coming up.

3 So saying that, just to make it  
4 short and I know it's for the second time, I'm  
5 for this project. I want to thank the City of  
6 Washington for allowing the city to grow and  
7 if we don't step to the plate and become a  
8 modern city like the rest of America and I'm  
9 so proud of Parkside because we're going to be  
10 the big boys on the block as I might say. The  
11 United States of America will be looking at us  
12 and I'm proud to be a resident and a homeowner  
13 in Parkside. Thank you.

14 CHAIRMAN HOOD: Thank you very  
15 much. Melvin Moore-Adams.

16 Mr. Adams?

17 MR. MOORE-ADAMS: Good evening,  
18 honorable members of the Zoning Commission .  
19 I'm Melvin A. Moore-Adams, a resident of Lotus  
20 Square Kenilworth Avenue Apartments, President  
21 of the Lotus Square Tenants Association and a  
22 chaplain of the Parkside Civic Association.

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1 I thank you again for the  
2 opportunity to share my experience and  
3 opinions about the Community College of the  
4 District of Columbia, CCDC development. In  
5 addition, the over-arching reason why the  
6 Lotus Square Tenants Association believes this  
7 development should move forward.

8 If appropriate, I would like to  
9 expound on how not only the removal of DCPA  
10 will hinder the progression of the Parkside-  
11 Kenilworth community by linking to the  
12 criticalness of CCDC development through the  
13 presence of city interests as it all relates  
14 to DCPNI. As stated on the DCPNI proposal and  
15 I'm reading from the DCPNI proposal summary  
16 that is found on the DCPNI website, "Parkside  
17 Kenilworth is comprised of 7 contiguous  
18 neighborhoods in Ward 7. Kenilworth Courts  
19 public housing, Kenilworth townhomes, Eastland  
20 Gardens, Mayfair, Paradise, Parkside and Lotus  
21 Square and is graphically isolated from the  
22 commercial, cultural, and political centers of

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1 D.C. by the Anacostia Freeway , federal and  
2 District park land and a nearby Pepco  
3 electrical plant. There are no industries or  
4 sources of employment, libraries, medical  
5 clinics, or grocery stores. The schools and  
6 recreation are the only source of enrichment  
7 and constructive recreation.

8 Major issues of the residents in  
9 the neighborhood are poverty. Thirty-one  
10 percent of the residents live below the  
11 poverty line which is higher than the city's  
12 average. Thirty-eight percent of the children  
13 live in poverty. Unemployment, 17 percent,  
14 which is higher than the city's average. Low  
15 home ownership rates, 20 percent. High  
16 violent and property crime rates. Single  
17 parent households, 72 percent are headed by  
18 single females. High teen pregnancy rates, 25  
19 percent of births to mothers under 20.  
20 Prenatal care, 55 percent of pregnant women  
21 lack adequate prenatal care. Accessible  
22 healthcare, no pediatric center and no primary

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1 care facilities. Chronic health issues,  
2 asthma, diabetes, obesity, mental illness and  
3 developmental delays. Affordable quality  
4 child care, only 17 per cent of the slots in  
5 Ward 7 are for infants, 0 to 24 months,  
6 although this age group is 58.4 percent of the  
7 waiting list.

8 With the current condition of the  
9 country's economy to have the resource of CCDC  
10 would be a blessing. Financially, skill, and  
11 educational wise to many of the residents of  
12 Parkside-Kenilworth in hopes of youth and  
13 young adults obtaining a higher education  
14 through DCPNI, the location of the college  
15 would increase the opportunities for adults to  
16 pick up their pursuit of forming their  
17 education.

18 As a former educator and an  
19 advocate for life education, this development  
20 removes many barriers within the community  
21 that has a burning desire to excel, but has  
22 stumbled upon the stones of poverty, resulting

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1 in a generation where deferred dreams are  
2 manifested in a continuous game of survival on  
3 the Parkside, Mayfair, Lotus Square, Paradise  
4 island.

5 In my opinion, I find it both  
6 saddening and concerning that this development  
7 has received much objection versus  
8 subjectivity, yet the resources from it have  
9 been used to edify the community instead and  
10 steady interest continues to be called upon in  
11 such matter.

12 Mr. Lopiano and team have been  
13 quite transparent in their interactions with  
14 the community and I will admit not every T has  
15 been crossed or every I has been dotted, but I  
16 will also recognize that not all of the  
17 accountability falls upon him and his team.  
18 Some of it rests upon the community as leaders  
19 and the District of Columbia. Nevertheless,  
20 this has not deterred citizen interests from  
21 being completely involved with the community,  
22 being approachable to work out differences in

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1 supporting other initiative s in the community  
2 such as sitting on th e DCPNI Board as a  
3 corporate funder.

4 Again, in my opinion, the disdain  
5 of a few residents and community leaders who  
6 hold alternative motives should neither hinder  
7 the progression of this development for the  
8 community because of their internal  
9 squabbling.

10 Communication has been presented  
11 as a deficiency of city interests. I have  
12 documentation that speaks contrary.

13 To delay or reject this  
14 development will set Parkside-Kenilworth  
15 community back in its progres sion of DCPNI  
16 efforts. As noted in a media release, a  
17 partnership with CCDC as well as take away a  
18 blessing to those resident s who desire t he  
19 opportunity to further their education within  
20 feasible means.

21 Chairperson Hood, I thank you and  
22 the Commission again for this o pportunity and

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1 I conclude my testimony.

2 CHAIRMAN HOOD: Thank you very  
3 much. Mr. Clements. I'm sorry, Mr. Tingley-  
4 Clements.

5 MR, TINGLEY-CLEMENTS: Good  
6 afternoon, everyone. Chairman Hood a nd  
7 members of the Zoning Board. I'm Rick  
8 Tingley-Clements. I'm a 25 -year resident of  
9 Ward 7. I'm both -- I got both my undergrad  
10 and graduate degrees from UDC. I have a  
11 master's in adult educ ation and from that  
12 perspective I guess I'm giving my testimony.

13 I've worked very hard to make sure  
14 that people who have been denied opportunities  
15 for hundreds of years to get a chance to move  
16 forward, I'm a firm believer that education is  
17 one of the ways by which people can better  
18 themselves. And as a teacher, part of a  
19 teacher's theory is that in order to change a  
20 person's understanding and way of life, you  
21 have to change what they've learned.

22 And so I do support CCDC c oming to

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1 the neighborhood. I've always, like m y  
2 sisters to my right, suggested that I wished  
3 that it had been there before bec ause I spent  
4 a very, very long four y ears or three, three  
5 and a half years, going up to Van Ness, out of  
6 my neighborhood and the neighborhood that I'm  
7 not even sure was welcoming to folks like  
8 myself. And to decentr alize, for UDC to be  
9 decentralized in a way that it brought its  
10 education to the people is something that I  
11 really support as an educator.

12 There's a lo t of problems that  
13 have been mentioned about how city interests  
14 could do maybe a better job or cross more of  
15 its Ts and dot its Is. I think that that's a  
16 process like Mr. Moore mentioned, it's all of  
17 our problem, to make sure that whatever we  
18 bring to this community serve us the best and  
19 that is the best and that we sh ould work for  
20 that as a team together and not to deny anyone  
21 any opportunity for education to satisfy a  
22 few, and a ve ry few voices in our community

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1 that have objections to this project.

2 I've been in touch in another  
3 life, too, I was an ANC Commissioner and at  
4 the time that I was an ANC Commissioner, we  
5 supported the project. Mr. Lopiano and  
6 members of City Interest came to us and we  
7 really did ask, I think, some of the real good  
8 hard questions that was answered with  
9 sincerity to their ability to answer them at  
10 that time.

11 It is very important for us to  
12 stand together today and it's very important  
13 for this Board to hear from people who care  
14 about our community and put forward the ideas  
15 that we all can move forward together and  
16 educate --

17 CHAIRMAN HOOD: Let's get your  
18 closing thought. I don't like to interrupt,  
19 but let's get your closing thought.

20 MR. TINGLEY-CLEMENTS: My closing  
21 thought is that. Thank you very much for  
22 allowing me to speak. I've submitted written

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1 testimony and I'm here to support the project.

2 CHAIRMAN HOOD: Okay, M s. --  
3 forgive me if I pronounce this wrong. Ms.  
4 Sarumi.

5 MS. SARUMI: Good evening,  
6 Chairman Hood and members of the Commission.  
7 My name is Doris Sarumi and I'm the President  
8 and CEO from the Marshall Heights Community  
9 Development Organization. We're located at  
10 3939 Benning Road within walking distance to  
11 the proposed development.

12 I'm representing Marshal Heights  
13 Community Development Organization. Our  
14 mission is to help grow Ward 7 into the  
15 District of Columbia's most welcoming,  
16 prospering, liveable community for every one.

17 I'm here today because our mission  
18 cannot be achieved without strategic  
19 development and institutions that enhance  
20 economic growth. I'm here also to state the  
21 causes of the clients that we serve on a daily  
22 basis who are in need of a infrastructure that

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1 will enhance their economic freedom. Marshall  
2 Heights Community Development Organization  
3 strongly believes that access to quality  
4 education and to training is vital for the  
5 growth of individuals and families. Our  
6 partnership and Marshall Heights is a partner  
7 with the Parkside Development LLC, will bring  
8 the institution needed to the development of  
9 Ward 7.

10 It is a known fact that education  
11 and school training has an effect on the total  
12 income of households and the lifestyles of  
13 families. We support the Community College of  
14 the District of Columbia in bringing a quality  
15 educational facility to Ward 7 which will not  
16 only bring proximity of education and training  
17 to the ward, but will bring businesses to the  
18 ward such as that is enjoyed by universities  
19 in towns across this nation.

20 The unemployment rate in Ward 7  
21 has been stated, remains at 17 percent, but I  
22 want to add another statement. On February

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1 24th, Marshall Heights kicked off its Stamping  
2 Out Illiteracy Campaign and the reason for  
3 such a campaign is that the statistics on the  
4 number of young people from the ages of 16 to  
5 24 who are either illiterate or functionally  
6 illiterate is at 56 percent, a very, very high  
7 number. So we thought that we would bring  
8 attention, so we partnered already with UDC in  
9 developing training programs as Mr. Lopiano  
10 stated. We're intensifying how we're going to  
11 bring some hands on training and partnership  
12 with UDC to start a predevelopment hands on --  
13 I'm sorry, a partnership hands on program and  
14 we've already worked with some companies and  
15 we just sent out nine persons for pre -  
16 apprenticeship for plumbing and pipefitters.  
17 So we're trying to get a head start on that.

18 The numbers I just mentioned, this  
19 is an alarming indication that a lot of work  
20 is needed for the growth and development of a  
21 solid workforce. Every day prospective job  
22 seekers come to our office to help find jobs

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1 or help with placement of jobs. Most often  
2 when there are jobs available as mentioned by  
3 Ms. Thornhill, they do not have the skill set  
4 or the ability to match the particular job.  
5 This translate into other social ills.

6 I'm quoting Mary McCleod Bethune  
7 who said "Invest in the human soul. Who  
8 knows, it might be a diamond in the rough."  
9 She also stated, "If our people are to fight  
10 their way up out of bondage, we must arm them  
11 with the sword and the shield and the buckles  
12 of pride." We believe that there are lots of  
13 diamonds in the rough in our community and we  
14 are determined to arm them along with the  
15 coming of UDC with the sword of quality  
16 education and the pride that will enhance  
17 their success.

18 The students we serve, the job  
19 seekers we serve and other community members  
20 have lent their support to the Community  
21 College of the District of Columbia. Thank  
22 you for this opportunity.

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1                   CHAIRMAN HOOD: Thank you very  
2 much. Ms. Bell.

3                   MS. BELL: Good evening, everyone.  
4 I'm Geraldine Bell, President of the Parkside  
5 Civic Association. I am here today to make  
6 you aware that our civic association is in  
7 favor of having the CCDC come into our  
8 neighborhood. Not only will it bring more  
9 educational opportunities to Parkside, but  
10 just being there it will serve as an incentive  
11 to our neighborhood children to aspire to  
12 finish high school and go on to college. It  
13 will also create a more lively community by  
14 creating more community gathering spaces that  
15 are at a minimum now in our neighborhood.

16                   Having CCDC in the neighborhood  
17 will create more daytime activity and will  
18 encourage other retailers to locate on the  
19 site. We also believe it will deter crime  
20 because more people will be around all the  
21 time. In previous years, I have worked on  
22 committees that fought to bring higher

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1 educational institutions on this side of the  
2 river. I am elated to know the possibility is  
3 finally here. Thank you very much for  
4 allowing me to speak tonight.

5 CHAIRMAN HOOD: Thank you very  
6 much. Cheryl Cort.

7 MS. CORT: Good evening. I'm  
8 Cheryl Cort. I'm with the Coalition for Smart  
9 Growth. We're a nonprofit working to ensure  
10 that transportation and development decisions  
11 in Washington, D.C. accommodate growth while  
12 revitalizing communities, providing more  
13 housing and travel choices and conserving our  
14 natural and historic areas.

15 I've been working to promote a  
16 safer, more walkable and vibrant downtown Ward  
17 7 for the last several years and I'm pleased  
18 to testify in support of this PUD. I did  
19 support and testify in support of the original  
20 PUD in 2006, and I think that the  
21 modifications here are not only reasonable,  
22 but in fact, and I really can't say it better

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1 than Ms. Bell s aid in terms of what the  
2 contribution that the Community College of the  
3 District of Columbia could make to this  
4 community, Ward 7. I think it's a tremendous  
5 benefit both in terms of educational  
6 opportunity and also job opportunities. So I  
7 think it's a great change to the proposal and  
8 I look forward to it moving forward. Thank  
9 you.

10 CHAIRMAN HOOD: Thank you. I'm  
11 going to ask some quick questions and give me  
12 quick response, I know the time is getting  
13 late.

14 Ms. Thornhill, let me start wit h  
15 you. CCDC Advisory Committee, is that for the  
16 whole CCDC or just for the site?

17 MS. THORNHILL: No, it's for the  
18 entire CCDC.

19 CHAIRMAN HOOD: So CCDC is well  
20 aware and really working as the Applicant has  
21 already stated with this Applicant.

22 MS. THORNHILL: Absolutely.

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1                   CHAIRMAN HOOD: Now Ms. Thornhill,  
2 put your other hat on. You were on the BZA,  
3 am I correct?

4                   MS. THORNHILL: I'm sorry?

5                   CHAIRMAN HOOD: Weren't you on the  
6 BZA some years ago?

7                   MS. THORNHILL: Only 17 years.

8                   (Laughter.)

9                   MS. THORNHILL: Chaired it for  
10 ten.

11                   CHAIRMAN HOOD: So you know I read  
12 the whole orders. So let me ask you this. If  
13 you were here and this was in front of you at  
14 the BZA and you don't have to answer if you  
15 don't want to, but I'm just asking you with  
16 your other hat, would you approve it as is,  
17 would you make some tweaks? What would you  
18 do?

19                   MS. THORNHILL: Well, certainly I  
20 would approve this project.

21                   CHAIRMAN HOOD: I kind of figured  
22 we would go there.

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1 MS. THORNHILL: I think that the  
2 issues that have been raised and the proposed  
3 resolutions of them are on the table and so I  
4 would expect that this project will have a few  
5 conditions to it. But I see absolutely no  
6 reason why this project should not move  
7 forward and that I didn't hear anything that  
8 was troubling to me. I'm very familiar with  
9 the site. I participated in the original  
10 planning for the Master Plan and I've got lots  
11 of neighbors who live in this neighborhood. I  
12 visit it periodically, so I'm not troubled by  
13 anything that I've heard. I think that the  
14 issues can be resolved with a few conditions.

15 CHAIRMAN HOOD: And Ms. Cort, is  
16 this smart growth?

17 MS. CORT: Absolutely. That's why  
18 I'm here. That's why I'm paying attention  
19 because we really want to leverage the  
20 opportunity of the Minnesota Avenue Metro  
21 Station for this community. I think this is a  
22 great example of doing that.

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1 MS. THORNHILL: Mr. Chairman,  
2 could I just make one quick comment because I  
3 just realized a question that came up that I  
4 didn't think was satisfactorily answered  
5 necessarily and that is that the community's  
6 desire for a community college, a community  
7 university has been a part of its vision for  
8 many, many years.

9 In fact, Marshal 1 Heights  
10 Strategic Plan of 1984 called for a community  
11 university. So I want you to know that this  
12 has pre-dated any recent planning, this vision  
13 for this community university or community  
14 college, even though a specific community  
15 college was not the specific name. We've had  
16 discussions and plans and interactions with  
17 the university over many years, and so I just  
18 wanted you to know it was not -- it did not  
19 evolve from the Promise Neighborhood  
20 Initiative.

21 CHAIRMAN HOOD: Great. Thank you.  
22 And Mr. Adams. Are you concerned -- you live

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1 in the neighborhood, so are you concerned  
2 about the traffic? You heard the discussion  
3 about the traffic and the impacts it will  
4 have. Are you concerned about that?

5 MR. MOORE-ADAMS: Yes, sir, I am  
6 concerned. But my concerns have a realistic  
7 understanding that the developer is not going  
8 to be the resolution provider of the traffic.

9 That is more of a city issue and working with  
10 neighbors to respect the ordinance of the city  
11 to work that out. I don't think the developer  
12 can resolve that.

13 CHAIRMAN HOOD: Okay. And my last  
14 question, Ms. Sarumi. You heard some  
15 discussion about Marshall Heights and I'm glad  
16 to hear exactly what I was told tonight is  
17 actually happening. But why at this point, I  
18 mean you had testified, but why didn't you  
19 also submit a letter. I'm just curious?

20 MS. SARUMI: Why is Marshall  
21 Heights involved with this?

22 CHAIRMAN HOOD: I know why they're

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1 involved, but why is it there's no letter in  
2 the record that says we're a supporter. Is it  
3 because you just personally wanted to come  
4 down and do it?

5 MS. SARUMI: No, I wanted to come  
6 down. I joined Marshall Heights in 2007 and  
7 became CEO in 2009, so after the process was  
8 well on its way. I think some of the homework  
9 that we really need to do is to meet again  
10 with Mr. Lopiano and develop such a Memorandum  
11 of Understanding.

12 We have been working closely with  
13 Ms. Connie Spinner of U DC in getting a free  
14 apprentice hands-on program that's going to  
15 get people ready. And we're talking about the  
16 population between the ages of 15 and 24.  
17 That is your workforce currently and the years  
18 to come. So we want to get them ready by the  
19 time this project gets off the ground so we  
20 will be coming forward with an MOU.

21 CHAIRMAN HOOD: Great.  
22 Commissioners, any questions of this panel?

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1 Not seeing any.

2 Do we have any cross examination  
3 from the Applicant? Your birthday will be  
4 over in about an hour, Mr. Feola.

5 Does the ANC have any cross  
6 examination? Okay.

7 CROSS EXAMINATION

8 MS. SEAWARD: Hi, my name is  
9 Willette Seaward, ANC-7B Chairperson and my  
10 question is to Ms. Thornhill, thank you for  
11 the history on wanting to have a university  
12 east of the river. My question would be if  
13 this proposal doesn't go forward, would it be  
14 welcomed in Skyland?

15 MS. THORNHILL: I'm not in a  
16 position to -- I don't have any authority of  
17 Skyland, so that's not something I could make  
18 a determination about. I hope the project is  
19 approved for this site, Parkside.

20 CHAIRMAN HOOD: Let me help you.  
21 We've already decided that, so let's move to  
22 the next question.

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1 MS. SEAWARD: Is it Ms. Sarumi?

2 MS. SARUMI: Ms. Sarumi.

3 MS. SEAWARD: You're the CEO of  
4 Marshall Heights. What is Marshall Heights'  
5 mission in how does CC DC now improve the  
6 possibilities of the 16 to 25 employment  
7 opportunities?

8 MS. SARUMI: Let me restate. I  
9 said our mission is to help grow Ward 7 into  
10 the District of Columbia's most welcoming,  
11 prospering, liveable community for every one  
12 and every one includes that population between  
13 the 16 years of age to 24.

14 Our main lines of business is  
15 workforce development and how we're going to  
16 develop the workforce.

17 MS. SEAWARD: What is your  
18 percentage now for your workforce under the  
19 Marshall Heights development?

20 MS. SARUMI: I'm not understanding  
21 your question. What do you mean "what is our  
22 percentage"?

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1 MS. SEAWARD: Yes, what is your  
2 success rate?

3 MS. SARUMI: I would have to get  
4 back, but we have a very high, tremendous  
5 success rate in terms of placing jobs. I'll  
6 be glad to send you that information.

7 MS. SEAWARD: Ms. Cort, you  
8 mentioned about the smarter growth. Can you  
9 speak a little bit more about the smarter  
10 growth choice for this location?

11 MS. CORT: Yes, I got involved in  
12 downtown Ward 7 in the mid-2000s because --  
13 well, actually in far northeast. I mean you  
14 actually have four Metro Stations if you count  
15 Capitol Heights which is just over the border  
16 and so this seemed like a community that had  
17 tremendous transit resources, but really the  
18 question was what were those transit resources  
19 doing for the community and there wasn't much,  
20 there's not much around there. There's a lot  
21 of job opportunities being created. There's  
22 not a lot of new retail that community members

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1 talk about wanting.

2 And so I see this proposal as an  
3 great opportunity to bring new job  
4 opportunities, new training opportunities, new  
5 retail, customers to support different  
6 diversity of retail. So I really see it as  
7 taking advantage of the Metro access in order  
8 to bring more amenities to the community and  
9 really opportunities for people to have more  
10 jobs and improve their incomes and really sort  
11 of delivering on the promise of Metro rail for  
12 the community.

13 MS. SEAWARD: This question is for  
14 Ms. Cort again. You worked on the Minnesota  
15 and Benning Great Streets Plan and you  
16 understand that there are concerns regarding  
17 the Metro usage. Do you think that will  
18 increase or will it stay about the same?

19 MS. CORT: Well, certainly we want  
20 to do everything we can to encourage people to  
21 use transit if they're coming from far away or  
22 farther than they could walk or bicycle to the

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1 site. So I think this is a great opportunity.

2 And you know, you talk to community members  
3 who say you know, my kids went to Wilson High  
4 School because they built Metro in my  
5 neighborhood. So in the same way, let's bring  
6 people from around Ward 7 around the city to  
7 come have the se training opportunitie s and  
8 educational opportunities because there's a  
9 Metro Station there. I t makes it much more  
10 accessible for people throughout the city and  
11 also obviously for the community.

12 MS. SEAWARD: In your position a s  
13 smarter growth with the new DOES bui lding,  
14 have you seen an increased ridership from that  
15 population or about the same?

16 MS. COURT: I haven't looked at the  
17 statistics. I certainly would advocate for  
18 less parking and I certainly -- I've already  
19 stuffed it away -- in terms on replacement  
20 parking for WMATA in terms of the costs there.  
21 I'd rather see better bus service, b etter  
22 bike and pedestrian facilities and I've

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1 expressed a lot of concern about that related  
2 to the DOES building.

3 MS. SEAWARD: Do you see any  
4 relation from that to this particular project?

5 MS. CORT: Relationship between  
6 the DOES building and the Parkside --

7 MS. SEAWARD: And the services for  
8 Metro accessibility and the usage of that.

9 MS. CORT: Well, I think it's  
10 great that we're really clusterin g activity  
11 right around the Metro Station. That's really  
12 what we should be doing with all of our Metro  
13 Stations.

14 CHAIRMAN HOOD: That wa s her  
15 answer.

16 MS. SEAWARD: Ms. Bell, you  
17 mentioned that having the CCDC will I guess  
18 entice the students to finish school. Do you  
19 think that having just a better opportunity  
20 for education will att ract them to finish  
21 school with CCDC being in the closed-in space  
22 of Parkside or not?

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1                   Having CCDC will now allow  
2 students who want to finish school because  
3 it's there, there's other opportunities in the  
4 city. Will that not give them the same  
5 opportunities if CCDC is not built there?

6                   MS. BELL: I believe if CCDC is in  
7 the neighborhood, and they see students  
8 leaving and coming and going, that that will  
9 affect them more because they're actually  
10 right there with them.

11                   MS. SEAWARD: You said that CCDC  
12 having that opportunity to be in the  
13 footprint, if approved, will decrease crime.  
14 Do you have stats on that?

15                   CHAIRMAN HOOD: Impacts of  
16 traffic, land use. That's what we're going to  
17 --

18                   MS. SEAWARD: She mentioned that  
19 in her testimony.

20                   CHAIRMAN HOOD: I'm just trying to  
21 help gear your -- you want to do what's going  
22 to help us.

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1 MS. SEAWARD: Yes.

2 CHAIRMAN HOOD: She may have  
3 mentioned it, but when you testify we don't  
4 cut that off, but you want to do what's going  
5 to help us, whether you're going to make your  
6 argument for us to place it there or to vote  
7 against it. That's what you want to you. You  
8 want to help us.

9 MS. SEAWARD: Okay. I thought I  
10 had to cross examine on what they said, so  
11 that's the only reason I was asking, but I do  
12 understand --

13 CHAIRMAN HOOD: I was just trying  
14 to help you out a little bit. Go ahead.

15 MS. SEAWARD: Okay. I've  
16 finished.

17 CHAIRMAN HOOD: I didn't want you  
18 to quit. I was just trying to help you.

19 Okay, Mr. Rhett, do you have any  
20 cross examination?

21 MR. RHETT: I am going to help the  
22 Zoning Commission and not cross examine.

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1 CHAIRMAN HOOD: We go from one  
2 extreme to the other one, huh? Okay. Did I  
3 ask the Applicant already?

4 I want to thank you all for your  
5 testimony. We greatly appreciate it.

6 Opposition now. Everyone who is  
7 in opposition, could you just come forward? I  
8 have four names on the list. I have Michelle  
9 Singletary. Mr. Emmitt Clay, Donna Burris,  
10 Yolanda Coleman, and I see Mr. Dalton Howard  
11 at the table. Anyone else? Somebody is  
12 missing. Ms. Singletary -- okay, thank you.

13 We'll begin with the young lady to  
14 my right, is your microphone on?

15 MS. BURRIS: greetings,  
16 Commissioners and Chairman Hood. My name is  
17 Donna Burris. I'm a resident of Eastman  
18 Gardens community, a member of the civic  
19 association. I am opposing the project, not  
20 opposing revitalization. We want retail and  
21 different amenities within our neighborhood.  
22 We just don't want it like Mr. May said -- we

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1 don't want it to be institutionalized.

2 We love our greenery, our  
3 heritage, you know, and I don't care how you  
4 slice this package, they're trying to give us,  
5 it's too much in too little space. It's just  
6 over crowded. I don't think any one of us  
7 opposes something being brought into the  
8 community, be it a college or grocery store or  
9 a diner, something really nice, but this is  
10 too much in too little of a space that they're  
11 trying to cram in there.

12 I don't have to be a rocket  
13 scientist or a mathematician to see it and I  
14 believe they all understand. If it would  
15 please the greater community too, they say  
16 it's a small part of us, it's a small part  
17 coming out. But I don't believe the desire  
18 for the betterment of the community. I just  
19 don't believe it. And that's all I have to  
20 say. Thank you.

21 CHAIRMAN HOOD: Next.

22 MS. COLEMAN: Good evening, ladies

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1 and gentlemen. My name is Yolanda Coleman.  
2 I've been a resident of Eastland Gardens since  
3 1978. I'm a retired educator, 43 years,  
4 retired counselor. My issue is the traffic.  
5 And my car was totaled in front of my house  
6 because of traffic. When they have a problem  
7 on Kenilworth, it goes through our  
8 neighborhood and you can't get out. The re's  
9 only one way out. People think they can  
10 circle through the alleys and they get frantic  
11 and crazy. I can't deal with that. I've been  
12 here too long. It's a nice neighborhood, nice  
13 people, nice

14 I'm not against education. You  
15 can believe that, all the years I've put in.  
16 But this I can't have in my neighborhood, not  
17 with all of that. That's all I have to say.  
18 Thank you.

19 CHAIRMAN HOOD: Thank you. Mr.  
20 Howard?

21 MR. HOWARD: Hello, Commissioners.  
22 Thank you for hearing me. I'll be short

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1 also. My name is Dalton Howard and I'm the  
2 immediate past president of the Eastland  
3 Gardens Civic Association. And I've been a  
4 resident of Eastland Gardens since 1977. I'm  
5 a self-employed attorney. And I would like  
6 to say that our community is not against the  
7 community urgent care center. We feel that  
8 Ward 7 needs quality medical care. We are not  
9 against the community college because we  
10 believe that Ward 7 needs higher education.  
11 We have some concerns that these two buildings  
12 can be placed elsewhere to reduce the traffic  
13 and the parking problems.

14 We think that the traffic studies  
15 done by the Applicant and DDOT are slightly  
16 flawed. They didn't observe enough. They  
17 didn't take into consideration that in  
18 Eastland Gardens it's a community of retired  
19 people, self employed, and telecommu ting  
20 people. There is no off -peak time for our  
21 community. We're in and out all day.

22 Also, the lights at that

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1 intersection that was redeveloped, redesigned,  
2 Nannie Helen Burroughs, when you enter  
3 Eastland Gardens, the lights are not properly  
4 synchronized and once they are synchronize d  
5 it's still not going to w ork very well in  
6 terms of the traffic because the design, the  
7 way it's designed the intersection is not the  
8 best design in the world.

9 They didn't consider the parkin g  
10 problems of the rest of the communit y. When  
11 you look at the presentation that w e received  
12 tonight, you see a lot of buildings and  
13 construction that's going to be there in that  
14 area in addition to the medical center and the  
15 community college. Th ey didn't take into  
16 consideration not only what's to be b uilt,  
17 they didn't take into consideration t he  
18 present highrise apartment building known as  
19 Lotus Square. That building does not have  
20 enough parking for its residents. When it was  
21 built it didn't hav e enough parking. You  
22 can't dig but so deep in that c ommunity. So

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1 therefore the residents have to park on the  
2 street.

3 We have a similar problem with the  
4 medical center and the community college, they  
5 just can't build underground parking  
6 sufficient to house the employees and the  
7 people who are coming t o be serviced. They  
8 didn't consider the Abe Pollin reside ntial  
9 property project tha t's in the back of  
10 Parkside. So w e think that some of the  
11 testimony that you heard kind of missed the  
12 boat because we're not a gainst development.  
13 We're not against education. That's how we  
14 got to where we are today, with education.

15 CHAIRMAN HOOD: Can we get your  
16 closing thought?

17 MR. HOWARD: Yes, sir. And w e're  
18 not against quality medical service. So I'd  
19 like to just thank you for allowing me to be  
20 heard.

21 CHAIRMAN HOOD: Thank you. Mr.  
22 Clay?

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1 MR. CLAY: Ye s, thank you very  
2 much.

3 CHAIRMAN HOOD: Is your microphone  
4 on?

5 MR. CLAY: It's on now. I'm not  
6 going to make a speech tonight. But I just  
7 want you to know that we're not in opposition  
8 to the other group. We're really not in  
9 opposition to them. What they want and what  
10 we want are the same, but it's the way that  
11 it's done.

12 I've been in Eastland Gardens for  
13 over 50 years. I know where they are n ow in  
14 that strip. When they had temporary buildings  
15 there for the military familie s and I know  
16 what problems we had at that time getting in  
17 and out. And it's almost as bad now at  
18 certain times when the traffic backs up, it  
19 takes a long time to get out, a long ti me to  
20 get out.

21 We know and we believe that if you  
22 build what they're going to b uild out there,

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1 the people who come there are going to be  
2 parked in our area. There's no way out of it.

3 They're going to be parked in our area. We  
4 will see signs up in the area talking about no  
5 parking, unless you have a certain colored  
6 sticker. That's not what we moved there for  
7 and that's not what we built that community  
8 for.

9 We built that community to be  
10 exactly like some of the communities that you  
11 have uptown, in Virginia, and all over the  
12 area and we had wanted it to stay that way.  
13 But I realized time moves on and time changes,  
14 so we'll just have to live with what we have  
15 and what we can get. But we hope you will  
16 consider very deeply the parking situation and  
17 the traffic situation.

18 Thank you very much.

19 CHAIRMAN HOOD: Any questions of  
20 this panel? I'm just curious, Mr. Howard.  
21 I'm just curious about the Abe Pollin. What  
22 problems are you having with the Abe Pollin

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1 problems?

2 MR. HOWARD: We have no problems.  
3 I'm just saying that it's another  
4 residential. They're demolishing the  
5 building, the apartment building. It's going  
6 to be another residential project there.

7 CHAIRMAN HOOD: So you don't have  
8 any problems with it?

9 MR. HOWARD: No, no. We need some  
10 quality housing.

11 CHAIRMAN HOOD: Okay.

12 MR. HOWARD: But it's going to  
13 further aggravate the parking and the traffic

14 CHAIRMAN HOOD: I just wanted to  
15 know what the problems were. I don't have  
16 anything else. Anybody else?

17 Does the Applicant? Does the ANC?  
18 Eastland Gardens? Okay, I want to thank you  
19 all for your testimony.

20 One other question, I made myself  
21 a note. Ms. Singletary, you said you want a  
22 retail there. Wouldn't retail bring traffic

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1 also?

2 MS. SINGLETARY: But transi t  
3 traffic, not the all day. So -- and then the  
4 towering building itself, it just closes the  
5 neighborhood off period. I mean the different  
6 retail we desired a nd what we spoke about  
7 originally in the beginning on the first PUD  
8 plan were lower, moderate style buildings and  
9 not institutions. It was retail. So they  
10 changed that but this seems to be all they can  
11 come up with now.

12 CHAIRMAN HOOD: Okay. Thank you.

13 MS. SINGLETARY: Yes, thank you.

14 CHAIRMAN HOOD: I want to t hank  
15 you all. You hav e one last t hing you wanted  
16 to say with your microphone?

17 MS. COLEMAN: They're allowed t o  
18 go but so deep when they open.

19 CHAIRMAN HOOD: All right. Have  
20 you got something else?

21 MR. CLAY: Let me just say our  
22 leader, Greg, he state s our problems very

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1 well, so kind of listen to him.

2 CHAIRMAN HOOD: We've been  
3 listening to Mr. Rhett -- let me just say  
4 this. We've been listening to Mr. Rhett the  
5 whole time. We just try to make sure we can  
6 move along. Thank you all, we appreciate  
7 that.

8 Okay, so we're going to recess  
9 this hearing and we're going to start with  
10 Commissioner Seaward, Chairperson Seaward and  
11 we're going to listen to Mr. Rhett when you  
12 all come back and you will have a chance to do  
13 your presentations. You'll be cross examined  
14 and then at that point we'll have --

15 MS. SCHELLIN: Rebuttal and  
16 closing.

17 CHAIRMAN HOOD: Rebuttal and  
18 closing. So we have to come back on the --

19 MS. SCHELLIN: Wednesday, May 18th  
20 at 6:30.

21 CHAIRMAN HOOD: We don't have  
22 another hearing we could move that to? But

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1 anyway, I don't want to start that. With that  
2 we're recessing and we'll be Wednesday, the  
3 18th. Thank you, everyone.

4 (Whereupon, at 11:14 p.m., the  
5 public hearing was concluded.)  
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