

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

+ + + + +

PUBLIC HEARING

+ + + + +

THURSDAY

MAY 26, 2005

+ + + + +

The Public Hearing of the District of Columbia Zoning Commission convened at 6:30 p.m. in the Office of Zoning Hearing Room at 441 4th Street, N.W., Washington, D.C. 20001, Carol J. Mitten, Chairperson, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD	Vice Chairman
KEVIN HILDEBRAND	Commissioner
GREGORY JEFFRIES	Commissioner
JOHN PARSONS	Commissioner

OFFICE OF ZONING STAFF PRESENT:

SHARON SCHELLIN	Office of Zoning
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OFFICE OF PLANNING STAFF PRESENT:

ARTHUR JACKSON	Office of Planning
JENNIFER STEINGASSER	Office of Planning

This transcript constitutes the minutes from the Public Hearing held on May 26, 2005.

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CASE NO. 04-24 - ANC-5B

MID-CITY URBAN LLC AND A&R DEVELOPMENT CORP: 3

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Douglas Hale 7

Cheryl Hamilton 8

Calvin Jackson 14

Steve Gang 20

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

6:41 p.m.

VICE CHAIR HOOD: Good evening, ladies and gentlemen. This is the Public Hearing of the Zoning Commission of the District of Columbia for Thursday, May 26, 2005. My name is Anthony J. Hood. Joining me are Commissioners Parsons and Hildebrand. We are expecting to be joined very shortly by the Chair, Commissioner Mitten and also by Commissioner Jeffries.

The subject of this evening's hearing is Zoning Commission Case No. 04-27. This is a request by Mid-City Urban LLC and A&R Development Corporation for approval of the first stage of a two-stage Planned Unit Development and related map amendment for property located at immediately east of Rhode Island Avenue, Brentwood Metrorail Station and known as Parcel 131, Lot 233 and portions of Lots 234 and 235.

Notice of today's hearing was published in the D.C. Register on April 8, 2005. Copies of today's hearing announcement are available to you and are located to my left in the wall bin near the door. This hearing will be conducted in accordance with provisions of 11 DCMR 3022. The order of procedure will be as follows: Preliminary matters, applicant's case, report of the Office of Planning, report of

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1 other Government Agencies, report of Advisory
2 Neighborhood Commission 5B, organizations and persons
3 in support, organizations and persons in opposition.

4 The following time constraints will be
5 maintained in this meeting. The applicant 45 minutes,
6 organizations 5 minutes, individuals 3 minutes. The
7 Commission intends to adhere to the time limits as
8 strictly as possible in order to hear the case in a
9 reasonable period of time. The Commission reserves
10 the right to change the time limits for presentations
11 if necessary and notes that no time shall be ceded.

12 All persons appearing before the
13 Commission are to fill out two witness cards. These
14 cards are located to my left on the table near the
15 door. Upon coming forward to speak to the Commission,
16 please, give both cards to the reporter sitting to my
17 right.

18 Please, be advised that this proceeding is
19 being recorded by a Court Reporter and is also webcast
20 live. Accordingly, we must ask you to refrain from
21 any disruptive noise or actions in the hearing room.
22 When presenting information to the Commission, please,
23 turn on and speak into the microphone first stating
24 your name and home address. When you are finished
25 speaking, please, turn your microphone off, so that

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1 your microphone is no longer picking up sound or
2 background noise.

3 The decision of the Commission in this
4 case must be based exclusively on the public record.
5 To avoid any appearance of the contrary, the
6 Commission requests that persons present not engage
7 the Members of the Commission in conversation during
8 any recess or any time. The staff will be available
9 throughout the hearing to discuss procedural
10 questions.

11 Please, turn off all beepers and cell
12 phones, at this time, so not to disrupt these
13 proceedings. For the record, we have been joined by
14 Commissioner Jeffries. At this time, the Commission
15 will consider any preliminary matters. Does the staff
16 have any preliminary matters?

17 MS. SCHELLIN: No, sir.

18 VICE CHAIR HOOD: Would all individuals
19 wishing to testify, please, rise to take the oath?
20 Ms. Schellin, would you administer the oath?

21 MS. SCHELLIN: Please, raise your right
22 hand.

23 (Whereupon, witnesses were sworn.)

24 MS. SCHELLIN: Thank you.

25 VICE CHAIR HOOD: Okay. We would ask the

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1 applicant to come forward to present the case. No,
2 okay, no one asked for party status that I can recall.

3 The applicant has asked for, I think, was it one hour
4 or 45 minutes?

5 MS. GIORDANO: Somewhere in between
6 probably. We're going to try and leave it to 45
7 minutes, but it is a very complex project and I can't
8 guarantee you 45 minutes.

9 VICE CHAIR HOOD: Okay. I'm not rushing
10 you, Ms. Giordano.

11 MS. GIORDANO: Okay.

12 VICE CHAIR HOOD: I'm just trying to
13 figure out what you requested.

14 MS. GIORDANO: I appreciate it.

15 VICE CHAIR HOOD: Okay.

16 MS. GIORDANO: That's what we had
17 requested was 45.

18 VICE CHAIR HOOD: Okay.

19 MS. GIORDANO: I'll just say by way of
20 introduction, my name is Cynthia Giordano. I'm from
21 Arnold and Porter Law Firm representing the applicant.
22 We're going to hear testimony this evening from
23 WMATA, a representative of the applicant developer,
24 the landscape architects and the project architects.
25 We also have available for questions, if need be, the

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1 transportation consultant and Mr. Gross, City Planner.

2 I'm going to introduce Cheryl Hamilton,
3 who is vice president for A&R Development and in
4 charge of their Washington Office and Doug Hale from
5 WMATA, who is the senior development specialist. And
6 they will present testimony first. We have handed out
7 an outline of our presentation for your information,
8 as well as a small handout that basically includes all
9 the slides and the PowerPoint presentation. You also
10 have testimony from Ms. Hamilton. And we'll go ahead
11 and get started unless there are any questions at the
12 outset.

13 VICE CHAIR HOOD: We're ready to go.
14 Thank you.

15 MS. GIORDANO: Mr. Hale will speak first.

16 MR. HALE: Good evening. My name is
17 Douglas Hale, Senior Development Specialist, with the
18 Washington Metropolitan Area Transit Authority.
19 Business address 600 5th Street, N.W., Washington, D.C.
20 20001. Comments are very brief in support of the
21 project. Metro offered this property, which they own,
22 in July 2000. The Metro Board selected this
23 development team consisting of Mid-City Urban LLC and
24 A&R Development in December 2001. Metro and
25 Development team signed a land lease in March 2005, a

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1 few months ago.

2 We feel very strongly this is an excellent
3 example of transit oriented development. It's got
4 mixed-use. It promotes transit use. It accommodates
5 the existing parking that Metro has there by putting
6 it into a garage on site. We're enthusiastic about
7 seeing this come to fruition. That's all I have to
8 say.

9 VICE CHAIR HOOD: Is Mr. Hale going to be
10 around later to ask questions?

11 MR. HALE: Yes, yes, I'll be around.

12 VICE CHAIR HOOD: Thank you. We'll save
13 our questions towards the end.

14 MS. HAMILTON: Members of the Zoning
15 Commission, for the record, my name is Cheryl
16 Hamilton, Vice President with A&R Development, and
17 thank you for the opportunity to present what we
18 believe is a wonderful reuse of what is now an open
19 space surface parking lot. We have other members of
20 the development team who will be here and available
21 for questions. Vicky Davis, President of Mid-City
22 Urban and the partner with A&R Development, Calvin
23 Jackson, who will be speaking to you later, Steve
24 Gang, who is the architect of record and Joe Plumpe,
25 who is the landscape architect with Studio 39.

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1 Other members who are here are Kapres
2 Meadows also with A&R Development and who is working
3 the slideshow for us and Cullen Elias from O.R. George
4 and Associates. This evening we will give a brief
5 project overview and we will talk about our efforts at
6 community outreach and then have a presentation on the
7 architectural design and the landscape design.

8 We started working on this project in 2001
9 with WMATA. We formed a relationship with Mid-City.
10 And Mid-City has a 40 plus year track record and some
11 of their recent projects in Washington are Henson
12 Ridge and Arthur Capper Carrollsburg, projects which
13 have been and will probably continue to be before this
14 Commission. And our development has been in business
15 for 27 years and our recent projects include Wheeler
16 Creek, Capitol Gateway and East Gate, which was part
17 of -- was before you this past Monday.

18 For the past three years, we have been in
19 a series of negotiations with WMATA and the city. We
20 were able to reconcile some of the major business
21 points with WMATA early on, including the length of
22 the ground lease and initial pricing. However, there
23 were lengthy negotiations between the city and WMATA
24 concerning the parking garage, what size the parking
25 garage should be. And after several go arounds with

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1 the Mayor and Deputy Mayor's Office, it was finally
2 resolved that the parking garage, the replacement
3 parking would be 200 spaces, plus 15 Kiss and Ride
4 spaces.

5 And as Mr. Hale said previously, we
6 finally did sign the Joint Development Agreement the
7 last day of March, on March 31st. Because this project
8 has been uncertain given, you know, what size the
9 garage needs to be and other things for so many years,
10 we have not done a lot of the studies that we
11 ordinarily would have done by this point. But we will
12 be doing those shortly.

13 As you are aware, the Rhode Island Project
14 is located near the 7th Street and Rhode Island in Ward
15 5 District. In addition to the WMATA garage, which is
16 not the subject of this PUD application, the 7.3 acre
17 development will consist of 271 apartments, which will
18 be broken down in 1, 2 and 3 bedrooms, as you can see
19 on the slide before you. The ground floor will
20 contain retail, an approximate amount of 82,000, which
21 also includes community space.

22 Parking for the residential will be
23 located in the residential buildings in terms of
24 garages and they will be in building 2, which will
25 contain both retail and residential parking. The

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1 residential parking will be separated from the retail
2 parking. The design concept, which the architect will
3 go into more detail later, was based on the Main
4 Street concept and the total project, at this point,
5 is about \$80 million, which includes about \$55 million
6 for the residential portion, \$17 million for the
7 retail and \$6 million for the WMATA garage.

8 We believe as Mr. Hale said that this
9 project meets the Transit Oriented Development
10 Principles that have been expressed by the city and
11 that we're providing a mix of uses, attractive
12 architecture and design, pedestrian friendly and a
13 safe environment, parking management and a high
14 quality of public realm and amenities and orientation
15 and connectivity.

16 An important part of this is the rents and
17 as part of this development, 20 percent of the units
18 will be affordable and they will be for families
19 earning 50 percent of the area median income, which we
20 know is \$89,300 for a family of four. And so the
21 affordable rents for 1, 2 and 3 bedrooms ranges from
22 \$975 or so to about \$1,355 for the 1, 2 and 3
23 bedrooms. And these units will be no different than
24 the market rate units. The market rate rents will be
25 approximately \$1,300 to \$2,650, also for the 1s, 2s

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1 and 3s and the highest rent currently proposed is only
2 about 104 percent of the current AMI.

3 Since we have just reached the stage where
4 the Joint Development Agreement has been signed, we
5 will again start the process of lining up retail
6 tenants and we did have a lot of interest expressed
7 early on, but because of the hold-up on the project,
8 we could not find letters of intent. And as you see
9 on the list there, those are the types of retailers
10 that we are trying to attract. So the sit-down
11 restaurant is one of the main focuses for this area,
12 as well as many others.

13 Many members of our development team
14 attended the retail convention in Las Vegas this week
15 and we anticipate having several letters of intent in
16 the future. And, in fact, Vicky Davis is just
17 returning from that convention. This project was
18 presented to the Mayor and Deputy Mayor in Las Vegas
19 and I understand that it generated a lot of excitement
20 with them. And so much so that today I have received
21 several calls from the Deputy Mayor's Office
22 requesting information and updates on the project.

23 In terms of our time table, we have a
24 preliminary schedule, which indicates that the project
25 will be completed around June of 2008 and you can see

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1 the schedule before where the Joint Development
2 Agreement was executed in March. We anticipate
3 starting construction of the WMATA garage in March or
4 April of 2006, with the garage being completed in
5 March 2007. And that will allow surface parking
6 spaces to be in place while the garage is under
7 construction. And once the garage is complete, we
8 will move on and start the construction of the
9 residential and retail buildings, with the project
10 close out, all the punch out, landscaping and
11 everything in place by September of 2008.

12 In terms of the amenities, amenities for
13 the development itself will be a community room, pool
14 and parking, one parking space for each unit, as well
15 as a well-landscaped common area and quick and easy
16 access to public transportation. Public benefits for
17 the city will be the enhancement of a destination
18 place, which is outside of the Downtown Corridor.

19 And other benefits, as you can see on the
20 screen, is construction of a new mixed town center,
21 shopping and restaurant uses for the neighborhood,
22 expansion of the housing supply, including 20 percent
23 affordable, attractive architecture, shops, ample but
24 not excessive parking, new jobs being created,
25 increased tax revenue, both income tax and property

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1 tax. And the parking, we believe, is necessary in
2 order to attract the level of national retailers that
3 we think are warranted in this neighborhood.

4 Our chain is very proud of this project
5 and we feel that when it is completed, it will be a
6 gem for this area, the city and further spur the
7 revitalization around along Rhode Island. We have
8 been meeting with the ANCs and other civic
9 associations since 2002. I will now turn it over to
10 Calvin Jackson, who is the development manager with
11 A&R Development to discuss some of the more recent
12 community meetings and outreach. Thank you for your
13 attention. Calvin?

14 VICE CHAIR HOOD: Let me just put on the
15 record though, now that I think about it, that, to my
16 colleagues and I probably should have done this
17 earlier, Mr. Jackson has called me and I have
18 forwarded that on to my second Vice President of the
19 Woodridge Civic Association. I had no involvement in
20 that and if anybody has a problem, you need to let me
21 know. And I don't think my association, I don't know
22 if they even coordinated that, but anyway, I just
23 wanted to put that on the record.

24 MR. CALVIN JACKSON: Yes, thank you, Mr.
25 Hood. I did contact Mr. Hood. He is involved with

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1 the Woodridge Civic Association and he immediately put
2 me in touch with his lieutenant to coordinate with
3 meeting with that organization.

4 Good evening. My name is Calvin Jackson
5 with A&R Development. Mid-City and A&R Development
6 have held a series of meetings with the surrounding
7 community over the past almost three years to listen
8 to concerns of neighbors and present conceptual plans
9 of the proposed development. Leading up to this first
10 stage PUD, we reached out to ANC-5B, ANC-5A, ANC-5C,
11 the Brentwood Civic Association and the Woodridge
12 Civic Association.

13 We met with the Brentwood Civic
14 Association. I'm sorry, I'm losing my -- yes, we met
15 with the Brentwood Civic Association, ANC-5A, 5C and
16 ANC-5B03 which is the Single Member District in which
17 this project is located. The Woodridge Civic
18 Association asked that we present at their June
19 meeting instead of their May meeting. Due to
20 administrative concerns, we were unable to meet and
21 secure support from the overall ANC-5B, where the
22 project is located, during their regularly scheduled
23 meeting earlier this month nor at a special meeting we
24 asked to be convened prior to this hearing.

25 Regina James the Single Member District

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1 ANC-5B03 expressed strong concerns and voted against
2 the project because of parking and pedestrian access
3 issues. However, throughout all of our meetings,
4 there has never been outright rejection of the overall
5 concept of developing this site into a mixed
6 residential and retail complex. The Brentwood Civic
7 Association, ANC-5A and ANC-5C, generally, support our
8 concept as does the subject ANC-5B.

9 The issue has been the level of details
10 desired as compared to what is required for this first
11 stage PUD, as well as concerns about certain promises
12 made and not kept relating to the adjacent Big Box
13 site containing Home Depot and Giant, which is not
14 within our control. As a result of all of our
15 meetings, we have heard loud and clear four major
16 concerns that were voiced consistently: Parking,
17 pedestrian access and safety, security and retail
18 businesses.

19 In parking, the community strongly
20 expressed a desire for more parking throughout the
21 development to prevent overcrowding and appropriate
22 parking at the Big Box site and excessive parking on
23 neighborhood streets. The existing surface WMATA
24 commuter parking lot holds roughly 380 parking spaces
25 and will be replaced by a 200 space WMATA commuter

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1 parking garage, which is not part of this PUD, and
2 which was previously negotiated between the city and
3 WMATA.

4 Out of 41 Metro Stations in the city, this
5 commuter garage would rank 4th in the number of parking
6 spaces offered to the commuting public. In the two
7 project garages we have -- in our two project garages,
8 we have planned for 271 residential spaces and 180
9 retail spaces, which reflects 67 percent more parking
10 than required for the residential component as we
11 sought to achieve a 1 to 1 ratio and 60 percent more
12 parking than required for the retail spaces.

13 On Main Street, we have 55 short-term
14 parking spaces and near the commuter garage we have
15 sited 15 Kiss and Ride spaces along with five taxi
16 stand spaces. Accounting for future growth of the
17 neighborhood, a desire by some in the city for less
18 parking, and the community's desire for more parking,
19 we believe we have the proper number of spaces for a
20 project this size in a market that expects and demands
21 parking and in a neighborhood where parking can be
22 scarce at times currently.

23 Pedestrian access and safety. Throughout
24 our planning, we have incorporated many elements that
25 enhance pedestrian access and safety. Our Main Street

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1 has been designed with traffic calming islands and
2 curb bump-outs, oversized sidewalks and enhanced
3 crosswalks are planned throughout the project.
4 Metrobus traffic has been limited to a loop road that
5 runs behind our project to service the Rhode Island
6 Avenue Metro Station.

7 We're even investigating smart crosswalks
8 like those used at Ballston Common in Virginia where
9 embedded street lights will activate when a pedestrian
10 enters the crosswalk. As we move closer to our second
11 stage PUD, we hope to be able to coordinate with the
12 Big Box site to match our pedestrian traffic patterns
13 with their pedestrian pathways. We plan on
14 communicating with authorities at Home Depot, Giant
15 and the currently proposed Staples and Marshall site
16 to see if we can improve overall pedestrian traffic
17 flow between our two projects and see if there are
18 additional measures that should be undertaken to
19 ensure pedestrian safety.

20 Security. By its very nature, this
21 development will enhance area security with a 24 hour
22 presence of people with a vested interest in a secure
23 home or a secure business. However, we have
24 incorporated security into the design strategically
25 locating entrances and windows and envision the

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1 extensive use of technology to ensure the safety of
2 residents, visitors, businesses and personal property.

3 Retail businesses, the remaining concern
4 of the community. There is a strong desire in the
5 community for our retail space to accommodate various
6 types of businesses, especially those found downtown
7 or out at malls like Pentagon City. Sit-down
8 restaurants are sorely needed in this neighborhood and
9 our team is making a concerted effort to land them.
10 However, restaurants require extensive parking and any
11 reduction in our parking allowance will have a
12 negative impact on our ability to land the likes of an
13 Applebee's or Ruby Tuesday's.

14 Staples was going to anchor a portion of
15 our complex, until they decided to go to the Big Box
16 site, since it was available now rather than a few
17 years from now. That is just one instance of the
18 types of businesses we are looking at. There is also
19 interest from coffee shops and pharmacies seeking to
20 take advantage of our prime location. However, we
21 have chosen not to reveal specific names of businesses
22 until formal agreements had been reached.

23 In conclusion, A&R and Mid-City are
24 committed to abiding by all city requirements with
25 regards to local hiring of individuals and businesses

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1 in the development of this project. We have a first
2 source agreement submitted to the Department of
3 Employment Services and an extensive track record of
4 inclusion with regards to local small disadvantaged
5 business enterprises.

6 Separately, we have met or exceeded
7 employment requirements and goals on various projects
8 throughout the Washington region. A&R's completed
9 development of Wheeler Creek in southeast achieved 52
10 percent LSDBE hires, almost 50 percent more than the
11 35 percent requirement. At Capitol Gateway, also in
12 southeast, our recently completed senior building came
13 in at 38 percent in LSDBE hires, while the ongoing
14 demolition of the remaining 40 acre site is being
15 completed with 80 percent LSDBE hires. More than
16 twice the requirement.

17 As a minority firm itself and lead
18 developer for subcontractor and consultant hiring here
19 at Rhode Island Avenue, A&R Development understands
20 the power of affirmative hiring practices and
21 continues to meet or exceed external and internal
22 requirements, no matter what jurisdiction we operate
23 in. Thank you very much.

24 MR. GANG: Good evening. My name is Steve
25 Gang. I'm with the Lessard Group out of Vienna,

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1 Virginia and my presentation tonight is to talk to you
2 about this wonderful opportunity the city has to
3 develop this community at Rhode Island Avenue.

4 One minor thing about technology, it's
5 great and sometimes it could be eh, in this case, some
6 of these slides, because of technology, are not lined
7 up with the photography, because we have different
8 software, which we did at the office. As architects
9 use the latest technology sometimes, we don't have the
10 latest. I apologize for the rotation on some of these
11 photographs.

12 But anyway, this first photograph is the
13 location of the site. As you know, Rhode Island
14 Avenue, you know, is the primary focus. I'm sorry,
15 the Rhode Island Avenue Metro is the primary focus.
16 This is Rhode Island Avenue, Brentwood Shopping Center
17 and the Brentwood Post Office. And one of the major
18 components of -- we want to design this thing in the
19 round. It was very important for us, and I think you
20 all brought this to our attention, of what this
21 project looks like from Rhode Island Avenue.

22 It was also very important that when you
23 left Brentwood Shopping Center that you had a clear
24 demarkation of where the Metro Station was that looked
25 great, that it was very pedestrian friendly. The

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1 third thing that was also very important, I'm not sure
2 if you've dealt with many Metro sites, is Metro needs
3 to keep their operations operational. Meaning that
4 the buses still need to operate, the parking spaces
5 and the Kiss and Ride.

6 And, quite frankly, this was almost like a
7 blessing in disguise. We had a parcel which is now
8 part of this PUD near the Brentwood Post Office that
9 basically was unused right now. It also has a series
10 of pedestrian ways going up to the post office. So
11 this area basically is -- well, this is going to be
12 where the WMATA parking garage is. And that will
13 allow us, one, it's hidden behind everything, it
14 doesn't have a major impact on the community and what
15 we're proposing, and at the same time, it allows all
16 the facilities to be kept operationable while they
17 build that garage.

18 The other thing, as I mentioned which was
19 very important, and I'll probably slip to the next
20 slide, is, you know, the pedestrian ways, which
21 connect to the existing community. I'm going to walk
22 you through that in more detail. This debug line
23 from the shopping center to the station and what this
24 whole thing is going to look like and feel for the
25 people who are going to use this on a daily basis.

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1 A little more detail, again, the WMATA
2 parking garage, Rhode Island Avenue now is animated
3 with retail on the first floor basically running along
4 the whole length. There is three stories of
5 apartments also on top. Basically, also, even though
6 we call it Main Street, it's a retail street. It has
7 retail on both sides of the street. It's animated
8 also with three story apartments on top. There is
9 going to be specialty areas. There may be a coffee
10 shop near the Metro Station, pavers and street trees
11 and I'll let Joe Plumpe get into that in more detail.

12 The other challenging thing is we're
13 increasing parking because of the amount of retail and
14 parking, residential units and one of the key
15 components is that the parking is basically behind the
16 buildings. You will not see any of the parking
17 garages and I'll get into a little more detail on
18 that. And these are basically where the parking
19 garages are. So that's another key component.

20 Again, you know, the important thing is
21 now Rhode Island Avenue is as activated retail on the
22 first floor, three stories of apartments on top, Main
23 Street, parallel parking on both sides. We have done
24 -- the island is basically going in now so we don't
25 have parking on both sides in the middle, but it goes

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1 back and forth. We're basically using a 20 foot
2 paving section, enough that we feel comfortable that
3 you can have outdoor seating areas. People will feel
4 comfortable walking in those street sections.

5 The vehicular circulation is also
6 important. Meaning that this is more, I'm going to
7 call it, pedestrian friendly. This is really lower
8 than Commerce Street. The existing driveway where the
9 buses basically circulate around the site is now
10 strictly, it's predominantly for the buses and for the
11 WMATA every day drivers for the 200 parking spaces.
12 As I mentioned before, the parking is strictly behind
13 the buildings. I'll show you some sections and what
14 it's going to look like along Main Street in a little
15 while.

16 But basically, you enter the parking
17 garage here. This is a four story parking deck. And
18 the buildings, the units themselves there are no
19 windows. It's basically the hallway is abutted, so
20 that there is no air and light and you won't have any
21 of the negative impacts of a garage, as again, you
22 just don't see it at all. And the same thing with
23 this garage. This garage in building 1 is exclusively
24 for the residential units. There are a few more
25 residential parking spaces in the residential units.

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1 This one on the first two -- first level
2 and a half is basically exclusively for the retail
3 uses and it will be controlled as -- up the levels for
4 the residential uses. As mentioned, there's also
5 convenience parking for the retail. The taxi areas
6 and the short-term parking is very close to the
7 existing area for the WMATA entrance. I did talk
8 about vehicular circulation and how that functions.

9 Also, in reference to the amenity space
10 for the residential units, there will be a pool. We
11 haven't exactly defined what it is, but the amenity
12 space will be near the lobby and the rental office,
13 but there will be an amenity space that will be
14 designed that will be incorporated with a pool. What
15 we have also done, and since this is, we'll call it,
16 higher density for -- or there is a lot of activity
17 with WMATA, with the retail, there is predominantly
18 retail on the first floor, except for in a few areas.

19 And what we're going to be designing or
20 what we have designed is basically two story living
21 units, which we feel if I was living in those areas, I
22 want to be comfortable, meaning that the bedrooms are
23 going to be upstairs. The living room, kitchen and
24 dining rooms are on the first floor. However, we're
25 also going to raise it by three to four feet, so as

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1 you are walking by, you can't look into their units.
2 And again, from a comfortable standpoint, not from a
3 safety standpoint, I mean, safety is a prime
4 consideration, the bedrooms are going to be upstairs
5 on the second floor where we don't have retail
6 fronting along the streets.

7 In reference to how the second, third and
8 fourth floor units work, basically, there is a lobby
9 here. There is a lobby there. And it's basically an
10 enclosed corridor building, that basically sits on top
11 of the retail. So this is basically the configuration
12 of the typical second, third and fourth floor of the
13 residential components. To give you a flavor of what
14 the elevations look like, this is to the Rhode Island
15 Avenue side.

16 Basically, from where you enter Brentwood
17 until you go underneath the Metro, there is an,
18 approximately, 12 to 13 foot grade differential, so
19 quite obviously we had to consider how that grade
20 works and I have a section, bunch of sections for us
21 to look at. And I think the other thing is what we
22 really want you to do is play with the architecture.
23 Start playing with that so it doesn't look like one
24 massive building. Come up with a variety of styles,
25 variety of roof tops, start playing with the

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1 elevation. So this gives you an idea of what we think
2 about when we come in with our phase 2 application of
3 what we're thinking about doing.

4 This is one of the sides. This is the
5 south side of what we call Main Street. Same concept,
6 a little more -- you know, same thing flat roofs, you
7 know, a variety of styles. It's a little more
8 industrial looking and again, you know, the flavor of
9 having things read much more vertical than horizontal.

10 Real quickly, to show you what the
11 challenges are when we went with the site design, so
12 if you have any questions on why we did what we did,
13 this is looking on Rhode Island Avenue across the
14 site. This is the northeast -- I'm sorry, northwest
15 corner of the site. There is a pedestrian access
16 crossing Rhode Island Avenue. You can see the grade
17 differential, which I talked about. This is,
18 approximately, 18 to 20 -- this is, approximately, 30
19 feet right now in grade. There is a pedestrian set of
20 steps going up. You can see the station on top and
21 you can see the grades I was talking about.

22 And this was one of the challenges of how
23 we handled the grade transition from the upper level,
24 which is relatively flat where all the parking is to
25 Rhode Island Avenue, and I'll get in a little more

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1 detail to that. This is from the Brentwood Shopping
2 Center looking up. You know how important it was on
3 that elevation that that was going to be a key
4 landmark.

5 So as you head down Rhode Island Avenue,
6 we thought that was a very important aspect. It was
7 going to be announcing where this community was going
8 to be and also announces where the station is, you
9 know, as right now it's a typical parking lot, all
10 asphalt. The station, hopefully, I'm not insulting
11 anybody, but, you know, this is more 1970s with the
12 global lights, the station isn't graded and hopefully
13 when we start to redevelop it, we'll bring it more in
14 tune with a more pedestrian friendly mixed-use
15 community in reference to the details which we're
16 going to do.

17 You could also tell by the bus stops and
18 this is basically where the bus drop-off area is.
19 Looking on top of the station, basically, looking
20 northeast what you see now, you can see the Brentwood
21 Shopping Center in the back, big parking lot. And
22 again, our site, you know, there are a number of
23 people. I'm not sure how many Metro riders are going
24 to be here. What we're going to be seeing, the view
25 looking down on what we call Main Street is going to

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1 be critical.

2 I mean, I don't know how many riderships
3 there are every day, but that is an announcing card in
4 rental and in retail. This is our gateway. So we
5 have a wonderful opportunity to create something
6 wonderful for everybody to remember. And the same
7 thing looking southeast up to the post office and what
8 the station is now.

9 I think one of the things also is the
10 pedestrian connection. This is an existing
11 connection, basically, on the southeast corner of the
12 site. Basically, this is right now exclusively for
13 the buses. The pedestrian way going up to the
14 Brentwood Shopping Center is right here right now.
15 And as I mentioned before, in our scheme, this becomes
16 a two-way street, basically kept in the same location
17 and this will be where the buses and the daily cars
18 for the WMATA ridership will be.

19 Also, a little further down you can see
20 existing pathways going up to Brentwood, the shopping
21 center, some which is a lot easier, some which is a
22 little more challenging. You know, the walls which we
23 have to contend with and what they're going to look
24 like and the pedestrian ways, you know, the crosswalks
25 which are there. This is Brentwood. Looking across,

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1 as I mentioned, there is a high wall. I'm not sure
2 how high that is, but it looks probably like around 15
3 feet looking straight at the station.

4 This is basically exiting. Also, just a
5 little bit closer and this is further, almost at Rhode
6 Island Avenue looking into the site. And this will be
7 our entrance. Our entrance for the retail will
8 basically -- starts exactly here also and is oriented
9 towards the station. And as I mentioned before, this
10 will be where the buses and the daily ridership will
11 be. As I mentioned before, one of the challenges was
12 how we were going to handle the grade differential
13 along Rhode Island Avenue, both horizontally and
14 vertically.

15 We have developed a number of sections to
16 share with you. This is to Rhode Island Avenue
17 section, which is basically cut right along there. It
18 basically has high retail at the entrance, you know,
19 going into the WMATA site with three stories of
20 residential. It basically steps down. We're going to
21 play with the roof heights along that area. And this
22 is cut in the opposite direction, higher retail. This
23 is retail along what I'm going to call Main Street and
24 the three stories of living on top.

25 In reference to the parking garage, which

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1 I mentioned was basically surrounded by buildings,
2 hopefully this gives you a better flavor, this is
3 Rhode Island Avenue, retail on the first floor, three
4 stories of residential. This faces Main Street,
5 retail, residential and the parking garage, the
6 building surrounding the parking garage.

7 One of your all's comments also was the
8 relationship of the platform to the buildings. It's,
9 approximately, 100 feet from the face of the building
10 to the train tracks itself. There is also, I think,
11 about 18 feet from the grade, which I think is going
12 to be at elevation 116 to elevation 164, which is just
13 a platform.

14 Again, the parking lot of what it is now
15 and basically our perspective of what it's going to
16 look like from that exact point. So again, standing
17 at this point and this is what the image of what it's
18 going to look like looking towards WMATA and that also
19 you can see the train in the back. This is actually
20 in the photograph which we took to give you the exact
21 proportions of what it's going to look like. It gives
22 you the flavor of the architecture, the variety of the
23 articulation of buildings.

24 You can see how this is a lot, pedestrian
25 scale, human scale in reference to the width of the

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1 walks and how comfortable people will feel. You know,
2 I think, Joe will talk about the trees, you know, the
3 looseness of trees, you know, not these big heavy
4 trees, but trees that we feel will fit the scale for
5 this type of community.

6 In reference to, you know, just the main
7 points again about vehicular, pedestrian and parking
8 elements, you know, we relocated and reduced the Metro
9 commuter parking per the city TOD goals. Main Street,
10 as I have talked about previously, will be free of
11 buses, as it will be very pedestrian friendly. It has
12 been set up to minimize the conflicts of pedestrian
13 vehicular traffic. The residential parking will be 1
14 to 1 and will be secured. The retail, which we think
15 is necessary for convenience, is parked at 3 spaces
16 per 1,000.

17 There is short-term parking along Main
18 Street and the loading is in very discrete locations
19 and I'll walk you through that a little bit later.
20 There were some responses or some suggestions at the
21 sit-down, set-down. One, as I talked about was the
22 animation of the Rhode Island Avenue frontage which
23 was done. We reduced the parking to 200 spaces, you
24 know, for the WMATA parking garage. I did show you
25 the height relationship in that section.

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1 The phasing of the project components, I
2 think, Cheryl talked about that earlier. The impact
3 of the parking garage in regards to residential light
4 and air, as I mentioned, the garages are completely
5 enclosed. They are basically abutting hallways.
6 There are no hall -- there are no windows facing the
7 garages. I did talk about the Traffic Circulation
8 Plan in reference to how those were going to be
9 accessed.

10 And again, just a quick reminder, you
11 know, this is basically, you know, where the buses and
12 the residential -- I mean, the buses and the day to
13 day commuters from WMATA, the residential secured
14 parking for this building, retail on the first floor
15 of these two buildings, the service component for this
16 retail and for the residential buildings is located
17 for here. And there is another service area,
18 basically, discretely located in that area.

19 And, you know, again, the illustration
20 between Main Street and retail. Just to give you, you
21 know, a little more refinement of where that was and
22 what it looks like. And if you have any questions,
23 I'll be happy to answer them later after we have gone
24 through the presentation. Thank you.

25 MR. PLUMPE: Good evening. My name is

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1 Joseph Plumpe with Studio 39 Landscape Architecture in
2 Alexandria, Virginia. Really, what we are here for is
3 really to talk about conceptual landscape, but also
4 how to bring the architectural elements into the
5 streetscape and landscape as well.

6 Starting with Rhode Island Avenue, that's
7 the front door of this project. And those existing
8 street trees will remain as they are today with
9 enhanced planting from the street sidewalk back to the
10 building facade. As you saw, the facade that Steve
11 mentioned is very animated. Our landscape will only
12 compliment that as well bringing the architecture down
13 to a more human scale with evergreens, seasonal type
14 plantings just to make it more attractive to walk by
15 than what is there right now at this point.

16 Main Street itself is, as everyone says,
17 animated just like Rhode Island, that's our word
18 tonight animation. So maybe we should call ourselves
19 the Disney Group or something, but it's going to be a
20 fun place to be. So we wanted a very attractive, kind
21 of interactive with the buildings as the people walk
22 through on the sidewalks, so they feel like they are
23 welcome to the place to shop, to live and also to
24 commute back and forth to work.

25 This is their last stop before they go

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1 home or before they go home. And the sidewalks
2 themselves will be primarily concrete, but with
3 accents of special paving, the walkways themselves --
4 excuse me, the crosswalks themselves would be special
5 paving to call out for safety reasons. As well as the
6 signage, street furnishings will be all coordinated
7 with the benches, the trash receptacles, the bike
8 racks and so forth. But all to be durable type
9 elements to show a sense of quality to match the
10 architecture, which was previously presented.

11 The street trees themselves, what we are
12 looking for, is a triple row of three trees with
13 ground cover planting beds. But the street trees
14 we're looking at is potentially a willow oak tree, to
15 have a nice -- be sturdy, as well to filter shade,
16 fine textured type plant material, but still needs
17 enough light in this area and it should survive well.

18 At least we feel that it should, at this point.

19 The perimeter drive itself, we have the
20 Chavez Center next door. We would like to again
21 continue the street tree theme along that side. We
22 have service areas to contend with, as well as the
23 backyards of the units themselves, appropriate
24 screening, landscaping, what we have provided, with a
25 combination of evergreen and plant material.

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1 The pool area shown on the left part of
2 this slide will be fenced per code with a 6 foot high
3 fence preventing people to get into it as well as for
4 safety measures. The pool deck will be of a special
5 paving type surrounding the body of water, as well as
6 providing adequate access to and around the pool area.

7 The backyards, as I mentioned before, just a few
8 backyards here. I mean, if you want a single-family
9 home, this is not the place to be.

10 But it's some place nice to have a nice
11 backyard space, like a private garden space. They
12 will be fenced as well for screening purposes, but as
13 well as from a security standpoint, but the backyards
14 themselves really just give a place to stretch out and
15 to enjoy the area for private individuals. The pool,
16 as I mentioned before, unique shape itself. It's
17 somewhat of a contemporary feel, but was also kind of
18 blending with what the internal workings of the
19 building will be, as you see in phase 2 as the --
20 phase 2 of the submission.

21 This is what it's going to be. We
22 guarantee you. So hopefully you like the project. If
23 there are any questions, please, let us help you out
24 there.

25 MS. HAMILTON: Thank you. That concludes

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1 our presentation.

2 VICE CHAIR HOOD: Okay. Do you want to
3 say anything for the record? It's just now that you
4 have the microphone, if you would just repeat that?

5 MS. HAMILTON: Oh, thank you. That
6 concludes our presentation.

7 VICE CHAIR HOOD: Okay. Thank you. I'm
8 sure we have a number of questions or maybe a few.
9 Anyway, would somebody like to start off?
10 Commissioner Jeffries?

11 COMMISSIONER JEFFRIES: Yes, thank you. I
12 appreciate the presentation and this is a tough site.
13 This is a very tough site. There's all types of
14 encumbrances and barriers and, I mean, it's a tough
15 site. And even before this evening, I was looking at
16 this and looking at the challenges, so, you know,
17 congratulations on taking a good shot at it.

18 I've got a couple of questions and they
19 really are around again retail. And then, of course,
20 the parking, but I might let my colleagues sort of
21 deal with some of the parking. I just want to try to
22 get comfortable with the retail strategy for this Main
23 Street and how that area connects to the larger Big
24 Boxers that are adjacent to it. And I'm trying to
25 understand pedestrian traffic and circulation how they

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1 work.

2 Particularly, with this mixed-use
3 development, you know, ground floor retail, housing
4 about, you know, for me that typically works in much
5 more dense urban environments where there are existing
6 other amenities that really draw crowds to it. This
7 is sort of, obviously, at a different stage of
8 development. And so I'm just trying to get my arms
9 around, you know, how this retail is going to work.
10 And I want to get a sense of, you know, what you have
11 seen in terms of interest. And I know you're just
12 coming from ICSC and I know how that is out there, but
13 just if you can just spend a little time on the retail
14 piece?

15 MS. DAVIS: Good evening. My name is
16 Victoria Davis and I'm the President of Mid-City
17 Urban. I am a little shy of voice, because I was
18 traveling. So perhaps you could go to a slide that
19 shows the context with the Big Boxes, so that I can
20 get a little bit of direction here. Let me start at
21 the beginning. We answered an RFP for this project in
22 the year 2001.

23 COMMISSIONER JEFFRIES: Yes.

24 MS. DAVIS: Retailers have a time period
25 within which they need to get commitments. We had a

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1 different development concept when we started with
2 this project and we have really made an awful lot of
3 improvements.

4 COMMISSIONER JEFFRIES: Was that with
5 Walker Developments?

6 MS. DAVIS: Yes, and Walker is a
7 consultant to this team now. But one of the things
8 that we started out with was an eight story garage
9 right entry to the Metro Station and we were disabused
10 of that notion by the community actually, who had some
11 severe issues with that. And what happened along the
12 way is when we answered the solicitation, we had
13 letters of interest from sufficient retailers to fill
14 65,000 square feet of space.

15 And they lost their patience a little bit
16 over the time and it sort of was like well, when will
17 this happen? When will this happen? And then it came
18 down to we will come back to you when we are, one,
19 zoned for this use, so we have a level of certainty
20 that this is going to be a reality and, two, when we
21 are within a two to three year period of being able to
22 open, because we know that that's the attention span
23 that goes with those uses in terms of really making
24 commitments.

25 Okay. That being said, we should talk

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1 about connectivity. This slide is a little bit
2 unusual because it's skewed in the middle. But if you
3 could imagine for yourselves that the left hand side,
4 let's see, okay, I'm going to go for stability here,
5 this left hand side, this access really should be
6 lined up with this railroad track.

7 COMMISSIONER JEFFRIES: Got it.

8 MS. DAVIS: So we can suspend our
9 imagination for that.

10 COMMISSIONER JEFFRIES: Um-hum.

11 MS. DAVIS: Okay. Which means that this
12 is my Main Street and to connects from the point right
13 here, which is the entry to Metro.

14 COMMISSIONER JEFFRIES: Yes.

15 MS. DAVIS: Which is relatively lined up
16 on this rotated diagram to reality right here, right?

17 COMMISSIONER JEFFRIES: Right.

18 MS. DAVIS: Because this street would have
19 been rotated. And what that does is it connects to
20 the vehicular access to the Big Box. There's a
21 tremendous grade change between this area where the
22 Big Boxes are, which is a high plateau, this area,
23 which is a moderate plateau, and this area down
24 underneath the bridge, which is the gully. And from
25 here to here it's 30 feet. From here up to here it's

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1 10 feet. From here to here it's 15 vertical feet.

2 All this ziggy-zaggy stuff here, those are
3 all walks as is along here. You will see a nice big
4 white sidewalk. Those are all for handicap access.

5 COMMISSIONER JEFFRIES: Okay.

6 MS. DAVIS: They're not -- you know how it
7 is with handicap ramps, they are very, very long and a
8 majority of people don't use them, because of the
9 distance they have to travel out of their way. It's
10 this zig-zag to get up the hill. Basically, it's like
11 a switch back kind of a deal. There is direct access.

12 I'm going to talk about pedestrian access. There is
13 direct access from here up into this parking lot. So
14 if I'm a Metro rider, I'm going to walk down Main
15 Street over to the right and then up into the retail
16 center. Okay?

17 If I am a person with disabilities, I am
18 more likely to start here and walk along and use this
19 ramp, if I'm coming from Metro, up into the retail
20 area. If I'm a person with disabilities here, I'm
21 more likely to go on this switch back up into the
22 retail area. Let's talk about the retail users up
23 here. Home Depot, it's my favorite store to shop at,
24 but usually I end up putting things in my car, because
25 they are very large.

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1 COMMISSIONER JEFFRIES: Yes.

2 MS. DAVIS: Okay. I don't believe that
3 there is a preponderance of riders of Metro who are
4 going to Home Depot to buy something there and schlep
5 it on to the Metro.

6 COMMISSIONER JEFFRIES: Right.

7 MS. DAVIS: This is a grocery store. This
8 is the Giant and so there is more likelihood that
9 there will be people moving up into here. This parcel
10 was the subject of discussion in Las Vegas. There is
11 a plan for a Marshall's here and a Staples here and
12 four little stores in here, potentially including a
13 restaurant. Okay. As we all know, K-Mart is in
14 bankruptcy or just out of bankruptcy. They have their
15 issues and they are in the process of disposing of
16 this site. Okay.

17 So let's talk about the retailers that we
18 envision along here. Right here is a great access to
19 Metro, because it's right at the entry. It's also a
20 south facing area which means that it would be great
21 to have little tables and things like that out there
22 and therefore, in my opinion, and some others an ideal
23 place for a coffee shop.

24 One thing that was not in the presentation
25 is we have 65,000 square feet of retail that we have

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1 negotiated with Metro. Of that, from the inception of
2 this project, including our solicitation with Metro,
3 we, as a development team, promised that 10 percent of
4 that space would be dedicated to local retailers.
5 There are a lot of people who have served this
6 community for 30 or 40 years in sub-prime locations
7 and have a strong retail track record, but are not
8 national franchisees, basically, and we have talked to
9 them about that.

10 There is a local coffee shop owner who has
11 expressed interest. We had a letter of interest from
12 Starbucks originally. So there were discussions with
13 Starbucks in Las Vegas in terms of a local franchisee
14 for that as well. So there are alternatives there.
15 This thing right here could possibly be a Walgreen's
16 or a CVS. Both of them expressed a strong requirement
17 for having people be able to drive into the garage and
18 drive by to pick up prescriptions in the back. It's
19 something that, you know, personally I have never done
20 that, but they feel that it is a requirement for a new
21 space that they lease, particularly in urban
22 locations, so that you don't have to leave your
23 vehicle to get your prescription.

24 These shops along here are typical soft
25 goods. We're talking footwear. We have had strong

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1 interest from a local Hallmark store, a local day spa,
2 ladies spa, a local florist, a Long and Foster Office,
3 Applebee's has expressed interest here, Quiznos has
4 expressed interest here. I should turn the light off.

5 We have had a lot of interest expressed in the site.

6 There are other areas along here that could be ideal
7 for sit-down restaurants. We think that they are
8 ideal because of their shape, because they have an
9 ample service area and because there is a tremendous
10 amount of on-street parking as well as garage parking
11 as well as in evening hours the Metro garages tend to
12 be empty. So we think that there is importance to
13 that.

14 All of the retails that we have talked to
15 have requested three spaces per 1,000 square feet as a
16 rule of thumb. Between the on-street parking and the
17 parking in this garage, we hit their requirements and
18 they do require that.

19 COMMISSIONER JEFFRIES: And, Ms. Davis,
20 I'm actually very familiar with that. I understand
21 and what you have just talked about is really almost a
22 suburban model versus the so-called hybrid here,
23 because I can't full say it's completely an urban town
24 center. It's sort of in between worlds. But I
25 understand that whole three to 1,000. But I'm still

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1 trying to get comfortable with vehicular traffic
2 that's going to the Home Depot and I shop at the Home
3 Depot as well.

4 And, you know, I drive my car, I get
5 something from Home Depot and then somehow I'm going
6 to meander to this corridor to do additional shopping.

7 And that's -- and then I can see that it's going to
8 spin. I can visualize that. Which actually with the
9 spin, it sort of takes me a bit out of the center of
10 things, particular with the Staples that might come
11 and so forth. But, you know, the big push here, the
12 big deal is that if you have the interest from the
13 retailers, if they are comfortable with the town
14 center concept and the placement of everything, that's
15 fine.

16 I just -- you know, it's just something
17 that is just dealing with the connectiveness between
18 that's fine and the overall I'm just trying to get
19 comfortable. But I understand sort of what you're
20 saying.

21 MS. DAVIS: I have actually done some
22 shopping in the shopping center and I have sat there
23 on a Saturday afternoon and watched what happens. And
24 there are people who walk into Giant, park the car,
25 walk into Giant, shop at Giant, load the car, move the

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1 car over to Home Depot, shop at Home Depot and put the
2 things in the car. So there I think it's a very
3 difficult issue that you have put your finger on. It
4 is a correct issue.

5 COMMISSIONER JEFFRIES: Yes.

6 MS. DAVIS: I can't tell you that they are
7 not going to go park on Main Street, shop there and
8 then go move the car over to Home Depot to shop there,
9 because they are doing it right now with the Home
10 Depot and the Giant.

11 COMMISSIONER JEFFRIES: Okay. One other
12 or a couple of other things. It might be good if we
13 could get a cross section that is not just sort of a
14 project cross section that really helps us deal with
15 the topography coming from Rhode Island Avenue, cuts
16 through the overall development and just puts this
17 onto that mound. I just want to get comfortable with
18 exactly --

19 MS. DAVIS: So you can see the stuffing?

20 COMMISSIONER JEFFRIES: Absolutely.

21 MS. DAVIS: Yes.

22 COMMISSIONER JEFFRIES: And I believe that
23 in the transcript I did make a request for a massing
24 diagram or some volumetric, so that I can -- and it
25 doesn't -- you don't need to articulate the elevations

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1 or any of that, just really a box or massing diagram
2 that I can just have a better understanding of how all
3 these pieces are coinciding. And I'm asking that of
4 the architect, obviously. I'm not asking that of you,
5 Ms. Davis. She had a look on her face like oh, no.
6 Okay. And I think that's all I have for now.

7 VICE CHAIR HOOD: Okay. Commissioner
8 Hildebrand? If not, oh.

9 COMMISSIONER HILDEBRAND: Actually, I
10 think those were all very interesting comments. And I
11 think in looking at your residential allotments, I
12 understand the concept of you're basically taking a
13 center court or an apartment building, splitting it
14 and putting the parking garage in the center, so your
15 units are all going to face one side only and you're
16 going to have more core functions towards the
17 corridor. Is that correct?

18 In looking at some of your unit
19 allocations though, it seems like your amount of
20 window wall for units seems really, really tenuous.
21 For example, if you look at -- I'm looking at your
22 elevation, 141.5 feet. You have got several units.
23 There is a D2 that is an interior corner unit that has
24 very little window frontage compared to its size.

25 Are these just completely diagrammatic?

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1 Have you worked plans?

2 MR. GANG: Yes, they are completely
3 diagrammatic.

4 MS. SCHELLIN: I'm sorry. He needs to
5 turn on the mike.

6 VICE CHAIR HOOD: Can you turn your
7 microphone on?

8 MS. SCHELLIN: Yes.

9 MR. GANG: Yes, they are completely
10 diagrammatic. Basically, at the end of the day for
11 like the D2 unit, it will have 36 feet plus or minus
12 of window face, you know, 12 feet for each of the
13 bedrooms, 12 feet plus or minus for the living room.

14 So yes, these are strictly diagrammatic
15 and filling in the box that we know that when we show
16 271 units, you know, we know that works and,
17 basically, I mean, we have designed, you know, the D
18 type, two units. You know, they have been built and I
19 think the next time when we come in for the phase 2,
20 you will see specifically how that particular unit
21 works.

22 COMMISSIONER HILDEBRAND: Okay. Because
23 right now they don't look very real.

24 MR. GANG: They are.

25 COMMISSIONER HILDEBRAND: I think there is

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1 also a certain question about the loading dock
2 facility that is off of the bus route that a number of
3 these rental units will look over. How do you intend
4 to screen that to make that palatable to the apartment
5 buildings?

6 MR. PLUMPE: From the units that are right
7 here in this area with the private yards, there would
8 be landscaping there, trees of some sort, to help
9 screen that at this point. I think maybe you're
10 talking about these, how these units -- the retail
11 there.

12 COMMISSIONER HILDEBRAND: Well, both. You
13 have an upper level, a third story of units that will
14 look out over this. You have one that will be looking
15 across the road toward the parking lot of the Big Box
16 stores.

17 MR. PLUMPE: Yes, these guys right here.

18 COMMISSIONER HILDEBRAND: And then they
19 will be looking down onto a loading dock for the
20 retail at the first floor. I just think you should
21 give that some consideration as to how are you going
22 to develop that, so that it is attractive.

23 MR. PLUMPE: Sure. Okay.

24 COMMISSIONER HILDEBRAND: The community
25 center, is that the amenity that's listed by the pool

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1 where it says amenities?

2 MR. GANG: Yes, that is the amenities for
3 the residents of the community. Basically, it's a
4 leasing office.

5 COMMISSIONER HILDEBRAND: Oh, it's an
6 internal thing to the development?

7 MR. GANG: That is correct. As I
8 mentioned, yes, from a marketing standpoint, from
9 everybody, the main view, you know, it's like welcome.

10 It is basically the platform from the Rhode Island
11 Avenue. Hopefully, you know, you will see the lobby
12 into building 1.

13 Then we'll have the rental office, which
14 will also start animating the street and the actual
15 amenities, you know, whether it's a small gym, high
16 tech, you know, they have -- yes, Internet cafes,
17 areas that they can have, you know, big TVs where they
18 will have the social events for the residents that
19 will live here will be located in that area, as well
20 as the pool.

21 COMMISSIONER HILDEBRAND: So these aren't
22 amenities that are available to the community at
23 large, the residential community? They are just
24 available to the residents of the facility?

25 MR. GANG: That is correct.

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1 COMMISSIONER HILDEBRAND: Okay. The
2 height of your retail that you're proposing on Rhode
3 Island Avenue, I know that as you get towards the
4 entrance to the Metro site itself, it becomes two
5 story space with almost a loft level suspended in it.

6 What is the proposed height for the retail
7 as you step down Rhode Island Avenue? Are you getting
8 a reasonable floor to floor height there for retail?

9 MR. GANG: I think the suggestion, which
10 we agreed, was a minimum of 14 feet clear.

11 COMMISSIONER HILDEBRAND: You are, so
12 that's what you're proposing?

13 MR. GANG: I mean, that was one of the
14 suggestions by OP and I think that was our design
15 concept all along, so that's what we're proposing.

16 COMMISSIONER HILDEBRAND: I think that's
17 all I have right at the moment.

18 COMMISSIONER PARSONS: I wanted to talk a
19 little bit about Main Street as you envision it. The
20 images you have shown of City Place and West Palm
21 Beach and Clarendon are truly pedestrian environments,
22 and what you have had to create here on your main
23 street is really a parking lot for about 50 cars.

24 And it is just not a pedestrian space at
25 all, and I wonder if we could talk about that, because

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1 you obviously made a conscious decision to say this
2 will be a parking area. It will not be for
3 pedestrians. It's an entrance to two parking garages
4 and a parking space, and the only -- well, it just
5 doesn't have the sense of place that the illustrations
6 that you have shown at City Place and Clarendon have,
7 no room for fountains, places for people to sit, other
8 embellishments.

9 Why is it then that you have chosen to go
10 to what I will call a vehicular environment versus
11 pedestrian?

12 MR. PLUMPE: Okay. That's a very good
13 comment. Really what should have been probably
14 included in the package is Shirlington, the
15 Shirlington Center, which is at Shirlington in --
16 originally developed by the Carr Company, and now
17 which is now done by two other developers, which is
18 Federal Realty and very successful. You have to go
19 there any time, any evening, even this evening, not
20 even on a Friday night. It is so jammed. It is
21 patterned after that, which they have parking like we
22 show it today.

23 In fact, they have a median which has
24 parking on both sides of it. We took it from the
25 standpoint to zig-zag the median a little bit to

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1 accommodate the continual landscaping through it. It
2 has willow oaks on it, as well, and it seems to be
3 very successful. It's basically one story of active
4 retail, then there's two, two to three stories of
5 office on top of that, extremely successful. It's to
6 the point that they can't have enough room. They have
7 also a cafe.

8 I think the cars actually make it look
9 like it's busy so, therefore, everybody wants to go
10 there and, you know, the same with Metro. They have
11 extremely adequate bus service there and there's
12 condos. It's the exact same setup. This is a model
13 patterned after that. Go ahead.

14 COMMISSIONER PARSONS: So we should,
15 essentially, reject this last page of the --

16 MR. PLUMPE: I'm sorry?

17 COMMISSIONER PARSONS: The last page of
18 your presentation. This one here really is not what
19 we're talking about at all.

20 MR. PLUMPE: I think probably Shirlington
21 is probably a closer model to this, yes, sir.

22 MS. DAVIS: And just as a side comment, in
23 Shirlington very interestingly in that median, there
24 is a classical fountain.

25 MR. PLUMPE: Yes.

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1 MS. DAVIS: And it's one of these tiered
2 jobs and it is absolutely exquisite and the ends of
3 that are anchored. The ends at Shirlington are
4 anchored by an off ramp from an interstate, an
5 extraordinarily large parking garage to serve the
6 office buildings that reside above the retail. It is
7 a tremendous place. It's a very comfortable feeling
8 if you go there. It's right off of Route 395.

9 COMMISSIONER PARSONS: But there is no
10 room here for fountains.

11 MR. PLUMPE: At this point well, yes,
12 there is right now. We have not shown it right now.
13 Being Phase 1, that can always be developed during the
14 phase 2. So the median can be "animated" even more,
15 you know, than what is shown out today.

16 COMMISSIONER PARSONS: Well, I certainly
17 urge you to do that.

18 MR. PLUMPE: Absolutely will.

19 MR. GANG: And I think, as Ms. Davis
20 mentioned, you know, where the coffee shop was and
21 where all the activity from Metro is, that is the
22 perfect place, I think, to start animating, you know,
23 the street.

24 The other thing is most of these newer
25 places and even older places, you know, there is a

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1 certain level of how far people are going to walk,
2 that there is a lot of animation, and this is almost
3 like a perfect length of a, you know, straight even as
4 you mentioned as like -- I mean, City Place is
5 basically two blocks long and that's where all the
6 animation occurs.

7 You know, the same thing with Shirlington.

8 It's basically two blocks long. The parking is in
9 the back and this just feels, you know, the right
10 length that once people park, they will walk the
11 length whether they are coming from Metro or not
12 whether they are coming here.

13 So and yes, you're right. I mean, the
14 details at the next phase really need to be figured
15 out, how we're doing details, what the right width is.

16 As I said, you know, right now we say this is 20
17 feet, you know, how this whole thing is animated.
18 These are things that, you know, as we get into a lot
19 more details, we need to pay real careful attention to
20 the details.

21 MR. PLUMPE: Yes. And one thing to add to
22 that, too, is this past weekend at Reston town center,
23 Reston town center being the upper sides of this
24 model, then it goes to Shirlington, you know, pretty
25 much the same concept, with basically two blocks long,

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1 but a little bit longer blocks than Shirlington.

2 And this weekend they had the art festival
3 there, which they closed the streets and there were
4 over 200 artists and probably thousands of people
5 there and this on the Metroline, one could envision
6 maybe if it works out to close the street periodically
7 for a weekend for a festival of some sort, because you
8 have the attendance, you have the transportation to
9 get there, so I think it would be quite successful for
10 that regard.

11 COMMISSIONER PARSONS: Well, for what it's
12 worth, I would urge you to reconsider the 18 parking
13 spaces you have in the median and out of the 50 -- I
14 understand the concept of needing vehicular movement
15 to make it lively. I grasp that.

16 MR. PLUMPE: Sure, sure thing.

17 COMMISSIONER PARSONS: I just wonder if
18 these 18 parking spaces on either side of this median
19 wouldn't be better embellished with fountains, places
20 for people to sit, gathering places.

21 MR. PLUMPE: I think it's up to the
22 retailers themselves if we need those short-term
23 parking spaces or not.

24 COMMISSIONER PARSONS: Oh, yes.

25 MR. PLUMPE: That's the key thing.

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1 COMMISSIONER PARSONS: Now, what is
2 beneath Main Street, a parking garage?

3 MR. PLUMPE: Nothing.

4 COMMISSIONER PARSONS: Nothing is beneath
5 it?

6 MR. PLUMPE: No, all the on grade trees.

7 COMMISSIONER PARSONS: So the trees are
8 going to flourish?

9 MR. PLUMPE: We sure hope so.

10 COMMISSIONER PARSONS: Good.

11 MR. PLUMPE: Yes, they will.

12 COMMISSIONER PARSONS: Thank you.

13 VICE CHAIR HOOD: Do we have additional
14 questions? Okay. Let me do a round quick.

15 UNIDENTIFIED SPEAKER: Sure.

16 VICE CHAIR HOOD: My first question, I
17 think I mentioned this as sit-down. While I
18 understand if the WMATA -- and that's why, Mr.
19 Hildebrand, it's not a part of the PUD and I would
20 have to agree with the statement of the Department of
21 Transportation, it will impact that surrounding
22 community.

23 How many spaces do you have over there now
24 for those who drive, citizens, people who ride the
25 Metro?

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1 MR. HALE: Right now there is a total of
2 387. I'm not sure of the breakdown between Park and
3 Ride and Kiss and Ride. It's a total of 387.

4 VICE CHAIR HOOD: So 387. Let me ask you.
5 I see the signs up. What is Kiss and Ride?

6 MR. HALE: Excuse me?

7 VICE CHAIR HOOD: Kiss and Ride. What is
8 Kiss and Ride?

9 MR. HALE: Kiss and Ride is where you have
10 an opportunity to pull into a space, two people in the
11 car, you kiss one of them goodbye as they get out of
12 the car and go onto the train.

13 VICE CHAIR HOOD: Okay. Well, I will have
14 to get my wife to go there. Okay. That's what it
15 means. Okay.

16 MR. HALE: It has got a very short time
17 limit on the parking space, maybe 15 minutes.

18 VICE CHAIR HOOD: Okay. Well, that -- all
19 right.

20 MR. HALE: Park and Ride is for commuters
21 that come in and stay there all day, leave in the
22 evening after they are done working.

23 VICE CHAIR HOOD: Okay. I will tell you
24 that I am really concerned and I will tell you I use
25 this every day, but I am very concerned about going

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1 from 387 to 200. While I understand that it's not
2 part of the PUD, the WMATA parking lot, but I'm very
3 concerned. Is there any way -- and I'm basically
4 looking for this at the second stage. I don't know if
5 that's too late or not, but anyway -- it's too late?
6 Okay. Well, let me mention it now then.

7 If there is anything that we can do,
8 because I'm looking at some of the materials that came
9 in from Single Member District ANC Commissioner James,
10 and I think the people in the surrounding
11 neighborhood, while I understand you got the retail
12 parking, the parking of the apartment and you're going
13 to have the 200 spaces for WMATA, but if you go over
14 there now and you see what's actually taking place and
15 with everyone where they were, and then as I said at
16 the sit down, I want to really sit here.

17 I understand that Ms. Davis has been out
18 there and maybe she saw me, too, but I park in the
19 middle, so when I go to Giant, I can go right over to
20 Home Depot. I have done that, too. But I think it's
21 a serious concern of dropping about 180 spaces and
22 right now at 7:30 in the morning, most of the time
23 7:00, it's full. It's full to the point that I use
24 the reserve. I have to pay. You all are getting a
25 couple of extra dollars from me. I have to pay for

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1 the reserve parking sometimes I'm late. I shouldn't
2 say this as we're being webcast.

3 But I will tell you though that is a
4 concern for that neighborhood and while I'm making
5 light of it, it's a serious concern and I would really
6 hope, and I don't know what negotiations have been
7 done between the city and WMATA, but I would really
8 hope that we may be able to find some kind of way to
9 increase that number.

10 In that 200, what happens with the reserve
11 parking? Is that included in that 200 also?

12 MR. HALE: I'm not sure the plan has
13 gotten down to that level of detail.

14 VICE CHAIR HOOD: Okay.

15 MR. HALE: I can only give you my
16 supposition that some number of every type of parking
17 we offer would be provided. For instance, if there's
18 X number of reserved parking spaces now and we're
19 reducing the total, some fraction of X would be
20 provided for that reserve parking.

21 VICE CHAIR HOOD: And I can tell you from
22 where I see it, there's not enough parking as we
23 speak, because it's overflowing over into the empty
24 pad that's over there, which is waiting for the
25 development and I'm not sure if it's overflowing into

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1 the neighborhoods. But I know that one of the
2 pictures that I saw here in the PowerPoint
3 presentation, I know for a fact that one of them was
4 taken on a Sunday, because, obviously, Mount Calvary
5 and actually, somebody who parked there, the car right
6 by the bus stop actually should have gotten a ticket,
7 but anyway, we have that.

8 But anyway, let me just say that that was
9 taken on a Sunday and they also use a lot of the lot
10 now so, you know, those are issues and concerns that I
11 have at this point. Now, maybe we can satisfy some of
12 that in Stage 2, but I will tell you that it gives me
13 -- I'm troubled by dropping 180 parking spaces.

14 MS. DAVIS: May I?

15 VICE CHAIR HOOD: Now, I don't know if
16 it's something we can remedy. From what I see thus
17 far, I think it's a good project thus far. I'm
18 interested in the fine tuning of it as my colleagues
19 have already expressed an interest, but it's not just
20 because I use it, but I just know what goes on there.

21 Ms. Davis, you wanted to say something?

22 MS. DAVIS: May I address it a little bit,
23 because I'm a little bit more familiar with the exact
24 breakdown of the parking spaces. There's two areas.
25 This is the Kissing and Riding area, okay, and you'll

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1 see that this used to be an end station on the
2 Metroline, and so it's very much under-utilized,
3 because it has got a 15 minute clock on the parking
4 here and you can see that some of this isn't even
5 metered in here. They just pull -- you pull in, you
6 pull through and you pull out.

7 48 of the spaces are Kiss and Ride and you
8 can tell the entire lot back here is full, right, and
9 Kiss and Ride is not and that's relatively consistent
10 on a daily basis, okay, because it's such a short-term
11 use. This lot back here has 340 spaces and we're
12 talking about changing 340 spaces to 200 spaces.

13 When we started negotiations and when the
14 city started negotiations with Metro, there were two
15 things that became self-evident. In our original
16 proposal to Metro, we said let's charge for the
17 parking. We will rebuild this parking. We will
18 rebuild it and we will charge for it and we will build
19 a garage and people will pay what they pay in a
20 commercial parking garage. And there are two problems
21 with that. One, Metro has a bond indenture out on
22 this lot that allows them only to charge the \$2 a day
23 or whatever the fare is, it's a very below market rate
24 of parking in this location.

25 So you say well, all right, you can't get

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1 around the bond indenture because it covers all of
2 their parking facilities. You can't make an exception
3 for the one, so you can't charge more rent. So we
4 said fine and we asked the city for their assistance
5 in subsidizing the parking garage to be built and they
6 agreed that they would subsidize that parking garage
7 to be built to replace the Metro parking at the \$2 a
8 day rate.

9 Metro went out and did a survey of the
10 parking lot and looked at the license plates and it
11 turns out that out of 340 spaces, there is a breakdown
12 of I think 140 were District of Columbia license
13 plates. The remainder were all from Maryland and a
14 few from Virginia and like maybe 10 from out of state.

15 And what's happening here is this used to be an end
16 station and you have a lot of people who are driving
17 in from the suburbs, because the parking is cheap and
18 because the fare is cheap from here to ride into the
19 city, and part of that becomes a self regulating kind
20 of a deal, because this parking lot is full early in
21 the morning.

22 I agree with you. It's absolutely full to
23 the hilt, but you have people who are displaying a
24 behavior that is a financially motivated behavior by
25 driving in from a remote location for inexpensive or,

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1 in the case of the Giant parking where people are
2 trespassing during the day, free parking to use the
3 Metro here, because it's a less expensive fare.

4 In the study that was done by DDOT that
5 was a part of the report that I saw for this meeting,
6 there is excess parking at stations that are further
7 out, but not here and the reason is because there's a
8 difference in the fare and it's a very difficult
9 policy issue for Metro of how do you discourage that
10 kind of a behavior without impacting the local
11 neighborhood? It's a very difficult issue.

12 VICE CHAIR HOOD: Well, thank you.

13 MS. DAVIS: So that's what was considered.

14 VICE CHAIR HOOD: I really appreciate your
15 spin on things, but I will tell you also it makes
16 sense, because -- and another reason I think Rhode
17 Island, there has been a lot of thefts and stuff in
18 different areas and I know some people who
19 particularly don't park at Fort Totten. They come
20 over to Rhode Island Avenue and take up some of those
21 spaces.

22 I just wanted to make sure that the
23 surrounding neighborhood, there is adequate parking
24 and the spill over doesn't eventually go over to W
25 Street and those places where people just walk through

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1 across the parking lot and go on over to the Metro.
2 But hopefully, we can relook at that. I would hope
3 that we could relook at that. I don't know if it's
4 too late. I would hope that we could just relook at
5 that. Do you want to get in? Go right ahead.

6 COMMISSIONER JEFFRIES: Oh, no, no, I
7 just --

8 VICE CHAIR HOOD: Go ahead.

9 COMMISSIONER JEFFRIES: Thank you, Vice
10 Chair. I didn't mean to. I just -- anyway. A couple
11 of things on Shirlington. It's funny when you -- I
12 wrote Shirlington down when I read over this and I
13 have been to Shirlington a few times. And looking at
14 your rendering, it does put you in the mind of -- the
15 rendering down the main street, it does put you in the
16 mind of Shirlington.

17 There are a couple of differences though
18 with Shirlington. I mean, those are primarily
19 restaurants that are on either side of that median and
20 then you have at the other end you have a parking lot,
21 true, but you also have a theater and I know a number
22 of people. It is very active at night. I don't know
23 what it's like during the day or weekends during the
24 day. I'm not certain of that, but at night during
25 week nights and so forth, it is actually pretty

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crowded and one of my favorite restaurants is Carlisle so I'm familiar with it.

And I would agree with Commissioner Parsons. You know, I'm familiar with City Place and when I saw the photographs, you know, so just as sort of a side line. But I am somewhat challenged with this project and it's because of the parking, and it still seems like there is a lot of parking here and I am really challenged as it relates to what we mean by the definition of a transit oriented development and the whole notion of really trying to control, you know, vehicular traffic and growth and our dependency on vehicular traffic.

You know, I feel like we have put next to a Metro Station just another suburban prototype, you know, just parking, parking, parking. You know, I see that you have sort of addressed some of the parking, but I'm really very challenged about the parking piece. The good news here is that I do think it's obviously a very important project and for the economic development reasons, retail and so forth is just obviously sorely needed.

You know, it trumps, you know, my concerns about parking, but I'm going to have to depart a bit from Vice Chair Hood as it relates to parking and I'm

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1 troubled with so much of the parking. It just doesn't
2 seem to follow through with what we talk about in
3 terms of smart growth and transit oriented
4 development. One parking space per rental unit next
5 to a Metro Station just seems counter-intuitive to me,
6 and so I'm challenged there and I don't know if
7 there's much you can do about it. But I just want it
8 noted for the record that I am challenged around that.

9 VICE CHAIR HOOD: Most people like to
10 hurry up and get theirs in when they disagree with me.

11 But anyway, if I can just finish and then we'll move
12 right along. Mrs. Giordano, let me just ask you. For
13 the second stage, is it going to be a proffer of
14 LSDBEs and the DOES? Is that where we're going?
15 Okay. For the record, she said yes. She wasn't at
16 the table.

17 I guess, Ms. Davis, there is an agreement
18 already with Greater Mount Calvary, am I correct, or
19 they are just able to just park there?

20 MS. DAVIS: There is not an agreement.

21 VICE CHAIR HOOD: Not an agreement.

22 MS. DAVIS: The way the Metro parking
23 works, I shouldn't be talking for you, but the way the
24 Metro parking works is, and those of us who park at
25 Metro know this, they have an exit fare that you pay

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1 when you leave the parking lot and on weekends, they
2 raise the bars and people can park in the Metro
3 parking spaces, which actually is great for us here
4 because it gives us a little bit of overflow parking,
5 especially if we were going to have a restaurant and
6 you just close your ears to that one. But yes, on
7 weekends those spaces, in essence, become public by
8 virtue of the fact that Metro does not collect any
9 fare on them.

10 VICE CHAIR HOOD: Okay. Okay.

11 MS. DAVIS: Is that the question you were
12 asking?

13 VICE CHAIR HOOD: Yes, you answered it.

14 MS. DAVIS: Okay.

15 VICE CHAIR HOOD: I was just wondering if
16 there was some type of agreement, a standing
17 agreement, with Greater Mount Calvary, because they
18 definitely take care of that lot on Sundays. And I
19 was just asking because I'm just thinking of the
20 potential problems that may come down. And I'm sure
21 that the city has thought through those things,
22 hopefully.

23 Main Street. We've been talking a lot
24 about Main Street. And I didn't see, and I'm sure
25 it's there, the lighting. My concern, another concern

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1 and maybe we'll cover this on the second stage, I'm
2 just throwing stuff out. The lighting of the -- the
3 concept is fine, but the lighting and the security
4 measures within that area of those who will come there
5 to shop and also those who will be living there and
6 those who will be coming through going to the Metro
7 and stuff.

8 The concept I think of stopping and having
9 the retail and the coffee shops and that kind of
10 stuff, I think, is great. But I wonder if we looked
11 at security to the point that we should.

12 MS. DAVIS: I would like to talk about it
13 from a business perspective and then Joe can talk
14 about it from a design perspective.

15 VICE CHAIR HOOD: I'm getting all these
16 perspectives. I like that. I like that.

17 MS. DAVIS: From a business perspective,
18 we met through -- actually, I think it was sponsored
19 by the city and the University of Maryland and we met
20 with various neighborhood groups and citizens to talk
21 about what it is that they would like to see for
22 shopping and what their concerns were. Security,
23 because of the incident at Giant, is right up there,
24 two incidents at Giant. And I wasn't meaning to deny
25 any of them.

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1 VICE CHAIR HOOD: Right.

2 MS. DAVIS: But it's certainly a concern.

3 Lighting is a very huge part of that and the idea
4 here is that this area will be vibrant for retail,
5 which includes lighting, probably through the 9:00 to
6 10:00 hour in the evening. And so lighting is
7 definitely on our minds. And, Joe, maybe you can talk
8 about design.

9 MR. PLUMPE: Yes, sure, from a lighting
10 design, we would like to definitely go from something
11 from 1 to 3 foot candles on the streetscapes
12 themselves, okay, which is more than adequate studies
13 have shown. And that would be with metal highlight
14 type lighting, which is the white type light versus
15 the high pressure sodium, which is kind of the dull
16 pink light that you see along 395 and on the
17 interstates. And it will be a decorative lighting
18 light fixture adequately on poles. Excuse me,
19 adequately mounted on poles, but also just to give you
20 a safe feel and, you know, I think it should be more
21 than fine.

22 VICE CHAIR HOOD: Okay. Good. Thank you.

23 My last question is about the circulation. Can we
24 put up a slide that shows the site, so we can --
25 somebody can help me walk through the circulation. I

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1 don't know whether it will be Mr. Gang or Mr. Elias or
2 somebody to help me with the circulation. The
3 circular traffic pattern. And I know we touched on
4 it, but I want to make sure I understand it.

5 MR. GANG: This is Rhode Island Avenue.

6 VICE CHAIR HOOD: Okay. Let me -- you've
7 got to walk me, let's walk now.

8 MR. GANG: I'm going to walk you. Each of
9 the --

10 VICE CHAIR HOOD: I'm coming down Rhode
11 Island Avenue and I'm going to make a left into the
12 project.

13 MR. GANG: Make a left coming down this
14 way?

15 VICE CHAIR HOOD: Right. I'm coming down.
16 I want to make a left.

17 MR. GANG: Yes, you make a left as you're
18 heading west. You come into the project.

19 VICE CHAIR HOOD: Before we go any
20 further, let me ask you this. You know the way it
21 exists now.

22 MR. GANG: Yes.

23 VICE CHAIR HOOD: Which could stand for
24 some improvement, maybe we can get a traffic study.
25 But when I make that left, that area there will

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1 change. Am I correct? That little area when you
2 first make that left off Rhode Island to come up into
3 the Metro site.

4 MS. DAVIS: There's a slide of it.
5 There's a slide of it.

6 VICE CHAIR HOOD: Oh, it is?

7 UNIDENTIFIED SPEAKER: Yes.

8 VICE CHAIR HOOD: Okay.

9 MS. DAVIS: What you're talking about.

10 VICE CHAIR HOOD: Yes, it was. Yes, there
11 is a slide there.

12 MR. GANG: I will be corrected, as far as
13 I know, it will stay the same.

14 VICE CHAIR HOOD: Like it is now?

15 MR. GANG: Yes. In reference to --
16 because, I mean, I think it's like six lanes right
17 now, if I'm not mistaken. Excuse me?

18 UNIDENTIFIED SPEAKER: Eight lanes.

19 MR. GANG: It's eight lanes. I'm sorry.
20 I'm sorry, you can see --

21 VICE CHAIR HOOD: That are not clearly
22 marked.

23 MR. GANG: -- what it is right now. Yes.

24 MS. DAVIS: It's a public right of way.

25 VICE CHAIR HOOD: Okay.

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1 MR. GANG: Is it a public right of way up
2 to the first intersection?

3 MS. DAVIS: Yes.

4 MS. SCHELLIN: If you're going to speak,
5 you got to turn your mike on.

6 VICE CHAIR HOOD: Yes, we'll need to turn
7 on the mike.

8 MR. GANG: I'm sorry.

9 MS. DAVIS: I apologize.

10 MR. GANG: Okay.

11 MS. DAVIS: It's a public right of way.
12 It would be helpful to go and show where the
13 boundaries of the site are, but do you see the red?
14 Do you see the building that says Building No. 2 and
15 it's kind of in pink or red? The boundary of the site
16 is right here and right here and right here. This
17 stuff in here is public right of way. It's not ours
18 and so we try not to touch it.

19 VICE CHAIR HOOD: Yes, right.

20 MS. DAVIS: But that's what's happened
21 there.

22 VICE CHAIR HOOD: Now, if I want to go to
23 the Metro, if I'm driving in to go park in the garage,
24 the new garage that's going to be built, how do I get
25 there? Go back down to Rhode Island?

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1 MS. DAVIS: One more time.

2 VICE CHAIR HOOD: Yes.

3 MS. DAVIS: Coming down Rhode Island.

4 VICE CHAIR HOOD: Now, how do I exit? How
5 am I going to exit? How many lanes is that going to
6 be?

7 MS. DAVIS: One in each direction. If you
8 go -- if you look at the photographs, you will see
9 right now that this is a very large concrete drive in
10 the photos. It's a very large concrete drive and
11 right now the buses do a loop-de-loop around the site,
12 right? They come in on one --

13 VICE CHAIR HOOD: Okay. Yes, that's my
14 next question if we can get back to where you were.

15 MS. DAVIS: Okay.

16 VICE CHAIR HOOD: We were on target there.

17 MS. DAVIS: All right.

18 VICE CHAIR HOOD: There is one lane each
19 way to go to the new garage, proposed garage and then
20 if you can tell me what the buses are going to do.

21 MS. DAVIS: Okay. Now, the buses and the
22 commuter parkers all can directly access the garage
23 without going through a slower area, which is this
24 Main Street. You're in a hurry. You're rushing to
25 work. You're going to come in Rhode Island Avenue.

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1 You're going to come right here. There is a speed
2 ramp that goes up on top of the garage. There is
3 parking spaces on two levels.

4 You're either on the first level or on the
5 second level and you park the car. You go down to the
6 platform and you're there. So it eliminates the long
7 hike that somebody would have had in this Metro
8 parking area. It's close to the tracks and,
9 additionally, it's on top of the buses which turn
10 around on the first floor here.

11 VICE CHAIR HOOD: Okay. Ms. Davis, at
12 about 6:45, let's go through this scenario.

13 MS. DAVIS: All right. 6:45.

14 VICE CHAIR HOOD: It's 6:45. We got 50
15 cars coming in there.

16 MS. DAVIS: Right.

17 VICE CHAIR HOOD: At the same time.

18 MS. DAVIS: That's right.

19 VICE CHAIR HOOD: Some can go down Main
20 Street.

21 MS. DAVIS: They can.

22 VICE CHAIR HOOD: I'm being real here.

23 MS. DAVIS: Yes, sir, they absolutely can
24 go down Main Street. If you are thirsty in the
25 morning, like I go on the way to work and I stop at

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1 the coffee shop, you could park your car on Main
2 Street, hop out, have a coffee, get back in your car,
3 take it, stick it on top of the garage here, drink
4 your drink as fast as you can so as not to take it on
5 Metro, right, and go to work. You could do that if
6 you wanted to, and that is absolutely intended or
7 maybe you're sick.

8 VICE CHAIR HOOD: We're missing the point.

9 MS. DAVIS: And you go to the store.

10 VICE CHAIR HOOD: We're missing the point,
11 Ms. Davis.

12 MS. DAVIS: Okay.

13 VICE CHAIR HOOD: I'm missing the point.

14 MS. DAVIS: All right.

15 VICE CHAIR HOOD: To go down, I mean,
16 let's forget about Main Street.

17 MS. DAVIS: All right.

18 VICE CHAIR HOOD: It's 6:45 during the
19 day.

20 MS. DAVIS: Yes.

21 VICE CHAIR HOOD: With this project being
22 in existence.

23 MS. DAVIS: Yes.

24 VICE CHAIR HOOD: There is one lane for me
25 to get in there and one lane for us to get out. Now,

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1 let's not elaborate on that. How are the buses going
2 to come in?

3 MS. DAVIS: They use the same route.
4 There's three levels in this garage here. There are
5 three levels. The first level is for buses only. The
6 second level is for parking only. The third level is
7 for parking only. There is a ramp that comes up to
8 here that allows you into the garage. It's just like
9 any parking garage in the city that takes 200 cars a
10 day. They are all coming in at peak time. They are
11 all leaving at peak time. That's exactly how it
12 works. It's like any urban parking garage.

13 VICE CHAIR HOOD: Okay. Well, maybe I'm
14 not understanding and I'm not going to prolong it.
15 Maybe I need to go back and concentrate some more.
16 But what you're telling me, there is one ingress, one
17 egress, I mean, one lane to bring the -- I got it
18 right? Well, you all can help me out here. I think
19 that maybe I'm just slow or something. I don't know.

20 MR. GANG: No, I think I understand your
21 question. Your question is during peak hours, how much
22 traffic is going to be on that road? And maybe to
23 simplify it, you know, let's assume all 200 cars, you
24 know, let's assume we're at 200 cars over one hour.
25 200 divided by 60 is, basically, three cars a minute,

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1 one car every 20 seconds, assuming all 200 cars are
2 going to come in within that one hour, which I think,
3 you know -- which we hear it's going to be basically
4 filled up by 7:00, which we acknowledge.

5 So probably between the hours of 6:00 and
6 7:00, you're going to have one -- three cars per
7 minute going down one lane. Quite frankly, you know,
8 from past experiences, I mean, we have a traffic
9 engineer, I mean, that is not a high volume of
10 traffic. Even with the buses added in on that, you
11 know, a bus coming every 5 minutes, that is not
12 excessive.

13 And the same thing when people leave in
14 the evenings, people leave in the evenings, it's
15 spread out a little bit further. So that's just to
16 give you a context of how much traffic there is. The
17 other thing is from past experience, let's assume
18 there is excess traffic. Do we really want to over-
19 design that street for one hour in the day compared to
20 even making the street wider, compared to making this,
21 hopefully, a slower moving experience because it is
22 wide enough. I mean, I think it's 24 or 26 feet right
23 now in width. So, I mean, hopefully that -- you know,
24 hopefully that helps explain how that operates.

25 VICE CHAIR HOOD: I would rather ask the

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1 question now, because there's a lot of the things in
2 this city that we sit up here and vote on. I go back
3 by and say I sure hope I didn't have nothing to do
4 with that and I did. So I'm just making sure.

5 MR. GANG: Yes.

6 VICE CHAIR HOOD: And I'm going to take
7 the time to satisfy. What my point was, I want to
8 make sure that I understand, because there are a lot
9 of things in this city that we sit up here and vote on
10 sometimes and then when I go back a couple of years
11 later and look at it, I say I sure hope I didn't have
12 anything to do with that and I did. So I want to make
13 sure I understand exactly how it's going to look or
14 how it's supposed to be. So I would ask everyone's
15 indulgence, especially my colleagues.

16 MS. DAVIS: I think it's actually -- I
17 have a fairly good comparable in the office building
18 that I work in. I go into a garage that has 400
19 spaces in it. It's a slightly later time table than
20 this. At 8:00 that garage is empty. At 9:00 that
21 garage is full. There is one way in. There is one
22 way out. The longest queue I have ever seen for a car
23 entering is four cars deep and it's on the ramp into
24 the garage, and that's a facility that is twice the
25 size of this one and supports three office buildings.

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1 COMMISSIONER JEFFRIES: How does it manage
2 the buses?

3 MS. DAVIS: Sorry?

4 COMMISSIONER JEFFRIES: What about the
5 buses?

6 MS. DAVIS: I actually work in downtown
7 Silver Spring and there is a bus station across the
8 street that has 161 buses an hour. This station here
9 has a much lighter bus count than that one does, which
10 is a hub. This actually has a very low level of bus
11 service right now, so there is a not big conflict.

12 COMMISSIONER HILDEBRAND: What is the bus
13 service right now? How many routes terminate or go
14 through here?

15 MS. DAVIS: There are I believe --

16 UNIDENTIFIED SPEAKER: 70 buses.

17 MS. DAVIS: -- 70 buses per hour.

18 COMMISSIONER HILDEBRAND: 70 per hour?

19 MS. DAVIS: At peak.

20 VICE CHAIR HOOD: Now, the two rows, let's
21 go back to those two rows. Those two rows, the buses
22 also will be using those, right?

23 MS. DAVIS: Yes.

24 VICE CHAIR HOOD: Okay. Now, we're
25 already at a level of service in that area. I'm

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1 talking about Rhode Island and Reed Street, Brentwood
2 Road Shopping Center and everything, we're already at
3 basically the average of a Level of Service D, which
4 I know is acceptable by your standards.

5 You have been in here before and I had
6 problems with that, too, but I have to go by what the
7 standards are and the subject matter experts, because
8 I'm not a traffic subject matter expert. But I know
9 that as far as I'm concerned, Level of Service D is
10 not acceptable, but under your standards it is.

11 But I will tell you that gives me great
12 concern, what I'm hearing, this traffic pattern for
13 this particular project. I'm not saying it won't
14 work, but I just see some problems and a couple of
15 years from now, some of my colleagues, when we ride
16 down there we'll probably experience some of it. I
17 will tell you, whatever we can do to help mitigate it.

18 I know DDOT has in their letter -- I don't
19 feel like looking for it, but it's up here somewhere,
20 but DDOT have expressed some things and, Mr. Elias, I
21 don't know if you all have already started delving
22 into that. I know maybe we'll see that during the
23 second stage.

24 MR. ELIAS: Yes, sir. I am Cullen Elias,
25 Vice President of O. R. George and Associates. We are

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1 based in Lanham, Maryland. I think your comment is a
2 good one.

3 VICE CHAIR HOOD: Thank you.

4 MR. ELIAS: It is a concern for us
5 regarding that major internal intersection, which will
6 have four segments, the entrance to the Big Box, Main
7 Street, an extension of Reed Street coming from Rhode
8 Island Avenue and then the southern portion of that
9 loop road going to the garage.

10 And in our study we did recommend that
11 further investigation be undertaken to determine the
12 appropriate traffic control measure that should be
13 implemented there, and we are thinking of doing a
14 signal warrant analysis. If a signal is not
15 warranted, we need to pursue a broader approach,
16 looking at a circle to see if that will work.

17 VICE CHAIR HOOD: Okay.

18 MR. ELIAS: But it is a concern for us and
19 we did recognize that.

20 VICE CHAIR HOOD: I'm glad to hear that.
21 I really appreciate it and I'm looking forward to
22 seeing what your results are.

23 MR. ELIAS: Sure.

24 VICE CHAIR HOOD: And also, I noted, we
25 might need to look at -- and I'm not a traffic expert,

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1 and I'm sure you all are going to, but the signal.

2 MR. ELIAS: Yes.

3 VICE CHAIR HOOD: Of exiting the project
4 on site.

5 MR. ELIAS: Right. One is paired with the
6 Rhode Island intersection.

7 VICE CHAIR HOOD: Okay. All right.
8 That's all I have. Unless you want me to ask some
9 more, let me go to Mr. Hildebrand. Commissioner
10 Hildebrand?

11 COMMISSIONER HILDEBRAND: Just focusing on
12 something for the first time, as the buses are exiting
13 this garage and turning right to go back down this
14 loop road, have you looked at the turning radiuses for
15 buses there? Is that adequate so that they don't
16 cross lanes?

17 I know buses, at least in my neighborhood,
18 have a very difficult time making that 90 degree turn
19 and if you have got buses coming in and going out on
20 what could be considered a normal street, there's got
21 to be a coordinated dance that occurs so that one
22 doesn't hit the other. Have you looked at those
23 turning radiuses?

24 MS. DAVIS: We are working on the details
25 of them, the turning radius inside the garages, as

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1 well as the entry and exit to the garages were
2 proposed based on standards that are normally
3 accepted.

4 COMMISSIONER HILDEBRAND: Okay.

5 MS. DAVIS: So we believe that they are
6 adequate and when we go to the detailed design, we'll
7 go through that process.

8 COMMISSIONER HILDEBRAND: All right. And
9 the other question. You have six lanes coming into
10 the site that are merging down to -- am I
11 understanding that correctly? Did you say there were
12 six lanes in the right of way?

13 MS. DAVIS: No, we did not say that.

14 COMMISSIONER HILDEBRAND: How many lanes
15 are there?

16 MR. ELIAS: There are four lanes coming
17 into the site.

18 COMMISSIONER HILDEBRAND: Four.

19 MR. ELIAS: Yes. Two are serving --

20 COMMISSIONER HILDEBRAND: And those are
21 narrowing down to one lane going into the garage and
22 one lane going onto Main Street?

23 MR. ELIAS: Well, that would be modified
24 based on our study, our further investigation.

25 COMMISSIONER HILDEBRAND: Okay.

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1 MR. ELIAS: But currently you have four
2 lanes coming in. Two serve right turns into the Metro
3 Station bus bay and the Kiss and Ride area. One is
4 serving the through traffic going into the long-term
5 parking garage and you have an exclusive left turn
6 lane going to the Big Box.

7 COMMISSIONER HILDEBRAND: Okay. And of
8 those lanes, how many of them are currently -- are
9 those were the barrier arms are currently or are they
10 further back?

11 MR. ELIAS: The barrier arms are across in
12 the section on the southern or the western side of the
13 intersection.

14 COMMISSIONER HILDEBRAND: And those are
15 being removed as part of this project?

16 MR. ELIAS: I would think so.

17 COMMISSIONER HILDEBRAND: Okay.

18 MS. DAVIS: Yes, yes, absolutely.

19 MR. HALE: Mr. Hildebrand, let me just
20 comment. In the agreement Metro has, as it always
21 does, reserved rights to review and approve the
22 drawings that affect Metro facilities. So your
23 concern about turning radii is a good one, but the
24 safety of our patrons, the adequate operation of our
25 buses are of paramount importance. So we have people

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1 on staff specific in the parking area, bus operations
2 area, who are part of the review team for the drawings
3 that the developer supplies.

4 COMMISSIONER HILDEBRAND: So from an
5 economic standpoint, what is WMATA's position on the
6 reduction of the parking garage? Based on your own
7 current usage, do you see that as being a positive or
8 a negative?

9 MR. HALE: Under our compact and the bond
10 covenants that Ms. Davis referenced, we can't reduce
11 income. We have had a third party consultant create
12 for us a proprietary model that analyzes the project
13 in total, the amount of parking revenues lost, the
14 amount of joint development revenues gained, the
15 amount of ridership that might be gained from the
16 development, the amount of ridership lost from the
17 loss of parking and that result of that is that there
18 is a substantial net gain in revenues to Metro.
19 Therefore, the covenants of the bonds are satisfied.

20 COMMISSIONER HILDEBRAND: Okay. I think
21 Commissioner Jeffries mentioned a very good point in
22 the analysis or the comparison of this Main Street to
23 the main street at Shirlington, which is really
24 invigorated by the restaurant environment there.

25 If there is only one restaurant here on

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1 this street, how will you create the same sense of
2 liveliness and, in addition to that, is there a direct
3 one-to-one comparison between the Shirlington street
4 width, sidewalk width and building facade separation
5 that you're proposing here as to what exists there?
6 I'm very familiar with the environment there. I want
7 to see if it's exactly the same or only similar.

8 MS. DAVIS: In Shirlington there are
9 actually more parking spaces on the street between the
10 buildings. You have the way in to Shirlington that
11 has parking on this side and parking on that side, the
12 median and then parking on this side and parking on
13 that side for the traffic going the other way.

14 So ours is narrower by one side of
15 parking, because ours alternates. Sometimes it's on
16 this side, sometimes it's on this side, so that the
17 median is maintained throughout. It reduces the
18 number of parking and it reduces this section of the
19 street. The building heights in some of the ones --
20 it's difficult to see in Shirlington, because the
21 trees are pretty tall, right?

22 So you can see the retail. Sometimes
23 there's nothing on top of the retail in Shirlington
24 and sometimes there's two and three stories of office
25 building on top of it. So the heights are relatively

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1 similar when there's things on top, dissimilar when
2 it's not, but you can't see it from the street because
3 the trees are there.

4 COMMISSIONER HILDEBRAND: But you have
5 actually brought the buildings closer together than
6 the Shirlington model?

7 MS. DAVIS: They are closer together than
8 the Shirlington model, yes.

9 COMMISSIONER HILDEBRAND: What about the
10 sidewalk widths?

11 MR. PLUMPE: The sidewalk widths are,
12 approximately, the same size, 10 to 12 feet in width.
13 What happens there, too, is that the restaurants were
14 actually -- and that's from the face of the building
15 to the face of curb, then you have your tree pits,
16 which are 4 to 5 feet in width at Shirlington. What
17 they have done, too, at some of the restaurants is
18 they have cafe seating that almost pinches the
19 sidewalk down to only 4 feet wide clear.

20 COMMISSIONER HILDEBRAND: Right.

21 MR. PLUMPE: Generally, yes, there's a
22 fair number of restaurants there, but some are large,
23 some are small coffee shops like we're planning to
24 propose here, but there is also the retailers there
25 that have flourished from those restaurants, too.

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1 Keep in mind, too, that there is not a Metro there.

2 Yes, there's bus service and yes, there's
3 automobile parking, but the Metro here, I think, this
4 is going to be -- a lot of the foot traffic to that
5 retail center will be people going home, getting off
6 the Metro when the stores are open and buying
7 something to go home with. So I think there is a
8 little difference of the type of person that will be
9 here than at the one in Shirlington.

10 COMMISSIONER HILDEBRAND: Okay. Thank
11 you.

12 COMMISSIONER JEFFRIES: Okay. I'm still
13 here. You know, you guys know I keep a fairly active
14 life, so I don't want to be asking all these questions
15 here, but on page 13 of this prehearing submission it
16 says this is a self-contained development. Now, I
17 don't want to take that out of context.

18 What does that mean because, you know, a
19 self-contained development and then, yet, the spine is
20 supposed to connect to the Big Box area. You're still
21 trying to promote foot traffic. And then my second
22 question. Just walk me through how this is a
23 pedestrian friendly development. I'm really very
24 challenged around this.

25 MR. PLUMPE: Well, I think from a self-

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1 contained standpoint, that first question is that you
2 can live there, eat there, buy what you need there and
3 also go to work from there. So I think that's the
4 terminology from self-contained.

5 COMMISSIONER JEFFRIES: Yes, but you are--
6 but there is not a wall up, I mean.

7 MR. PLUMPE: Yes, yes.

8 COMMISSIONER JEFFRIES: You know, clearly,
9 you can penetrate this and it is, you know --

10 MR. PLUMPE: Absolutely.

11 COMMISSIONER JEFFRIES: Okay.

12 MR. PLUMPE: Absolutely. We want to have
13 community interaction from the people in and outside
14 of the community. I mean, that's what this is all
15 about.

16 COMMISSIONER JEFFRIES: So as it relates
17 to the various grade changes and so forth, but then
18 also I'm trying to get a sense of -- well, okay, I
19 know this is a Stage 1 PUD, so I don't want to get
20 into too much level of detail. I mean, my questions
21 again are really just around just the philosophical
22 aspect of, again, really promoting a pedestrian
23 friendly development and I guess I'm troubled.

24 I'm probably agreeing with Commissioner
25 Hildebrand. Even though I know the Shirlington model,

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1 maybe I'm just having some trouble with the parking
2 aspect along Main Street there, and I would agree with
3 Vice Chair Hood. You know, I think at certain times
4 people are going to be cutting right through that
5 space and, you know, I don't know what happens there
6 as it relates to being pedestrian friendly.

7 I mean, it's a challenging site and,
8 please, understand, I mean, I know it's challenging.
9 I know you have a lot of things to do here, but I'm
10 challenged with the parking piece of this.

11 MR. PLUMPE: From the parking, not enough
12 or too much on Main Street or --

13 COMMISSIONER JEFFRIES: Well, Main
14 Street --

15 MR. PLUMPE: Okay.

16 COMMISSIONER JEFFRIES: Well, quite
17 frankly, in general I'm troubled with the parking. I
18 mean, that one slide, I forget, it said -- what was
19 required and what was proposed is just mind boggling.

20 Again, as it relates to what is the definition, I
21 mean, why do we go about, you know, saying that we
22 want to do transit oriented developments and then we
23 just put, you know, a suburban model right next to it?

24 MR. PLUMPE: Yes and no. I guess the
25 thing is is that the parking --

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1 COMMISSIONER JEFFRIES: That one, that's
2 the one.

3 MR. PLUMPE: Okay. Well, that's not the
4 pretty one though. We want to see the pretty
5 pictures. You know, the parking is in garages in a
6 lot of suburban areas, because that's where I live, in
7 the suburban area, so to speak, you got asphalt and no
8 garages, so the cars are inside the garages for the
9 retail as well as for the people who live there.

10 Now, the parking itself is geared for
11 short-term for the type of parking, so go in and out.

12 But the other thing is that really, the parking
13 actually instills activity, too, as well. I mean, if
14 you see cars there, it must be a popular place. I
15 want to go there. And the Main Street is set up for
16 traffic calming devices, I mean, from the standpoint
17 it has the traffic nubs that come out to slow the
18 traffic down and it has special paving on the
19 crosswalks to slow the traffic down.

20 So if I'm in a hurry to Metro, I'm going
21 to go along that outside perimeter, because I don't
22 have to run over pedestrians, because I just want to
23 go quickly to the Metro and not go through the Main
24 Street where it's more so a bit more inhibiting to
25 drive a car through. It's more pedestrian friendly

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1 from that standpoint.

2 COMMISSIONER JEFFRIES: But you know,
3 again, I mean, D.C., we obviously have some very
4 restrictive land use policies here and, you know, we
5 have height restrictions. I mean, we can only go so
6 far horizontally, I mean, sorry, so far up vertically.

7 You know, so I don't necessarily always buy the
8 comparison between the District of Columbia and some
9 suburban locations. I'm assuming you're in a suburban
10 location. Maybe I shouldn't assume that.

11 MR. PLUMPE: Yes.

12 COMMISSIONER JEFFRIES: Okay. But you
13 know, it's nothing to -- I guess I just want to make
14 certain that you don't walk out of here today thinking
15 that perhaps you need to find even more parking,
16 because I would just find that just highly
17 problematic.

18 MS. DAVIS: Maybe I can address this a
19 little bit. There are other urban areas in the edge
20 cities around Washington, D.C. that provide some good
21 examples. Bethesda Row comes to mind. Now, if you
22 have ever walked along Bethesda Row, you know that
23 people fight over the parking spaces on Bethesda Row
24 itself. There is an 800 car garage behind it, right,
25 but nobody wants to park there.

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1 Why? Why? Because you have to walk a
2 little bit further. Okay? You probably have to walk
3 100 feet to get to the front of the building, right,
4 and people wait for the spaces on Bethesda Avenue. Is
5 it a safe environment? Yes, it is a safe environment.

6 Does it act as traffic calming to have people looking
7 for those parking spaces? Yes. Are some people
8 impatient? Yes, they are, you know, but it is very
9 vibrant. It's safe for pedestrians.

10 I can tell you without any calming devices
11 on that street, my children walk across that street
12 without any particular fear of being struck, because
13 the traffic moves at a very slow pace, because people
14 are looking for parking and it's a very good example.

15 I would much prefer it if there were a median in the
16 middle of that street, so that there were a place for
17 people to rest.

18 The alternative to taking away the 18
19 spaces in the middle of the street is actually
20 narrowing that street, right?

21 UNIDENTIFIED SPEAKER: Yes.

22 MS. DAVIS: And then you don't have a
23 median and you have parking on both sides. That's
24 really what we're talking about here. That's what the
25 suggestion was, was to take away the 18 spaces in the

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1 middle of the street and diminish the street section
2 by not having them there. It is a traffic calming
3 device. It is something that activates the street.
4 Yes, if I were racing to Metro, I would not really
5 choose that way to go. I would go around the
6 periphery.

7 COMMISSIONER JEFFRIES: Well, you know, I
8 recognize that, I mean, unless there is a line that
9 stood around the perimeter, you know, I might go well,
10 you know, maybe I'll try my luck, but I agree. I
11 mean, I don't think that going to be the most, I mean,
12 the alternate route for people who don't want to deal
13 with being behind a bus or whatever the situation is
14 going around this perimeter.

15 And your Bethesda Row example is a good
16 one. I would agree with you. I mean, I have been out
17 there a few times and I'm one of those ones that will
18 wait to park, you know.

19 MS. DAVIS: Me, too.

20 COMMISSIONER JEFFRIES: And to think that
21 I will -- you know, and I'm just like around the block
22 from that parking lot. It just seems like it's miles
23 away.

24 MS. DAVIS: Right. For Commissioner
25 Hood --

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1 COMMISSIONER JEFFRIES: Yes. You know,
2 but again, I also like to caution people from, you
3 know, making these comparables because, you know, you
4 have got to line up all the variables.

5 MS. DAVIS: Certainly.

6 COMMISSIONER JEFFRIES: But I appreciate
7 your --

8 MS. DAVIS: But also comparable soft goods
9 along Bethesda Avenue, less restaurants, some, but
10 less, and more soft goods.

11 COMMISSIONER JEFFRIES: Yes, yes.

12 MS. DAVIS: Commissioner Hood, one of the
13 things that we could offer for the parking is -- I
14 hear you loud and clear in terms of needing additional
15 parking potentially for Metro, because there may be an
16 unmet demand. And to the extent that there is an
17 unmet demand and people are willing to pay for the
18 parking for long-term parking, we could offer that in
19 the other garages and that was one of the alternatives
20 recommended by DDOT is that we looked at shared
21 parking arrangements.

22 If people really do want that parking
23 there and aren't just looking for the Metro subsidy of
24 the parking, but really do need it, then we could
25 offer that at market rates as an alternative to

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1 satisfy the parking demand.

2 VICE CHAIR HOOD: Let me just do this for
3 the sake of a comment my colleague made and also your
4 comment, and I just want to read this, because I think
5 we got this this evening and we might not have had
6 time. But it says the report suggested, this comes
7 right out of the DDOT report, the subject matter
8 experts.

9 "The report suggested areas for further
10 investigation, including signal warrant analysis at
11 the intersection on Main Street, the Brentwood
12 Shopping Center entrance and noted that reduced Metro
13 parking would have some adverse vehicle and
14 circulation and parking impacts within the immediate
15 area of the station." It goes on to say "but does not
16 have an impact on the future traffic circulating
17 patterns for the area."

18 Then it says "Accordingly, DDOT has no
19 objections to the first stage PUD application provided
20 that the parking and other modification described
21 above are met." So these are the subject matter
22 experts who, basically, are saying the same thing that
23 I have said and I don't know what all the community
24 said. I'm sure we'll hear that.

25 So it's interesting. But one of the other

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1 things it says, "DDOT staff will work with the
2 applicant and the Office of Planning refining the
3 final design plan and encourage the applicant to
4 conduct a comprehensive traffic impact analysis for
5 the project." I'm hoping that that's been done.

6 MS. DAVIS: We agree.

7 VICE CHAIR HOOD: What you just mentioned,
8 I'm not saying how to resolve the problem.

9 MS. DAVIS: Right.

10 VICE CHAIR HOOD: I'm just saying that we
11 have an issue and I'm hoping that what the subject
12 matter experts have said -- Anthony Hood didn't say
13 it. It's here in DDOT's report. I'm not an expert on
14 traffic.

15 MS. DAVIS: No, and we agree.

16 VICE CHAIR HOOD: And that goes to my
17 colleague's comment and the comment you just made,
18 because it's right here in black and white.

19 MS. DAVIS: Thank you.

20 VICE CHAIR HOOD: Okay. You're welcome.
21 All right. Any other questions? All right.

22 COMMISSIONER JEFFRIES: Just one
23 statement.

24 VICE CHAIR HOOD: One more question.

25 COMMISSIONER HILDEBRAND: And just one

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1 statement and this is my last, I promise, for you, but
2 I think it goes with what Commissioner Jeffries was
3 saying and that is in an opportunity to create a
4 transit oriented development directly adjacent to the
5 Metro, it really is counter-intuitive to exceed the
6 parking requirements as the base minimum of code, and
7 I guess I'm trying to understand how can we change the
8 market requirement for such an excessive amount of
9 parking.

10 We all see what's happening in the streets
11 of Washington, trying to drive across town in the
12 morning or the afternoon is getting worse and worse
13 and worse, and here we have an opportunity to really
14 direct the way we're going in the future and rather
15 than taking progressive steps to reduce the amount of
16 parking that we're providing, we're actually exceeding
17 the amount of parking that's required, and I think
18 that that is just the wrong direction that the city
19 ultimately needs to go. And I guess I need help from
20 the development community to understand how do we
21 change that market demand.

22 MS. DAVIS: Maybe I could take a stab at
23 addressing it a little bit. We have maybe four
24 categories of users in general terms, and I don't mean
25 to leave anybody out, but we have retail parkers. We

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1 have residential parkers. We have commuter parkers
2 and we have surrounding uses of the site, potentially,
3 parkers in the neighborhood, maybe the church among
4 others.

5 Residential. We actually have a very keen
6 eye on this and have studied it, and the zoning does
7 not require one car per unit, but the market does. So
8 if we would like to rent these units to people, we'll
9 be providing them a parking space or they will go
10 elsewhere and that is a concern. It is higher ratios.

11 We have a new building that has been
12 studied in Silver Spring, high rise at a Metro
13 Station. They are parked at 1.2. So does it create
14 some fear for us to be in an area where we will be at
15 the highest market level on the market units, as well
16 as providing subsidized units?

17 You know, how do we feel about that? It's
18 a challenge to be in this location for apartments.
19 There haven't been new apartments built here in a very
20 substantial period of time. And so we feel that to
21 meet the market, we need to be able to provide the one
22 space per unit. Do we hope that that person takes the
23 car that they own and leaves it in the garage all day?

24 Yes. Is that a likelihood? Probably. That has been
25 part of the experience of probably six high rises that

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1 I have been studying in the Silver Spring Metro area,
2 directly comparable to this, because it's right next
3 to a Metro Station.

4 Retail. We would like to attract Class A
5 retailers to this neighborhood. Some of them are very
6 good in urban areas. Some of them are very leery of
7 urban areas. It has been a challenge. So they have
8 set as a requirement in discussions four cars per
9 1,000. We're providing three.

10 Are we working our way through that? Yes,
11 we are. Did we try and put some on the street? They
12 want them all on the street, believe it or not. They
13 don't want any in the garages, because they have the
14 fear of the Bethesda Row syndrome, that people don't
15 want to park in the garage. So again, we're trying to
16 meet the demands of our clientele, the commuters.
17 It's a very difficult issue because of the subsidy.
18 Okay? What used to be an end station is now an urban
19 location. That's a problem. This was designed as an
20 end station, you know, 30 years ago, so that is
21 something that we're trying to address.

22 Are there shared parking opportunities?
23 Yes? Are they dictated by market forces? Yes. Do we
24 want to be safe about them? Of course we do. Do we
25 want to have a community that works well for ingress

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1 and egress, so that people are attracted to come and
2 stay and shop and play and ride the Metro?
3 Absolutely. And that's where we're motivated to be,
4 but I don't think that I could finance this job if I
5 provided less parking for the retail and the
6 residential. I don't think I can finance it and
7 that's why I have those parking spaces there.

8 Can we do things operationally? Of
9 course, we can and we will and we'll work through
10 that, but we want to make sure that we have a
11 community that, one, we can build to begin with, so we
12 got to finance it and, two, that we can safely operate
13 and manage it and that's kind of where we're trying to
14 go.

15 MR. HALE: If I could just add to that. I
16 have been at Metro in joint development for about 14
17 years. The lowest ratio I have ever seen is .98
18 parking spaces per dwelling unit. That's at Braddock
19 Road at the edge of Old Town, Alexandria, a lot of
20 similarities with this neighborhood. It has got small
21 lot, single-families as this area does, a lot of
22 multi-family. The .98 is in a project right at
23 Braddock Road Station by Paradigm.

24 They have just recently done a project on
25 Mass. Ave here in the District. I don't know what

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1 their parking ratio was. We frequently see people
2 proposing between one and a quarter and one and a half
3 spaces per dwelling unit. It doesn't make us happy.
4 One is pretty low in our experience for what's
5 proposed for residential.

6 COMMISSIONER JEFFRIES: Commissioner
7 Hildebrand, you know, I would actually have to concur
8 with a lot of what Ms. Davis has said as it relates
9 to, you know, market requirements from retailers and
10 then this whole notion of just being competitive,
11 particularly in the rental market where interest rates
12 are pretty low and people are still trying to figure
13 out how to do the condo rather than the rental, and I
14 think this is just a straight up collision course
15 between sort of our land policy wants and then just
16 some of the harsh realities of retailers.

17 I faced this out at ICSC in previous years
18 with the Mayor's Office. And, you know, you heard the
19 same story over and over again about, you know, this
20 parking issue. And so this is something that, you
21 know, we're going to have to get our arms around and
22 grapple with, because I think in many ways D.C. is a
23 very unique place and, you know, it's very hard to
24 apply some of those same principles that retailers
25 would apply in D.C. as it would perhaps in some other

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1 areas, but they do. They know a certain prototype and
2 that's what they want to go on and that's that.

3 So I very much understand this whole
4 notion about, you know, what's driving some of the
5 decisions here, but I do think that we need to still
6 do a better job, all of us, as it relates to really as
7 our local economy continues to improve and our general
8 economy just gets stronger, we really need to start
9 pushing back on some of the retailers and making some
10 of those requests.

11 I know of a few firms that have done that
12 in Brooklyn, you know, with Target and a few others
13 that, you know, it's more in field development and,
14 again, very leery about, you know, urban areas and
15 wanted those same requirements and so forth, but there
16 was some movement in recent years.

17 And so I think that we have to continue,
18 you know, asking the development community, you know,
19 as D.C. improves and becomes much more attractive, we
20 need to start making some different demands
21 particularly given sort of the place that we live in
22 and the harsh realities about, you know, what is
23 currently the District and its zoning needs and how we
24 manage growth going forward, so anyway.

25 VICE CHAIR HOOD: Okay. Thank you,

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1 colleagues. Now, we're going to move right along and
2 thank everyone for indulging us. We had a number of
3 questions and I'm sure it's going to be a very
4 interesting discussion and debate. Let's go now to
5 the -- let me first ask, is anyone here, the chairman
6 here from ANC-5B? Not seeing him, let me ask that we
7 go to the Office of Planning's report.

8 MR. ARTHUR JACKSON: Good evening, Mr.
9 Chairman, Members of the Commission. My name is
10 Arthur Jackson. I'm a development review specialist
11 at the D.C. Office of Planning and I will make a brief
12 summary of the overall findings and conclusions of the
13 Office of Planning's final report.

14 Essentially, the applicant has explained
15 what the project is with the inroads that they have
16 made on addressing the issues that were raised by the
17 Commission at the sit down hearing. We note that
18 since the Office of Planning's report was submitted
19 that we have received comments from the D.C. Fire and
20 EMS Department expressing no concern, objection, to
21 this proposal and the Department of Housing and
22 Community Development supporting the proposal.

23 The Chair reviewed what the Department of
24 Transportation said with regard to the plans and the
25 initial work that has been done by the traffic

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1 consultant. The Office of Planning thinks that
2 overall, the application does meet the standards in
3 terms of project amenities and benefits in terms of
4 balancing that with a degree of relief, development
5 and the relief that they are requesting.

6 We also note that the community concerns
7 are principally about the impact of future development
8 on the tax burdens that they currently carry and, of
9 course, traffic and traffic impacts, particularly
10 parking. With that, the Office of Planning would just
11 note that we had made a number of recommendations,
12 which are in your report, and I will briefly state
13 that they concern the height of the ground floor on
14 Main Street and the Rhode Island Avenue levels,
15 replacing the incubator space with something more
16 lively in terms of live/work arrangements upstairs.

17 The applicant is currently showing retail
18 on that floor, too, which is another change that we
19 had not seen before. Making sure that the street
20 trees are retained, working with the Department of
21 Transportation to complete the other required analysis
22 pursuing shared parking arrangements, which we think
23 could be temporary in that we think that this may be
24 an opportunity to transition the current pattern of
25 use in terms of parking to reduce the commuter parking

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1 that comes into the District and then turn to other
2 methods of getting to the Metro.

3 We also applaud their moving forward with
4 the first agreements and the Memorandum of
5 Understanding with the Minority Business Opportunity
6 Commission, and we will continue to work with the
7 applicant and the Department of Transportation and the
8 community to address the number of concerns that have
9 been raised to date and others that will come in in
10 their stead. That concludes our brief summary and
11 we're available to answer questions.

12 MS. STEINGASSER: Mr. Chairman, if I may.

13 I would just like to add to the discussion, the
14 Office of Planning has experienced the exact same
15 wrestle with the tensions on this site that the
16 Commission is seeing tonight, and I believe the
17 applicant has also. We have had more site visits to
18 this particular PUD than I think in the five years I
19 have been with the District and each time we went out,
20 we took more planners from the office with us.

21 You know, we wrestled with the topography
22 and the uses and Rhode Island. And you know, as it
23 addresses one side of the site, you come back to the
24 site. So there were these natural urban design issues
25 that we wrestled with as well as the parking, and it's

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1 interesting to hear the tension on the Commission
2 between more parking and less parking, on-street, in
3 the garage, no garage, commuter, you know.

4 And this site embodies so many issues that
5 face the District today that we're really wrestling
6 with and I just want to assure the Commission, we hear
7 you. We feel it and, again, I think the applicant, as
8 we have worked with them on this, they are
9 experiencing it also. It's a unique site. It serves
10 a commuter purpose and it also serves a resident
11 purpose. So it's not quite urban in its TOD and it's
12 definitely not suburban.

13 So it's pulling these conflicting uses
14 together and trying to create an urban place against a
15 Big Box place 30 feet above its primary roadway, and
16 it's a challenge as you so aptly used the word
17 tonight, and I just want to assure the Commission that
18 we hear you and we're going to continue to work with
19 the applicant and continue to visit the site and try
20 to help everyone get these issues resolved.

21 VICE CHAIR HOOD: Thank you, Mr. Jackson
22 and Ms. Steingasser. Colleagues, any questions of the
23 Office of Planning? Okay. Does the applicant?

24 COMMISSIONER PARSONS: Yes.

25 VICE CHAIR HOOD: Okay.

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1 COMMISSIONER PARSONS: This concern you
2 have expressed for the incubator space in Rhode Island
3 Avenue, you're suggesting retail as a substitute.

4 MR. ARTHUR JACKSON: Well, what we had --
5 on our site visit, the applicant had explained that
6 they thought initially there was concern about the
7 viability of retail on the lower level and what they
8 were -- what they had promised the community, had
9 talked about with the community, was providing
10 opportunity space for entrepreneurs to start their
11 business.

12 COMMISSIONER PARSONS: Right.

13 MR. ARTHUR JACKSON: Our thought was that
14 that oftentimes what happens is you have the space
15 available and, of course, you're waiting for
16 entrepreneurs and none ever come or few come, then
17 what you still have is dead space. So we asked that
18 they look at another option, because we know that we
19 initially started talking in terms of artist space
20 where the artists would work, have their shop or their
21 studio on the ground, on the street level and then
22 live within the building and that evolved into just a
23 suggestion about live/work space.

24 Now, the applicant had initially expressed
25 concern about maybe Building Code problems with having

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1 people live directly over the retail space, but what
2 we were saying was more conceptual, that if there was
3 an arrangement, an arrangement could be made that a
4 person could have their shop or their gallery on the
5 ground floor and live in the building and there would
6 be some connection.

7 We thought that there is a way for an
8 innovative approach there, so that we would -- because
9 what we really want to have is active space. It
10 doesn't necessarily have to be retail, but if it was a
11 space that had a lot of activity, some of it still
12 could be available for community use, but some of that
13 would be on an ongoing basis, daily, you would see
14 activity going on. We think that would be much better
15 for that frontage and, of course, it would add to the
16 security and the visibility of this whole development.

17 So that's really what we're looking for,
18 is offering other suggestions about ways they could
19 animate the space and, so besides retail, the
20 incubator and, of course, making it more of a
21 combination use with the upstairs retail -- upstairs
22 residential.

23 COMMISSIONER PARSONS: Well, it's
24 certainly better than what we saw the first time
25 around.

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1 MR. ARTHUR JACKSON: Yes.

2 COMMISSIONER PARSONS: You know, the
3 facade, but I can see the struggle as to what's the
4 right thing to do here and maybe providing the space
5 is more important than defining what it will be. It
6 may evolve to something we can't imagine.

7 MR. ARTHUR JACKSON: Right, and that was
8 also the thought, is that we need to look long-term.
9 The space could be available, but we know that the
10 square footage, the space each side, the other side of
11 Rhode Island Avenue in large part will not change,
12 because it's taken up by the ramp that comes down from
13 the bridge. So you have a situation where this will
14 basically have to stand on its own, how it can do that
15 over time.

16 The options for doing that over time will
17 probably change, so it's good to have the space
18 available. It will be good to have some short-term
19 uses that would make it active, but in the long-term
20 as the area continues to develop, it might be prime
21 retail space. We can't tell right now.

22 COMMISSIONER PARSONS: Right. Now, what
23 do you think the future is of the neighbors here? Big
24 Box retail is generally a holding action, a 20, 25
25 year investment on the part of the developer. I guess

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1 none of us can imagine life without Home Depot and
2 Safeway, but have you given any thought to what the
3 future of the neighborhood is here in the long-term or
4 can we just accept it being a Big Box retail, eight
5 lane in and out kind of environment?

6 MS. STEINGASSER: I think the Office of
7 Planning expects more in the long-term from the area.

8 We're already seeing an enormous amount of pressure
9 for redevelopment and reinvestment and residential
10 construction along Rhode Island coming eastward. So
11 I'm not sure where we are, if this area is slotted for
12 a small area study in the next year or two.

13 No, but it is going to be captured in the
14 Industrial Land Use Assessment for the area, which
15 will give us some more feel for what's happening in
16 this area and the industrial uses that are abutting up
17 against it from the south, but I think we expect Rhode
18 Island Avenue to be one of the great streets as part
19 of the Great Street Initiative and be revitalized and
20 create a much more conducive urban space than what
21 we're seeing now. I think we're seeing the early
22 stages of it coming through with this particular
23 development.

24 COMMISSIONER PARSONS: I mean, it's
25 incredibly wasteful to have Home Depot --

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1 MS. STEINGASSER: Right.

2 COMMISSIONER PARSONS: -- next to a Metro
3 Stop. It just is nuts, right?

4 MS. STEINGASSER: Right.

5 COMMISSIONER PARSONS: I mean, it should
6 be high rise residential or something that's going to
7 take advantage of this stop. Well, thank you.

8 VICE CHAIR HOOD: Okay. Any other
9 questions?

10 COMMISSIONER HILDEBRAND: Well, the only
11 other thing I wanted to mention is that we haven't
12 really touched on the subject of outdoor recreation
13 space and meeting the requirements for those. I see
14 we have a pool and terrace as one aspect. I think as
15 we move forward, we really need to start looking at
16 that percentage and making sure that we're meeting our
17 target goals.

18 MR. ARTHUR JACKSON: Yes. When we get to
19 the next level, there will be other detailed analysis
20 we'll be doing. For instance, we haven't even talked
21 about the green roofs or the other amenities that
22 there might be that might relate to environmental
23 issues. So there are a number of nuances that we can
24 discuss, but I think the applicant really has a full
25 plate with regard to two big issues and if they can

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1 wrestle them to the floor and get it pinned, then we
2 think that we'll have a good basis to actually talk
3 about the other issues.

4 And so in OP's staff report we really
5 didn't address some of those fine points, but we think
6 that we can work with the applicant and they have
7 already started to look at it. Their development does
8 -- their schematic development does include the
9 swimming pool and then interior recreation space and
10 probably some other things they can claim with regard
11 to the landscaping, the medians and how they treat
12 them. So I think overall, they are in a pretty good
13 position to make a strong case, but when they get more
14 specific plans, we can actually do the numbers.

15 COMMISSIONER HILDEBRAND: Okay. Thank
16 you.

17 VICE CHAIR HOOD: Thank you. Moving right
18 along. Oh, the applicant, do you have any questions?

19 MS. GIORDANO: We have no questions.

20 VICE CHAIR HOOD: Okay. Thank you. Other
21 Government agencies? Now, Mr. Jackson has already
22 alluded to Government agencies, but I do want to make
23 note that we have a letter also from Council Member
24 Orange who is basically saying he supports the
25 project. He is a Council Member in Ward 5. Report of

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1 other Government agencies. I think Mr. Jackson has
2 pretty much covered that. The one from -- I think you
3 mentioned DHCD. Was it DHCD?

4 MR. ARTHUR JACKSON: Yes.

5 VICE CHAIR HOOD: Was that in our package?
6 It may have been. I may have missed it.

7 MR. ARTHUR JACKSON: Yes, it was.

8 VICE CHAIR HOOD: It was? Okay. I missed
9 it then. That's why I didn't see it. Also, the
10 representative from ANC-5B is Chairman Shelton or
11 Commissioner James in the audience. Not seeing them,
12 the ANC-5B has a letter in the record, which says the
13 12 members of Advisory Neighborhood Commission 5B have
14 received the project plans and are actively engaged in
15 discussions with the impact to the community.

16 Okay. Do we have any persons in support?
17 All those who are in support, please, come to the
18 table at this time. If you can be seated and turn the
19 mike on and give us your name and your address and you
20 may begin. The Court Reporter to my right. I'm
21 sorry. Are you Mr. Greenberg?

22 MR. GREENBERG: Yes.

23 VICE CHAIR HOOD: Okay. Good. I didn't--

24 MR. GREENBERG: Okay. My name is Allen
25 Greenberg. I am here representing the Washington

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1 Regional Network for Livable Communities. It's a
2 group that supports smart growth development and urban
3 investments, livable, vibrant urban communities and I
4 know that the Executive Director Cheryl Cord has been
5 involved in this project with you all before. She
6 regrets not being able to be here this evening.

7 I took a few notes and I just want to
8 focus my remarks tonight on the Metro parking
9 especially and support the need to reduce the parking
10 from the 340 long-term spaces to the 200. I think the
11 analysis that was conducted sounds very sensible. If
12 you look at 271 new residents coming in, plus all the
13 retail, you're obviously going to more than make up
14 for lost ridership and certainly there's huge revenue
15 potential from the joint development.

16 You're also going to spread the ridership
17 out, which is very important for Metro, because it has
18 a challenge at the peak of the peak times, which is
19 when a lot of people are arriving. If you have a
20 resident living there versus somebody arriving by Park
21 and Ride, they can leave a little bit later and the
22 system could better accommodate that.

23 We do know that \$2 million was saved by
24 going to the smaller parking garage. We would urge
25 that that money be reinvested in bus access, bicycle

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1 and pedestrian access to make it easier for people who
2 can't drive or would like another option to access the
3 station through those mechanisms.

4 I wanted to point out that there is
5 discussion. WRN has proposed a pilot actually in
6 working with the two District representatives on the
7 WMATA Board to reserve a portion of the parking spaces
8 for market rate pricing. That way everybody who
9 arrives knows they can get parking, but they might
10 have to pay market rate for it and there's active
11 discussions right now on the WMATA Board about that.

12 Okay. It was noted in the record and one
13 of the comments tonight that there is excess parking
14 at other stations. That's absolutely true and that
15 should be better utilized and will be if you constrain
16 the parking here. Key point, no amount of parking is
17 going to satisfy demand unless it's managed well and
18 unless we provide alternative access including through
19 proximity, which this sort of development does to
20 Metro. And we are convinced, indeed, that there will
21 be no net loss of ridership, which I mentioned.

22 Now, a couple of just other points. I
23 went through the record and also agreed in terms of
24 the difference in the required parking versus for the
25 development itself. I think if we had an option to

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1 consider requiring the developer to rent the parking
2 separate from the units and to have the rent for the
3 parking reflect the actual cost of producing the
4 parking and so forth, and that way if you actually
5 have a market rate rent for the parking, we can know
6 what it will be, what the true demand is and I think
7 that would be very important.

8 Finally, I was taken by the comments about
9 Home Depot and how crazy it was to have that right
10 there at the Metro, and there is a Home Depot in New
11 York City opened on 23rd Street. It has no parking,
12 zero. They offer home delivery. Retailers do make
13 changes to accommodate situations that they deal with.

14 Harlem, USA, a 500,000 square foot development, no
15 parking. Across the street, Harlem Center built on a
16 previously existing parking lot, no parking, another
17 500,000 square feet.

18 We do need to ask tough questions. We do
19 need to ask first to when they do provide parking
20 really make sure that the people who are taking that
21 parking are paying market rates specifically for the
22 parking that they are getting. I thank you for this
23 opportunity and hope to participate further in this
24 process. Thank you.

25 VICE CHAIR HOOD: Okay. Thank you. Hold

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1 your seat for one second, Mr. Greenberg. Any
2 questions, colleagues? Does the applicant have any
3 questions? Thank you very much.

4 MR. GREENBERG: Thank you.

5 VICE CHAIR HOOD: Anyone else in support
6 of the project? Okay. Well, I believe, if no one
7 else is, I believe my list, the rest of it, must be
8 opposition or maybe in between.

9 I will do opposition first. Mrs. Wilson,
10 Raymond Chandler, what do we have, one, two, three,
11 three seats, and Gloria Anderson. Each of you will
12 have three minutes. I'm not finished actually calling
13 the list, I believe. If you have signed the list, I
14 will get to you. Again, we're going to begin with Ms.
15 Wilson and each of you at the table, at this time, has
16 three minutes. Ms. Wilson, you may begin.

17 MS. WILSON: Is this on?

18 VICE CHAIR HOOD: Yes.

19 MS. WILSON: Can you hear me?

20 VICE CHAIR HOOD: Yes, I can hear you.

21 MS. WILSON: My name is Ruth J. Wilson. I
22 am a community activist and a senior citizen, as you
23 can see, who has been living in this area for over 50
24 years. I live at 2249 13th Street, N.E., which is a
25 working class neighborhood.

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1 I resent the fact, I am chagrined, that
2 anyone would think of coming over here to this area
3 making a proposed land use of the original Harmony
4 Cemetery, the first African American cemetery in
5 Washington, D.C., which without first thinking about,
6 building something over there, a bookstore, something
7 like a black bookstore like Caribou Bookstore, working
8 in connection with Howard University to develop an
9 oral history of the use, the original use of the land
10 and what those citizens in the District of Columbia
11 contributed to the history of Washington, D.C. That
12 is my first issue.

13 My second issue is I object to the price
14 of homes or condominiums that they plan to put into
15 this plan. They will increase my property tax. I'm a
16 senior citizen. I'm living on a fixed income. I
17 can't afford to live in an area where there are over
18 \$300,000 apartments and homes will be built and
19 neither can my neighbors.

20 This whole project, if you consider the
21 land use, is being constructed in a working class
22 neighborhood. This is a working class neighborhood
23 and you bring in plans from Clarendon, Virginia and
24 other places in Virginia where the middle class, upper
25 middle class and rich people live, you're bringing

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1 them over here and what it's going to do is eventually
2 run the price of houses in the neighborhood.

3 The taxes will be so that the people will
4 not be able to pay them and they will be run out of
5 the neighborhood. They won't be able to live here and
6 I think that should have been thought about when they
7 made the plans, but they didn't think about it.

8 The parking. I wonder if the people who
9 planned the parking considered how the parking helps
10 the neighborhood.

11 VICE CHAIR HOOD: Ms. Wilson, I'm going to
12 give you one more minute and then you need to wrap it
13 up.

14 MS. WILSON: Okay. One more minute.

15 VICE CHAIR HOOD: I'm going to give one
16 more minute.

17 MS. WILSON: I just want to make this
18 point.

19 VICE CHAIR HOOD: You're a senior, so I'm
20 going to give you one more minute.

21 MS. WILSON: I heard the discussion and
22 objection to the parking, but I just wondered if the
23 people who made the plans for the parking considered
24 how the parking is being used now, how on Saturdays
25 and Sundays people can come up here and park free.

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1 That's what they can do. They don't have enough
2 parking up here now with the plans for ordinary people
3 to come, park their car and I haven't heard anything
4 about how long will they be able to park.

5 Nobody said that. Before people were able
6 to reserve parking space and it was of convenience to
7 them. This place is being built for the rich not for
8 the middle class, not for the lower class, not for the
9 working class. That's why I object.

10 VICE CHAIR HOOD: Okay. Thank you, Ms.
11 Wilson. If you could just hold your seat, we may have
12 some questions for you. Raymond Chandler?

13 MR. CHANDLER: Is it on? Okay. There we
14 go. My concerns are I speak from a family point of
15 view. My family has lived in the area for over 60
16 years. I moved back into the area because of the
17 overdevelopment and the fact that the property taxes
18 were going up to the point that we were about to lose
19 our home because of the property taxes. I moved back
20 to take care of the family home.

21 My concerns are when you have a working
22 class neighborhood with the influx of overdevelopment,
23 it changes the dynamics of a working class
24 neighborhood. Seniors who are now on fixed incomes
25 are becoming to the point where they are now living in

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1 fear and the fear is will I be able to hold on to my
2 home?

3 When you bring in other developments such
4 as the Giant, the Home Depot, the proposed site that
5 is now there, we already have a community connection
6 which deals with mentally handicapped or highly
7 functionally adults, we have an influx of
8 overdevelopment which is changing the dynamics of my
9 neighborhood.

10 My concern is we sat with the developer of
11 the Home Depot, Rick Walker Development, that is now
12 in conjunction with the new development that is
13 getting ready to be placed. We sat for almost two
14 years and we went every month for a meeting. Every
15 plan that we were shown, it was changed every month.
16 We are now living -- and I live directly behind the
17 Home Depot. I can touch it from my back wall.

18 It looks like a prison. We have to deal
19 with noise levels. We have to deal with trash. We
20 have to deal with waste and sewerage backup behind our
21 homes. We have to deal with the influx of doing the
22 development, rats, possums, racoons. It was to the
23 point that our homes are being invaded.

24 The dynamics of a quiet neighborhood, the
25 structure has changed to the point that people are so

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1 -- we have come and we have come and come to every
2 meeting. We have sat with people from Vincent
3 Orange's office, the Mayor's Office, the developers,
4 the Office of Planning. We have sat with several
5 people and several different representatives and each
6 time at each meeting, the people change.

7 And our concern is the voice of the people
8 in that community is not being heard. We have sat
9 with this particular project with the Home Depot and
10 expected something else. Now, we have a prison
11 structure and we are now being felt in our own homes
12 like prisoners. If you have not seen it, you need to
13 see it from the side where we live. You see it from
14 the Rhode Island and the Brentwood Road side. You do
15 not see it from the standpoint of residents who live
16 with it daily.

17 And our concerns are are we being
18 bamboozled again with this project that you say is
19 going to look this way or this way and who does it
20 really service? You have a community that had become
21 self-contained.

22 VICE CHAIR HOOD: Go ahead and make your
23 last point and wrap up.

24 MR. CHANDLER: My last point is my concern
25 is I heard that, as a parent, and my concern is where

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1 will our children play? Where will they go? If you
2 have an area that has a swimming pool and recreation
3 area that's only for the residents that live there,
4 that's unfair for the impacted area where I live. I
5 can go to any other surrounding area, such as Fort
6 Lincoln, and I can take my children there. They can
7 swim in the pool. It's accessible to me, the seniors
8 that don't even live there. So my concern is who are
9 we building for?

10 VICE CHAIR HOOD: Thank you. If you could
11 just hold your seat. Ms. Anderson?

12 MS. ANDERSON: Hi. My name is --

13 VICE CHAIR HOOD: Your microphone and I
14 would ask Ms. Wilson and Mr. Chandler, if you all can
15 turn your microphones off so we don't get any
16 feedback.

17 MS. ANDERSON: Okay.

18 VICE CHAIR HOOD: Thank you.

19 MS. ANDERSON: My name is Gloria Anderson.

20 I am also a resident of the neighborhood and,
21 basically, I am in support of what both of my
22 neighbors have said and I would like to add to that.
23 I'm quite upset, because I just feel that this project
24 is not really for the neighbors. I feel that we're
25 being invaded with all of these changes.

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1 I mean, change is good and I'm sure there
2 are times that people want to go against change, but I
3 feel like this is a change that -- I feel like you're
4 trying to create a private entity just for the people
5 who will be living in this space that you're proposing
6 to build near the Rhode Island Metro and I don't feel
7 like I'm a part of it or will be a part of it. I
8 don't even feel like I probably can really walk down
9 the street without being questioned or something like
10 why are you over here, because I just don't feel like
11 it's built for us.

12 And if you're having a swimming pool and
13 you're talking about recreation facilities and all
14 that, I think we, as people living in the
15 neighborhood, should be able to access these
16 amenities, but I'm sure we're not going to be able to
17 do that and I'm just concerned about it. I don't feel
18 that we're a part of it or we'll ever be a part of it.

19 VICE CHAIR HOOD: Thank you, Ms. Anderson.

20 Colleagues, any questions? Commissioner Jeffries?

21 COMMISSIONER JEFFRIES: I would like to
22 get a sense, what has your relationship been with the
23 ANC? I mean, obviously, you have expressed the
24 concerns with the ANC. I'm just trying to get a sense
25 of, you know, whether you have been able to, you know,

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1 really voice a lot of your concerns there and what has
2 been the end result? Anyone can take it.

3 MS. WILSON: Well, I --

4 COMMISSIONER JEFFRIES: Turn your mike on.

5 MS. WILSON: Thank you. Well, I
6 previously discussed my concern about land use, the
7 original land use, at a meeting that was held last
8 week over at Mount Calvary Family Center, Life Center,
9 and I had discussed that. And I understand there was
10 supposed to be some money somewhere wherein we could
11 work out a way or find a way to write a proposal and
12 discuss with historians a plan to commemorate the
13 original use of the land in a store, a bookstore, an
14 African American all black bookstore.

15 COMMISSIONER JEFFRIES: Okay. So you had
16 that discussion with an ANC member or --

17 MS. WILSON: I discussed it in a meeting
18 at the Family Life Center last Thursday night.

19 COMMISSIONER JEFFRIES: Okay. Okay.

20 MS. WILSON: And she had mentioned it
21 before.

22 COMMISSIONER JEFFRIES: Okay. Thank you.

23 VICE CHAIR HOOD: I think Ms. Wilson's
24 point is good. I hope the applicant is listening,
25 because I noted there is a plaque or there was a

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1 placque up there, which signified what Ms. Wilson is
2 talking about, about the Harmony Cemetery. I know
3 that was an issue when Metro first came there and I
4 would hope that there will be something similar to
5 that and, hopefully, maybe they will have one of those
6 opportunities or something, she mentioned a bookstore,
7 or something to signify and I'm hoping these
8 negotiations, hopefully when it comes back for the
9 second stage PUD that we can see something. I think
10 Ms. Wilson brings up a very valid point.

11 The other thing is, Ms. Anderson, you
12 mentioned even though I have some issues with the
13 parking and everything, I'm going to be quite candid,
14 I envisioned when I'm walking down there, and I'm sure
15 you may live a lot closer than I do, that it would be
16 open access. You mentioned that you didn't feel like
17 it was for you. What gives you that impression? Is
18 it the design of it or what gives you that you can't
19 walk down Main Street and go in and do whatever you
20 want do and then maybe walk back home?

21 MS. ANDERSON: Just the project in
22 general.

23 VICE CHAIR HOOD: Turn your microphone on.

24 MS. ANDERSON: Oh, I'm sorry. Just the
25 project in general, the cost of being able to live in

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1 the apartments.

2 VICE CHAIR HOOD: The apartments, so the
3 cost?

4 MS. ANDERSON: Yes.

5 VICE CHAIR HOOD: Even though you're going
6 to be outside of the area, you're just saying the
7 cost. I'm just trying to understand what you're
8 saying. You don't feel like a part.

9 MS. ANDERSON: I just feel like it's a
10 private community. That's how I feel like it will,
11 you know, become.

12 VICE CHAIR HOOD: Okay. Nothing specific,
13 just you just feel like it's a private community?

14 MS. ANDERSON: Yes. Yes, go ahead.

15 MR. CHANDLER: I think what she is saying
16 is we have gone to several meetings. In one of the
17 meetings it was discussed that the average income for
18 those living here, and they said low income, was under
19 \$100,000 and then there was a red flag that went up in
20 the room for the residents who live there.

21 We are in a working class neighborhood.
22 You understand? A working class neighborhood. And
23 then if you say low income is under \$100,000, come on.

24 And then you're gearing the apartments towards those
25 who are making an income over \$300,000. So then you

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1 have what is happening all over Washington. You have
2 the Them and you have Those. You have the Have and
3 the Have Nots.

4 And unfortunately, the people who are
5 struggling to try to make a living and trying to live
6 and just trying to exist and want their areas to be a
7 wonderful area -- see, my concern is, and this is what
8 I want, I like being able to shop. Now, I work so I
9 can shop, but I want to come home and live in a
10 neighborhood where I can feel comfortable. I don't
11 want to be able to have all of these people who do not
12 live in my area come and shop.

13 I want to be able to know the people, know
14 the history. See, I can walk in my neighborhood and
15 know every child that walks past me, who they belong
16 to. I know the history and everyone knows everyone's
17 name. That is a comfortable, wonderful feeling I
18 enjoy and that's why I have lived there my entire
19 life, that kind of feeling of knowing your neighbors
20 and feeling safe.

21 And when you have a project such as this
22 and a shopping area, you open up the element of crime,
23 because people know that there are people coming in
24 that area to spend. And then when they find out that
25 that area is predominantly senior citizens, who live

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1 alone, the crime rate goes up, my neighborhood, they
2 become the vultures and they become the prey.

3 VICE CHAIR HOOD: Okay. All right. Thank
4 you, thank you for that clarification. Any other
5 comments? I want to thank this panel. Thank you.
6 Thank you all for coming down and also sticking around
7 to testify.

8 MR. CHANDLER: Thank you.

9 VICE CHAIR HOOD: Let me call the next
10 three, Patricia Gray, I think it's Gloria Thomas and
11 Anne Latta. Hopefully, I pronounced it. If it sounds
12 -- if I'm in the area, just come on forward. It's
13 probably your name.

14 COMMISSIONER JEFFRIES: If you're in the
15 area.

16 VICE CHAIR HOOD: Patricia Gray. Gloria
17 Thomas and Anne Latta.

18 UNIDENTIFIED SPEAKER: I think we've only
19 got two.

20 VICE CHAIR HOOD: We only have two?
21 Someone has been --

22 UNIDENTIFIED SPEAKER: Ms. Latta left.

23 VICE CHAIR HOOD: Ms. Latta left? Okay.
24 Thank you. Okay. Let's start with Ms. Gray, if you
25 can identify yourself, your address and you may begin.

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1 MS. GRAY: My name is Patricia Gray. I
2 live at 2401 12th Street, N.E., right behind the Home
3 Depot. I'm not so much opposed to them building
4 stores in the neighborhood. I don't know too much
5 about the apartments they're going to build, but since
6 Home Depot has been there they are really not nice
7 people.

8 I'm handicapped. I go to Home Depot so I
9 can ride on the thing to shop. I have been there --
10 ever since they have been there, I have been going
11 there trying to shop. I was there last month. The
12 thing you ride on was broke. I was there last week.
13 It was still broke. I talked to the manager. It
14 don't do no good. I called the guy that's in charge
15 of that area. That does no good.

16 They put a fence back like around my
17 front. They refuse to cut the grass. The grass has
18 not been cut since last year. Trash is all down
19 there. You have to ask them to pick that up. They
20 don't want to do that. I can sit at my window at
21 night and see people go across that fence and steal
22 their belongings and I will call them and tell them
23 and they come out and look. But since they don't
24 care, well, I don't care either. I'm tired of them.

25 I hope whoever is building this project, I

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1 hope that they won't be the same way that the people
2 are that built the Home Depot. Maybe we should have
3 got a Lowe's instead of Home Depot. You can walk into
4 Lowe's without anything. You got plenty of help.
5 Home Depot is just awful. Giant is fine. They are
6 amenable, they will help you, too, but I just hope
7 these people are not building this same project,
8 because it's going to be hell to pay and I'm sorry.
9 That's all I got to say.

10 VICE CHAIR HOOD: Thank you, Ms. Gray.
11 You told it like it was. Ms. Thomas?

12 MS. THOMAS: Good evening, all. I'm
13 really happy to have this opportunity to weigh in at
14 this stage. One of the things I listened to this
15 evening is talk about how this community will be self-
16 contained and one of my major issues I have with this
17 is it's not like it's in a void. It's in a
18 preexisting community and that's the issue. We talked
19 about the fact, and I think that Mr. Jackson very
20 nicely summed up some of the community issues that we
21 talked about where he talked about parking, pedestrian
22 safety, security and retailers.

23 With the issue pertaining to pedestrian
24 safety, the pedestrian safety isn't just the people
25 who live there. It's people who will come there from

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1 the surrounding community. I use public
2 transportation. I use the Rhode Island Avenue Metro
3 stop. I don't want to tell you. I also drive and we
4 need parking.

5 Okay. Now, the deal is again on the
6 pedestrians, that ramp that Ms. Davis characterized as
7 being for the handicapped or the wheelchairs, that's
8 the ramp that is frequently used by the pedestrians.
9 That other ramp that is shown, that little meandering
10 walk, nobody goes that way. Truly, most of the
11 pedestrians walk the way that takes them down that
12 ramp and the next thing they do after they cross that,
13 after they get to the end of that ramp, is that they
14 cross that street where the buses go and where some of
15 the cars come.

16 That really is pretty dangerous, because
17 when they make that cross there like they go under a
18 fence that is existing there now. I don't see
19 anything that will speak to that in this particular --
20 in any of these particular diagrams. I have only see
21 one basic, small mention of that and it was just the
22 mention that Ms. Davis gave. Okay? I'm just saying
23 that pedestrian traffic is a little bit different than
24 I have seen characterized this evening so far.

25 The other issue about the parking, people

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1 who use public transportation like myself have cars.
2 We drive. Metro gets people in the city and out of
3 the city. It's not like New York where subways go all
4 over the place. It's not like that. You guys can try
5 and force it if you want, but you know human behavior.

6 We'll make another way. We just do that. Okay?

7 I just want you to keep under
8 consideration what is truly realistic given the
9 conditions. And I know that all of this came about,
10 what, over 30 years ago about the current design that
11 you're looking at now that you want to change, and you
12 know how it -- like it has already been mentioned
13 about people who come from far away to park closer in.

14 I'm not terribly sure I want to be
15 penalized because you have made that observation. I
16 do want to be able to drive. I want to be able to use
17 the Metro Station. I knew I was going to be here
18 tonight. I parked at Rhode Island Avenue today,
19 because when I get home I don't want to be in that
20 particular community walking by myself. It's going to
21 be dangerous enough walking at Rhode Island Avenue
22 this time of night. That's the deal.

23 Mr. Chandler spoke of security issues.
24 That's key, because if this self-contained community
25 has all kinds of security --

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1 VICE CHAIR HOOD: Go ahead and wrap up.

2 MS. THOMAS: If this self-contained
3 community has all kinds of security, the riff-raff is
4 going to spill over to our community where there are
5 vulnerable people. Please, I really ask if you'll
6 take all of this under consideration. This might be
7 self-contained, but it does not and will not exist in
8 a void. Thank you everybody.

9 VICE CHAIR HOOD: Thank you, Ms. Thomas
10 and Ms. Gray. Hold your seats. Commissioners, any
11 questions?

12 COMMISSIONER JEFFRIES: Just I'm going to
13 ask the same question as it relates to just, you know,
14 your involvement with the ANC and for all of the
15 people who have come up and testified in opposition.
16 I'm just trying to get a better understanding of what
17 has your involvement been with the ANC and working
18 with the ANC around these issues, so that when the
19 applicant and the developer, you know, sits down and
20 makes the presentation to the community and the ANC
21 that a lot of what you're saying here is being
22 represented.

23 MS. GRAY: Well, let me answer a part of
24 that. Our ANC director person is Regina James, mine
25 is. They had a meeting somewhere with the other ANCs

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1 and my ANC was not even invited. She didn't know
2 about the meeting. Seems like to me they got
3 something going on that's not too Kosher. They have
4 kind of kicked her to the curb, because she do speak
5 up and she do fight for us and I really like her.

6 MS. THOMAS: And also, I want to respond
7 to that. Regina James does respect and she does
8 defend our 5B-03 Single Member District. She does do
9 that. She does meet with us. The information, some
10 of the information that Mr. Jackson read came out of
11 our meeting as well. Okay? So we are represented in
12 his summary, we are. She is. Ms. James is there for
13 us. She is quite correct.

14 COMMISSIONER JEFFRIES: I mean, the only
15 reason I say that, because I do have some familiarity
16 with the development team and I know that, I mean,
17 historically, they have done very good work as it
18 relates to community participation and outreach and so
19 forth, you know, and obviously, you know, they can't
20 do everything, but just my own experience with them,
21 they have historically done a very good job around
22 that. So I just wanted to make certain that there
23 wasn't some level of disconnect here.

24 MS. THOMAS: No disconnect.

25 COMMISSIONER JEFFRIES: Okay.

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1 MS. GRAY: No disconnect.

2 COMMISSIONER JEFFRIES: Yes.

3 MS. THOMAS: As far as our Advisory
4 Neighborhood Commissioner is concerned.

5 COMMISSIONER JEFFRIES: Okay.

6 MS. GRAY: But, Mr. Jeffries, you ought to
7 call my house about 2:00 in the morning and hear all
8 that boom, boom, boom all night.

9 COMMISSIONER JEFFRIES: Okay.

10 VICE CHAIR HOOD: From the Home Depot?

11 MS. GRAY: From the Home Depot.

12 COMMISSIONER JEFFRIES: Yes, you know,
13 some of this -- well, anyway.

14 COMMISSIONER HILDEBRAND: I guess I have
15 one question.

16 VICE CHAIR HOOD: Sure.

17 COMMISSIONER HILDEBRAND: And both panels
18 had said that they would feel sort of isolated from
19 this new development that's occurring in the midst of
20 their community. And I guess I'm curious to know why
21 and what kind of retail would be sort of favorable to
22 you that would make you want to come to this place to
23 shop on your way to the Metro or just if a restaurant
24 was going here, what kind of things would encourage
25 you to engage in this development as opposed to

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1 feeling isolated from it?

2 MS. THOMAS: Okay. I don't know if I'm
3 going to feel isolated from it. It depends on what
4 retailers you put there.

5 COMMISSIONER HILDEBRAND: Right.

6 MS. THOMAS: If you don't put people there
7 that I don't choose to shop, I'm still going to do
8 what I already do. I'm going to go in the suburbs and
9 shop. I don't do that just willy-nilly. I look at
10 the Home Depot and I think I really don't like a lot
11 of aspects, a lot of characteristics about this
12 particular Home Depot and I do, I go other places to
13 shop. The same thing is true for me with this Giant.

14 You have to bring retailers here who I will go and
15 shop with, who I won't mind spending my money with.

16 As far as the residential part of this
17 particular project, I won't say I'm going to feel
18 isolated from it, because when it's built and when
19 it's starting out, I'm definitely going to see, you
20 know, walk through, if it's something that I can
21 actively consume, use, if it's some place I will
22 actively use or if I'm just going to be passing by
23 thinking well, it's over there and if I have to, I
24 will shop there. Otherwise, it won't have any value
25 for me and that's something that folks have to really

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1 keep their eye on, that you're bringing what the
2 community can actively use.

3 COMMISSIONER HILDEBRAND: Yes. I think as
4 you work with your ANC as the project goes forward, if
5 you can begin to formulate the kind of shopping
6 experience you would like to see on Main Street,
7 perhaps you can have some input on what kind of retail
8 goes there.

9 MS. THOMAS: We have all --

10 COMMISSIONER HILDEBRAND: And that could
11 make you feel much more comfortable with the
12 environment there.

13 MS. THOMAS: We have discussed that. We
14 know what we don't want. We don't want what's at the
15 Rhode Island Avenue Shopping Center that's down the
16 street from this particular planned project. We know
17 we don't want that.

18 COMMISSIONER HILDEBRAND: Yes, okay.

19 MS. THOMAS: We know we do want sit-down
20 restaurants and we want something in the neighborhood
21 of like a Ruby Tuesday's or whatever like that. Okay?

22 COMMISSIONER HILDEBRAND: Yes.

23 MS. THOMAS: We do know we want that, but
24 we also know, as Mr. Chandler also said again, that's
25 going to bring more people into the community. That's

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1 going to bring parking issues. Whether you like it or
2 not, it's going to bring parking issues.

3 COMMISSIONER HILDEBRAND: But with the
4 parking they are providing, they are providing quite a
5 lot of parking.

6 MS. GRAY: Could I say something else?

7 COMMISSIONER HILDEBRAND: Of course, of
8 course.

9 MS. GRAY: You're saying feel like being
10 shut out. If you have an ANC person that is fighting
11 for you and they are not allowed to talk to the
12 developer and put across what we want, we feel shut
13 out.

14 COMMISSIONER HILDEBRAND: Yes.

15 MS. GRAY: I think it's very unfair.
16 That's what I'm saying. Now, Mr. Shelton is not my
17 ANC person. He does not live over there where I live
18 and he cannot speak for me. I understand he's talking
19 to the developer, but Regina James need to talk to the
20 developer, too. That's all I'm saying.

21 COMMISSIONER HILDEBRAND: Yes, okay.

22 MS. THOMAS: And her point really is that
23 these people are shutting Regina James out of the
24 process.

25 COMMISSIONER HILDEBRAND: Okay.

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1 MS. GRAY: And we ain't going to stand for
2 it.

3 VICE CHAIR HOOD: Okay. Hold your seats.
4 Do you have another question? Okay. Again, I want
5 to thank you all for your testimony and we appreciate
6 it.

7 MS. THOMAS: Thank you.

8 MS. GRAY: Thank you.

9 VICE CHAIR HOOD: Thank you. We have two
10 more witnesses and if anyone else wants to come up in
11 opposition, they may do so. Earl and Towanna
12 Mitchell, Earl and Towanna Mitchell?

13 UNIDENTIFIED SPEAKER: They're gone.

14 VICE CHAIR HOOD: Don't see them.
15 Christal, I mean, Ms. Christal Sheppal, Christal
16 Sheppal or Shepherd. Christin? Okay. It's close
17 enough. Okay. Not seeing them.

18 Again, this is a first stage PUD. There
19 will be another chance, I believe, for comments once
20 we get to the second stage. You know, I haven't
21 chaired in awhile. I do this every so often. I can't
22 remember. Does the applicant come back to the table?

23 UNIDENTIFIED SPEAKER: Yes.

24 VICE CHAIR HOOD: Okay. I was ready to
25 close out.

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1 MS. GIORDANO: Ms. Hamilton just has a few
2 closing remarks.

3 VICE CHAIR HOOD: Okay. Thank you.

4 MS. HAMILTON: I just want everyone to
5 know that we have listened very carefully to the
6 concerns expressed by the Zoning Commission, as well
7 as by the community, and a lot of the concerns are
8 really good concerns and we are going to go back and
9 work on them. But I just want the community to know
10 that the retail cannot be supported without them and
11 that we are not in any means trying to shut them out
12 or exclude them. The apartments alone cannot support
13 the retail. It has to be the larger community.

14 Also, we just want the community to also
15 understand that this is rental apartments. We are not
16 selling any condominiums here and that is because we
17 have a 60 year ground lease and it's very difficult to
18 finance condominiums with only a 60 year ground lease.

19 So this is a rental project and we have
20 set aside 20 percent, 54 units, at, you know,
21 affordable rents for the city at 50 percent of the AMI
22 and that if you look at the income limit side in terms
23 of the qualifying income, this column, there is no one
24 who has to make \$100,000 to live here. The market
25 rate three bedroom unit comes the closest and that's

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1 at \$93,000.

2 But as we have done in the past, we will
3 continue to work with the community and the Office of
4 Planning and other agencies in addressing the concerns
5 raised, and thank you.

6 MS. GIORDANO: This concludes our
7 presentation.

8 VICE CHAIR HOOD: Okay. Thank you all.
9 Let's see if we have everything in order. We have
10 asked for a few things. Hopefully, someone has been
11 taking that down, because I have not.

12 Ms. Schellin, could you read that? I'm
13 sure Ms. Giordano -- can we coordinate that?

14 MS. SCHELLIN: Yes, I just have --
15 actually, it's a very short list.

16 VICE CHAIR HOOD: Okay.

17 MS. SCHELLIN: One thing that we do need
18 from the applicant is the maintenance affidavit, okay,
19 a cross section diagram from Rhode Island to the
20 project to the mound, I think was how it was
21 mentioned. Do you guys understand what that means?
22 Okay. And a massing diagram and that's it. That's
23 all I have got.

24 COMMISSIONER HILDEBRAND: And if I could
25 add one thing.

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1 MS. GIORDANO: Excuse me, for the second
2 stage consideration or something that's needed now?

3 COMMISSIONER HILDEBRAND: I think Mr.
4 Jeffries had asked for a massing to show how --

5 MS. SCHELLIN: More --

6 COMMISSIONER JEFFRIES: Just a volumetric
7 study, a massing diagram. Again, you don't need to do
8 any articulation of the elevations. They can just be
9 mere boxes. I'm just trying to get a sense of volume
10 as it relates to the general area. I'm going to ask
11 for this every time, you know, but that's fine.

12 COMMISSIONER HILDEBRAND: If you could
13 augment the site plan with pedestrian circulation
14 designations, I think that that would be helpful to us
15 to see exactly how vehicles and pedestrians are going
16 to work through the site.

17 VICE CHAIR HOOD: Okay. Anything else?
18 Do we have some dates, Ms. Schellin?

19 MS. SCHELLIN: Yes. I just wanted to ask
20 Ms. Giordano how much time she thinks she's going to
21 need to get those, because we're --

22 MS. GIORDANO: Two weeks.

23 MS. SCHELLIN: Okay. So it will be July
24 before you'll come. Okay. So then that information
25 will be due by June 9th and we'll allow until June 16th

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1 for the parties to respond and June 16th for findings
2 of facts and conclusions of law.

3 VICE CHAIR HOOD: Okay. You need to come
4 to the table if there's something on the record.

5 MR. GANG: I just want to clarify the
6 cross section.

7 VICE CHAIR HOOD: Can you come and speak
8 into the mike? We want to make sure we can identify
9 who you are.

10 MR. GANG: I just want to clarify the
11 cross section, which you're looking for.

12 VICE CHAIR HOOD: It's not picking you up.

13 MS. SCHELLIN: You got to get close to the
14 mike.

15 MR. GANG: I just would like to clarify
16 where you would like the cross section.

17 COMMISSIONER JEFFRIES: Yes. I want you
18 to start at Rhode Island Avenue and cut across the
19 entire project. You were doing these cross sections
20 through just your exact project, but I want you to
21 take into consideration Rhode Island Avenue, cut
22 through the project and then take it all the way to
23 the top mound or platform that represents where the
24 Big Box doors are.

25 MR. GANG: So instead of basically running

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1 them north/south, it's east/west?

2 COMMISSIONER JEFFRIES: Yes.

3 MR. GANG: So it's basically taking -- I'm
4 sorry, it's taking that one from the Metro Station and
5 continuing all the way through just like, basically,
6 taking down Main Street all the way up to the mound?

7 COMMISSIONER JEFFRIES: Let's see. If you
8 turn this thing, can I borrow the pointer?

9 COMMISSIONER HILDEBRAND: Yes.

10 MR. GANG: Where is it from? Yes, that's
11 right, just taking one of the other sections.

12 COMMISSIONER JEFFRIES: Right.

13 MR. GANG: Just continuing it on.

14 COMMISSIONER JEFFRIES: Yes, continuing it
15 on.

16 MR. GANG: Okay.

17 COMMISSIONER JEFFRIES: Yes. I just want
18 to get a sense of, you know, what I'm looking at as it
19 relates to topography. That sounds great.

20 MR. GANG: Okay.

21 COMMISSIONER JEFFRIES: Okay.

22 COMMISSIONER HILDEBRAND: And are we
23 talking about extensive retaining walls against the
24 Giant or other Big Box property?

25 MR. GANG: There's already existing

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1 retaining walls and there's the street that serves
2 just exclusively for the buses. That remains in place
3 so whatever you see now remains as is.

4 UNIDENTIFIED SPEAKER: You can mark that.

5 MR. GANG: Yes, we're going to mark that
6 up existing, what's existing.

7 COMMISSIONER HILDEBRAND: Okay.

8 MR. GANG: And how the existing grades
9 are.

10 VICE CHAIR HOOD: All right. Are we all
11 on the same page?

12 UNIDENTIFIED SPEAKER: Yes.

13 VICE CHAIR HOOD: Okay. Good. Let me
14 just also say this is a first stage PUD and I want to
15 encourage the OP, the citizens, the applicant to
16 continue the negotiations and the discussions, because
17 there is another opportunity, which will be our second
18 stage PUD.

19 Ladies and Gentlemen, the other Members of
20 the Commission, I wish to thank you for your testimony
21 and assistance in this case. The record in this case
22 is closed with the exception of the things as noted.
23 The Commission will make a decision in the first stage
24 PUD at one of its regular monthly meetings following
25 the closing of the record, which was stated

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1 previously.

2 These meetings are held at 6:30 p.m. on
3 the second Monday of each month with some exceptions
4 and are open to the public. If any individual is
5 interested in following this case further, please,
6 contact Staff to determine whether this case is on our
7 agenda or a particular meeting. I now declare this
8 hearing closed. Good night.

9 (Whereupon, the Public Hearing was
10 concluded at 9:43 p.m.)
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