

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Zoning Commission

Public Hearing

Case No. 16-09 [1200 3rd Street, LLC. - Consolidated
PUD and Related Map Amendment at Square 747, Lot 8.]

6:35 p.m. to 8:58 p.m.

Thursday, November 3, 2016

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

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Board Members:

ANTHONY HOOD, Chairman

ROBERT MILLER, Vice Chair

PETER MAY, Commissioner

MICHAEL TURNBULL, Commissioner

Office of Zoning:

SHARON SCHELLIN, Secretary

Office of Planning:

JENNIFER STEINGASSER

MATT JESICK

Department of Transportation:

JAMIE HENSON

AARON ZIMMERMAN

P R O C E E D I N G S

CHAIRPERSON HOOD: Good evening, ladies and gentlemen, this is a public hearing of the Zoning Commission for the District of Columbia. Today's date is November the 3rd, 2016.

My name is Anthony Hood. We're located in the Jerrily R. Kress Memorial Hearing Room. Joining me this evening are Vice Chair Miller, Commissioner Turnbull, and Commissioner May. We're also joined by the Office of Zoning staff, Ms. Sharon Schellin, as well as the Office of Planning staff, Mr. Jesick, as well as the District Department of Transportation, Mr. Henson and Mr. Zimmerman.

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

Notice of today's hearing was published in the D.C. Register and copies of that announcement are available to my left on the wall near the door. The hearing will be conducted in accordance with provisions of Subtitle Z, Chapter 4; preliminary matters, applicant's case, report of the Office of Planning, report of other government agencies, report

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of the ANC, organizations and persons in support, organizations and persons in opposition, rebuttal and closing by the applicant.

The following time constraints will be maintained in this meeting. The applicant has up to 60 minutes, but I believe they've requested 45 in this case so far. Organizations, five minutes, individuals, three minutes.

All persons wishing to testify before the Commission this evening, in this evening's hearing, are asked to register at the witness kiosk. If you have any problems you can see Ms. Schellin. She will assist you.

Upon coming forward to speak to the Commission please give both cards to the reporter sitting to my right before taking a seat at the table. When presenting information to the Commission please turn on and speak into the microphone, first stating your name and home address. When you are finished speaking please turn your microphone off so that your microphone is no longer picking up any background noise, sound or background noise.

The staff will be available throughout the hearing to discuss procedural questions. Please turn off all electronic devices at this time so not to

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disrupt these proceedings. Would all individuals wishing to testify please rise to take the oath? All who are going to testify. Ms. Schellin, would you please administer the oath?

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

[Oath administered to the participants.]

MS. SCHELLIN: Thank you.

CHAIRMAN HOOD: Okay. The Commission first will consider any preliminary matters. Ms. Schellin, do you have any preliminary matters?

MS. SCHELLIN: Yes, sir. We have a couple. The first one is at Exhibit 25. There is a party status request from the Union Market neighbors. It was filed on time, however they did not provide all of the information. Staff did contact them but we did not see any supplemental information from them after we made contact. The applicant submitted, today, their opposition. And it is late, however they were not served with a copy of the party status as required by the regulations. So we'd ask the Commission to consider this party status request.

CHAIRMAN HOOD: Okay. Colleagues, I would suggest that we accept, since the applicant was not served -- has it been loaded?

MS. SCHELLIN: Yes.

CHAIRMAN HOOD: It was? Okay.

MS. SCHELLIN: Do you not see it?

CHAIRMAN HOOD: Which one is it? Okay.

MR. MILLER: It's their 35.

CHAIRMAN HOOD: Thirty-five, applicant's opposition supplemental submission. Okay. All right. I see it now.

I will suggest that we accept the applicant's opposition, the supplemental submission, due to the fact they were not served. And also I would recommend that we not grant party status. I think it's an incomplete application but before I do that let me -- what is that, Exhibit 25? I read over this and I really didn't -- I understand some of the arguments made here, but I just didn't understand who it was all impacting. But I don't know.

And who is the representative? It was a gentleman's name. Eileaf (phonetic). Eileaf. It's Eileaf. Eileaf Ayace (phonetic), Ayace. Are you present? Is anyone representing the Union Market Neighbors present?

MS. SCHELLIN: I don't see them in the audience.

CHAIRMAN HOOD: Okay. I think we've dealt

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with another case similar to this, but let me open it up. I don't think we usually -- typically we don't grant party status if you're not present, so.

MR. MILLER: Correct.

MS. SCHELLIN: Correct.

CHAIRMAN HOOD: Well, here's the thing. I would rule, especially with the incomplete submission, I would ask that we not grant them party status but allow them the opportunity to testify as an organization in that fashion if they make it. Any objections, Vice Chair?

MR. MILLER: No objection, Mr. Chairman. I agree with you, and I also agree with the applicant's opposition statement that they haven't even demonstrated how they're significantly, uniquely, or distinctly affected by the action, zoning proposal.

CHAIRMAN HOOD: Okay. So, I would move that we deny the Union Market Neighbors and let the record reflect, who are not present, deny them party status and ask for a second.

MR. MILLER: Second.

CHAIRMAN HOOD: It's been moved and properly seconded. Any further discussion?

[Vote taken.]

CHAIRMAN HOOD: Ms. Schellin, would you

record the vote?

MS. SCHELLIN: Staff records the vote four, to zero, to one to deny party status to the Union Market Neighbors, Commissioner Hood moving, Commissioner Miller seconding, Commissioners May and Turnbull in support, third mayoral appointee position vacant, not voting.

CHAIRMAN HOOD: Okay. Next I know that we have the issue of expert witnesses. I believe all three have been proffered previously, unless we have an addition that I may not be aware of.

MS. PRINCE: Correct. They've all been proffered as experts in the past.

CHAIRMAN HOOD: Okay. I don't think we need to revisit that, Ms. Prince.

MS. SCHELLIN: And one more thing. They submitted their transportation report less than 30 days prior. Less than 30 days is required by the regulations. And they did submit a waiver request at Exhibit 28, so we'd ask the Commission to consider the waiver request.

CHAIRMAN HOOD: Okay. The reason you all submitted late, was it too much traffic? No, that was a joke. That was a joke.

Okay. I don't have any -- nobody got it?

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Okay, well, I'll keep my day job.

Any objections to accepting it? Okay. No objection. We'll accept it.

MS. SCHELLIN: Yeah, and we have reached out. We have sent notice out to remind everyone since it's new regulations, that they're due 30 days now, instead of 20 so we don't keep going through this.

CHAIRMAN HOOD: I wonder why do we -- well, I don't want to say it, I guess.

MS. SCHELLIN: I think that they're just used to 20 days instead of 30, so.

CHAIRMAN HOOD: Okay. All right. Anything else, Ms. Schellin?

Okay, Ms. Prince, you may begin.

MS. PRINCE: Good evening. My name is Allison Prince with Goulston and Storrs. I'm here with Christine Roddy of the firm. We're land use counsel for Trammell Crow on this Planned Unit Development application. Tonight, we're seeking approval of a consolidated PUD and PUD related map amendment for the two and a half acre site located south of Florida Avenue and Union Market, and immediately abutting railroad tracks to the west.

The property is the site of Central Armature and it's located along 3rd Street between Florida

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Avenue and M Street. Trammell Crow has partnered with the long-time owner of the site to redevelop the property for a mixed-use project including retail, residential, and hotel uses.

The project achieves critically important planning objectives. The residential component is significant and includes affordable housing, and the site also includes PDR uses consistent with the Comprehensive Plan and honoring the site's institutional history.

The site's perimeter will be transformed from pedestrian hostile to pedestrian friendly through the consolidation of all the curb cuts into one, and the incorporation of street-level open space into the plan.

The Metro plaza is a huge move, one that is of great interest to the community and one that is extremely consistent with sound planning principles and it will benefit current and future generations. The open space incorporated into the project creates a park-like connection with the environment in the midst of a highly dense urban context.

The properties located in the zone formerly known as C-M-3 and the proposed rezoning to C-3-C is consistent with many District objectives, most

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notably the Comprehensive Plan designation. As I stated, the proposed development furthers many district objectives and that it converts an underutilized site into a development that provides housing where none exists, and none is even permitted, neighborhood serving retail and tourist support uses such as the hotel.

The project also dramatically improves access to public transportation through the direct Metro connection, the connection to the tunnel. And as I mentioned, pedestrian circulation is dramatically improved. Just a trip out to the site will show you there is not even consistent sidewalk along 3rd Street. There's a huge break in the sidewalk.

The proposed development consists of approximately 650 units, 180 hotel rooms and approximately 40,000 square feet of retail space. The mix of uses and proposed massing is not inconsistent with the Comprehensive Plan. The project provides residential uses, promotes transit oriented development, and remediates and revitalizes an underutilized site.

The site has a medium density residential and PDR designation under the future land use map, which is consistent with the proposed rezoning.

It's important to note that the Central Washington area element of the Comprehensive Plan and the NoMa Vision Plan specifically encourage the mix of uses that are being proposed in order to attract and sustain a broad range of activities. The Central Washington Area plan also encourages improved transit connections and accessibility, which this project undoubtedly does with the proposed site plan public space improvements and connection to the Metro tunnel.

We're happy to be here tonight with positive reports from the Office of Planning and the District Department of Transportation. We're also pleased to have the support of the community as evidenced from letters that have been submitted into the record, and also from the Advisory Neighborhood Commission which voted unanimously to support the project, as did the Planning and Zoning Committee.

With that we have four witnesses this evening. Josh Dix will testify as a representative of the applicant, Shalom Baranes an expert in architecture will testify, Trini Rodriguez is an expert at landscape architecture, and Dan VanPelt is an expert in transportation engineering.

If the Commission has no questions we'll

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proceed with Josh Dix's testimony. Who is coughing.

MR. DIX: Thank you, Allison, and I apologize for the hacking cough. I am trying to get over a cold. So, again, apologize.

But good evening. My name is Josh Dix and I am a principal with Trammell Crow Company. I am here representing the ownership and applicant of the project 1200 3rd Street, LLC.

I wanted to begin with a brief history of the site which will add some additional color on the application. The Dorr family is the owner of the Central Armature worksite, and has operated Central Armature for over 101 years in the District of Columbia.

This family owned business has worked on projects as simple as rewinding armatures to as complex as replacing the motors on the Memorial Bridge. As their business needs evolved in recent years the family began a search for a development partner to redevelop its property. I bring this up as I think it's important for everyone to remember that this 101 year old family owned business a partner in this project. Not a land seller, but a true partner. And we were honored when we were selected as the family's development partner in 2014.

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The two-acre site that Allison mentioned is located at the nexus of three great neighborhoods, NoMa, H Street, and Union Market, and sits directly adjacent to the NoMa Metro Station. It allowed -- its location allowed us an opportunity to provide a truly mixed use transit oriented development that we believe is consistent with the City's Comprehensive Plan, the Future Land-Use Map, and the NoMa Vision Plan.

And the components that Allison mentioned, the 650 residential units, 190 key hotel -- 180 key hotel, sorry, and 40,000 square feet of ground floor retail will all be woven together by a series of urban open spaces and pocket parks, totaling approximately 17,000 square feet. It's these open spaces and the planned Metro connection, together with the retail streetscape, that will form a -- the project's base and give the project a unique identity.

Shalom, would you mind going to -- thank you. I thought I'd just spend a brief minute on some of the site challenges. I realize that many applicants come before you and talk about site challenges, but I do think that it's worthwhile to spend a minute on that because this site has a unique set of

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challenges.

Central Armature site is a triangular shape, which is the first thing that you notice. And that presents its own set of challenges. Fortunately the architecture team from Shalom Baranes Associates created a plan that turned these challenges into opportunities.

Amtrak, the number two on the screen, Amtrak maintains a perceptual easement across the site. This existing condition is a dirt road at the north end of the site. We've worked for almost two years with Amtrak to facilitate a relocation of that easement.

D.C. Water, Number 3 on the screen, D.C. Water currently operates a six-foot diameter line encased in an 11-foot concrete tunnel through the former M Street right of way. D.C. Water has worked with us to allow development over and around their easement.

As we continued our planning for the PUD over the last 12 months, we discovered the need for a 15-foot setback from Amtrak due to the Osha requirement for worker safety related to the high-voltage power lines that run along the property line. As you'll see during the architectural presentation we've

included this 15-foot setback. That certainly added a fair amount of complexity as well to our site layout.

We also found significant contamination on site during our studies due to the presence of large quantities of contaminated soil. We have entered into a voluntary remediation action plan with the District. The contaminated soil cost us approximately \$9.

Lastly, the existing track bed is about 15 to 20 feet above the adjacent sidewalk elevation. That means that if we had simply excavated the soil, excuse me, to the elevation of the sidewalk, we would have been staring into a 15 to 20-foot blank wall with trains passing above the site. So we saw this as an opportunity to create a podium to lift the residential and the retail above the track bed, allowing for adequate light and air.

We also saw the podium as a perfect opportunity to place our loading and some parking uses against the tracks while creating a retail opportunity along 3rd and M Streets.

Shalom, do you mind going forward?

Community outreach is very important for us. We recognize the importance of the community in our

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developments and therefore always make it a priority to involve stakeholders early and often in our planning process.

As you can see from the slide here, we met with various stakeholders throughout the process, which had a direct impact on our plan, as well as the benefits and amenities package.

A great example of this is that our original plan, it actually included building up to the property line along M Street, but it was the early interaction with our ANC single-member district representative, Tony Goodman, that steered that plan to include a large triangular-shaped plaza along M Street to mirror the REI Plaza on the south side of M Street. This will be highlighted by Shalom and Trini when they get to their architectural presentation.

I also believe our outreach efforts are well documented by the over 100 letters of support that were entered into the record as well as the unanimous support from the ANC's PZA Committee chaired by Commissioner Eckenwiler, and the unanimous support of the ANC.

In terms of benefits and amenities -- thank you, Shalom. Hopefully you'll see from our presentation that we really did try to develop a site

that was responsive to the site constraints as well as the desires of the community. I also think it's worthwhile to highlight that our benefits and amenities package includes over three and a half million dollars' worth of commitments to the District. To add some additional color to the PUD benefits and amenities, I wanted to highlight a few items. Especially the open space being created, and the art opportunities, as well as address some of the items raised by the Office of Planning.

In terms of open space the community specifically requested that public open space be a key component of this project. Accordingly, the project dedicates approximately 10 percent of the site area to plazas and expanded streetscape at the ground level. And above the ground level we have designed a project that maximizes light and air and open space for the residents and guests of the project, and only has a lot occupancy of approximately 65 percent above the podium level.

In terms of the public open space the Metro Plaza, at a cost of approximately \$1.6 million allows for a direct connection to the Metro Station from 3rd Street. I think, however, that one of the more unique benefits we are offering the city as part of

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that plaza, though, is the provision of a perpetual easement to D.C and WMATA to allow access for -- across our site to this Metro entrance.

We are essentially gifting this land to the city and securing this access point as the one preferred by WMATA's engineers. And if we had proceeded with a by-right plan, this access point would have been lost forever.

Further, the access point comes in the form of a grand public plaza that's approximately 70-feet wide by 30-feet high, and is flanked by retail and landscaped elements.

I already mentioned the N Street Plaza, but just to highlight that quickly, that came at a cost of over \$900,000 and it was designed to enhance the plaza outside of the new REI. If you know from the plans, when we get there, it is a triangular shape as well, as I already mentioned.

We have incorporated a water feature, a seating areas for the public, a gantry crane to -- a gantry crane art element to reflect the site's industrial past.

Also worth pointing out is that we were able to cantilever the southern apartment building, and that opened up the plaza further. And Shalom will

highlight that when he brings it up.

The last plaza I'll talk about quickly is the narrow sidewalk where Florida Avenue comes out from the underpass. We recognized how narrow that sidewalk is and in working with the community we have included another public plaza at that location. The plaza increases the width of that sidewalk by an additional 15 feet to give a 22-foot wide landing plaza as you come out. And that is 30 feet in height. And Shalom, I know you'll hit that when you get to your presentation.

In terms of the arts, we are committed supporting local artists. Hopefully you've been by the site and on the backside of the building you've seen the mural that was painted by local artist, Kelly Towles. If you haven't, hopefully you can get by soon. Additionally, we're spending \$250,000 to create an industrial arts element as I mentioned, and the water feature and the N Street plaza. And we have three pieces of playable, interactive art in the public space along 3rd Street.

The Office of Planning had asked for some clarity in their latest report about the term, ongoing basis, and referencing the playable interactive art. What was meant by that was that

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those -- our pieces would be installed by the applicant and they would be maintained in perpetuity by the applicant, so that was the ongoing basis.

The Office of Planning also asked for a commitment to create, for a creative painting, or lighting of the columns at the Florida Avenue Plaza, we would be fine with that commitment because we had already planned on doing something there anyway.

We've also done something a little different here. We've committed \$100,000 to a arts endowment. The concept here was that we wanted to be able to figure out a way that we could finance rotating art going forward. So, what we did was we created this arts endowment and that will allow for art installation upon the completion of the project. And then every two to three years over the next 15 or so years, that art will be rotated out in the form of a mural or a sculpture, or some combination thereof.

Excuse me. Also worth pointing out is the PDR maker uses. We had original offered 4,000 square feet. However, in consultation with the Office of Planning we have increased that to 7,000 square feet and that represents approximately 18 percent of our retail square footage. That's a significant component of our PUD.

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There was a question at our set down hearing about sound and sound buffering. We have -- and sound buffering from the community. So first of all, the very nature of the project will buffer train noise from the community, and additionally we're including a six-foot high sound wall along the entire length of the project. And we included an acrylic clear sound wall upgrade at the Metro plaza so you can actually see trains going by from the former M Street right of way.

And also at the set-down hearing there was a question about window upgrades for residents and hotel guests. We are committed to improving the STC ratings. That comes at a cost of about one and a half million dollars, but we are going to be doing that for the western facing units.

In terms of LEED, the project will be a LEED Silver certified project and will achieve a minimum of 56 points. As a matter of fact our LEED scorecards actually show us achieving well above that minimum target. And in addition we will integrate at least 6,000 square feet of solar panels on site, which I believe is a unique and innovative approach to off-setting the project's energy use. I do think it's important, however, to recognize that LEED

doesn't always capture all the environmentally friendly features of a project.

In summary, we don't believe that LEED fully captures the positive environmental benefits of our proposed project, nor does it give us sufficient credit for the Metro access plaza, for example.

The Metro access plaza will give current and future residents located east of the site, full access to Metro in perpetuity, and that's a benefit that's not contemplated in a by-right development of the property, and it's a benefit that no other site can offer. But providing that benefit gives us the same number of LEED points as any other project located in the close vicinity of a Metro rail station.

Another example of LEED is that as currently designed out project incorporates approximately 35 percent green roof, and exceeds the .2 GAR requirement. But again, we don't receive additional LEED credit for this green feature.

And then lastly is the contamination of the site. When you remediate a site, whether it's a million dollars, or \$9 million in our case, you get the same one LEED point for remediation and clean-up of a brown field site.

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In terms of job creation the Office of Planning inquired about job creation relative to our proposed project, and specifically job creation for D.C. residents.

First of all our partner, the Dorr family, has operated its Central Armature business for over 100 years as I mentioned previously. And likewise, in its 40 years of business in the District Trammell Crow Company is proud of the lasting impact that we have had on job creation in our city.

But in keeping with that tradition, I wanted to share a few thoughts with you relative to this project. So, our site, the Central Armature who works redevelopment, is expected to produce approximately 500 construction jobs. Additionally, we anticipate approximately 200 full-time jobs being created. That's a 175 net new jobs.

We're also committing to providing 7,000 square feet of maker-type PDR space, and by its very nature this PDR space typically appeals to smaller local businesses, and enterprises that are likely to employ and be owned by D.C. residents.

On the construction front, we are working with the Clark Construction Group and a subsidiary is Clark Concrete and Clark Foundations. And these

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entities provide an apprenticeship with the local pile driver's union as well as carpenter's apprenticeship program. Additionally, Clark does training for small subcontracting businesses, and offers classes for these entities once per week that focus on items such as estimating, bonding, purchasing, trade competition, et cetera.

Lastly, you may recall that first source was mentioned in the Office of Planning's set-down report to demonstrate our commitment to the creation of jobs for District residents and as a new commitment this evening, we are committed to entering into a first source agreement with DOES. And through the first source program, we will work with DOES to place District residents and the new jobs created by the construction of this project. We see this as a true benefit of the projects since it directly promotes employment of District residents.

We believe that these benefits and amenities are substantial, as well as responsive to the site constraints and the needs of the community, and the District agencies with whom we met. I also think it's important to think about our site relative to the density we are requesting through the PUD process. And in addition to the change of use we are

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only going from a 60 FAR to a 699 FAR through this PUD, an approximate 100,000 square foot increase. With that I will turn it over to Shalom Baranes, who will discuss the architecture of the site. Thank you.

MR. BARANES: Great. Thank you, Josh. I'm Shalom Baranes and I just want to mention I'm accompanied by Dan Stuver and Jennifer Chence (phonetic), sitting directly behind me, who are the lead architects on this project in my firm.

As Josh mentioned, it is an intriguing site. It has a very, very impressive slenderness ratio, if you can think of it that way. And it has several, I think, design opportunities. For example, in the southwest corner, across from the U-line Arena, you can see that there's a trapezoidal shape plaza there that results from the shift of the building to the grid, to be parallel to the railroad tracks, and again that creates an interesting opportunity there for open space that you'll see we've responded to.

You know, additionally we have two streets that dead-end into our project. The lower left-hand corner we have Delaware Avenue. In the upper right we have M Street. And we saw those as, again, opportunities to respond to urban conditions with the

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architecture. And of course we have the very narrow frontage along Florida Avenue which, you know, when you find these conditions in the L'Enfant plan they tend to be pretty -- they tend to often produce pretty interesting buildings.

A couple of views of the site. Here, we're looking north along the railroad track with the left-hand image. That's Florida Avenue there. And again, this is that 15 to 20-foot elevation change from the railroad tracks, down to the sidewalk that we have to incorporate into our project.

And on the right you see M Street, we're standing on M Street looking westward towards the downtown, and again you could see how that view just dead ends straight into the berm of the railroad track. And then moving down to the southern end of the site, on the right we're looking straight up Delaware Avenue, that wall you see at the end of the street is our site. The white building to the right is a building we'll be demolishing, and then it's the same thing on the left. Our site is represented -- is occupied by that white building and that too will be demolished.

There were basically -- as we got into this project we basically identified two guiding

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principles that we thought were critical to the development. One -- first is that we wanted to develop a project here that had a lot of permeability that was very porous. You know, we didn't want to create a solid building across the entire site as you see in some other blocks, both in this neighborhood and elsewhere in D.C.

And we felt it was very critical, and quite frankly by keeping the site occupancy down to 65 percent, which is very unusual for a C-3-C zone. We were able to achieve that with a lot of open space.

Secondly, we felt it was very important to develop an active street life as Allison actually started to elude to in her presentation earlier. We do have a lot of opportunities here to create, I think, an interesting street experience. Particularly on the south side along M Street, and certainly along the entire north/south axis along 3rd Street.

So, in designing this project we were fortunate to have a very rich mix of uses in the program. We have a hotel, we have a condominium building. We have a rental apartment building, and of course we have retail. And our approach here was to give each one of these uses a distinct identity on

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the site, while relating all of the buildings architecturally, subtly, to each other.

Here, at the typical -- at a typical floor level you start to get a sense for the extent of the open space. You can see that the white area on our block is basically a Z shape. And on the left-hand side there we created a trapezoidal form with its wide funneling, funneled side facing south, again to create the maximum open distance across M Street, but also to capture as much sunlight as possible into our site.

In the east/west direction there, between the purple building and the yellow building. Again, we created a slot which, for a few minutes every day, what will capture the sun coming straight through the middle of our block, and landing all the way over on 3rd Street.

This is the south side of the project. And a couple of interesting things here. There's a metro stop just to the left of this image, and as the pedestrians come out of that stop they emerge at the cross-walk that you see there by that stone wall underneath the railroad cars. And we developed the plan here so that we have a single curb cut for the entire project that accommodates both trucks and

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automobiles. And we're able to place it directly on axis with Delaware Avenue there. So basically this corner of the site operates as a four-way intersection, which will be much safer for pedestrians than had we placed this curb-cut, say, in the middle of the block.

The U-line Arena, which is directly behind us here, we' were standing in front of it, as I said, has that trapezoidal shape in front of it, and we mirrored that across the street by cantilevering our condo building, which is on the right, over the sidewalk, and then inflecting the retail back to create a large open space there.

And again, I think in this particular image you can see that we have a lot of open space at different levels of -- different elevations of the project which I'll get into a little more shortly.

On the left you can see the rail -- the elevation of the railroad. And on the right, on the far right is the elevation, you see 3rd Street in section, 15 to 20 feet down. We've lined the three sides of the -- of our project that are accessible to pedestrian streets with retail, and because of the change in elevation, as Josh mentioned earlier, we're able to bury all of the servicing, you know, trucks,

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service, parking, all of that, below the elevation of the tracks and then that allowed us to service all of the retail from the back. None of the retail really has to be serviced from the front. So that was a really nice aspect of working with this site.

We pushed as much of the density as possible, on this site, towards the tracks, since again there is no pedestrian presence on that site. And we basically developed a three-part separation of the architecture of the buildings facing the tracks. You know, the two light ones that you see closer to the - - to Florida Avenue. And then the darker one which represents the hotel at the far end.

M Street cuts through the site. I don't know if I have a cursor here. Oh, here it is. Yeah.

M Street cuts through the site right here, and we acknowledge that we capture that access with this inflection in our façade, and a change in materials in the façade to create a little bit more interest as you look eastward along M Street.

Additionally, on the north side here, along Florida Avenue, we lifted our building up about 30 feet in order to create a public space there. The sidewalk is very narrow there, it's a very important intersection, and we felt it was an opportunity to

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create a public space that would benefit both our building and the public as well.

We also tried to capture the industrial history of this particular location by introducing some large signage that you see, for example here along the face of the building, as well as, you know, very subtly along here and a couple of other places as just signs painted on brick, basically.

As you go, as you travel on the train along these tracks, all the way up to New York you see really large signs on a lot of buildings moving from, you know, north to south.

Along 3rd Street, and we're looking westward here, this is the apartment building, the rental building. You can see that we lined the entire street with retail. And we felt it was very important to give the retail its own architectural presence. You know, not to have it just be the base of our three buildings.

So, along most of the site we recessed the second floor uses to give the retail a three-dimensional quality, and then also along 3rd Street we moved the retail façade slightly in and out -- in and out so that again, to create more interest and then to be able to create corner bays, for example,

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here or here, for the retail, to give it a stronger presence along the sidewalk.

Our thought about the retail is that retailers should be able to come in over the life of the project and really develop their own facades. So we are asking for some flexibility there, both for the development of the facades of the retail, as the individual tenants are identified, as well as for the signage that's associated with the retail.

Moving further south along 3rd Street there, to the corner of M, again the retail is continuous, turning the corner westward, and here you can see that canter levered condition that we created by inflecting the retail facades to create a wider sidewalk and the plaza directly across from the union -- the U-line building.

Here is a close-up of that. This, in essence, is really in a lot of ways, the front door of our entire project. The hotel entrance is on the left here. As the hotel lands on the sidewalk you'll see some of the amenity spaces, perhaps even a restaurant that's associated with the hotel in that space, the retail to the right of the hotel entrance is continuous, and we created these series of terraces that Trini will talk about shortly that

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capture the drop in elevation. So when you're sitting at a table outside a restaurant here, the table will always be level. You know, you won't be tilted following the tilt of the sidewalk.

The metro plaza is located on the right here, on the axis with M Street. And again, we carved out about a 30-foot tall space from the bottom of our building in order to capture this axis of M Street as it runs into our site.

Here is an image of that space, again, looking westward. We returned the retail into the plaza, both on the south side and the north side. And as you look through this plaza we wanted to capture the movement of the trains, so this 30-foot height enables us to look over that wall that's shown in the yellow color to see the trains moving back and forth.

The plan on the upper portion of the slide here shows the continuity of the retail, the two residential lobbies facing 3rd Street, and then importantly, as I mentioned earlier, is the fact that we have a single curb cut here the southwest corner. This services the entire project.

So, trucks come in, they go into this underground loading area, and that services all the

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buildings and automobiles take a right and access the other levels of the parking.

We have a continuous service corridor around the back of -- on the back of all of the retail. And then above that service corridor we did something very unusual, which we haven't been able to do in other projects, and you see that here, shown in green.

We have a dedicated pathway from the Metro plaza, all the way to the bike room for bicycles. It's almost flat. There's only a one-foot rise in elevation, going from right to left. And so bicyclists will be enter -- will have a dedicated access door across the site here, be able to leave their bikes in one of these bike rooms here, and then be able to access the elevators in any one of the buildings without having to go outside again.

So I think this just went backwards. In terms of the open spaces we developed them to conceptually exist on three different elevations; three different planes across the site.

I've already described the ground plane, which is completely accessible to the public. Then at the second floor, above that, with all these open spaces between the buildings, we have a second series

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of spaces which are quasi-public. Those are accessible to the hotel users, hotel guests, as well as to all of the residents of this property.

And then finally, at the top of the building we have a series of other open spaces, amenity spaces, which are private and accessible only to the tenants and the hotel users.

Here in these three plans, moving from left, on the left-hand side you see the accessible areas to the public on the upper -- I'm sorry, on the lower right, the second floor plan with all of these open spaces that Trini will talk about shortly. And then on the upper right are all the open spaces for the roof.

Our penthouses that you see here are -- we developed -- it's two-level penthouses. In the upper part you see the lower level, which accommodates a series of residential uses, amenity uses, and some mechanical space. And then the lower plan shows the upper part of the penthouse which is primarily mechanical spaces.

Now, one of the major challenges of this project really was dealing with these penthouses. We have a lot of new penthouse regulations to deal with. You can see how slender the penthouses are. And in

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order to be able to accommodate the programs that we wanted to place up here, of course we, as much as we could, we placed uses on two separate levels.

Where we have some of the amenity spaces on some of these buildings, for example, as you see here in the lower right-hand corner, where the space is a little bit taller, in order to capture enough floor space here, we did respect the one to one in every instance across the project, the one to one setback. But we raised -- we have a high ceiling. And because we have a high ceiling here --

Sorry, I'm trying to capture the mouse here which seems to have disappeared. Let's see. Oh, great. Thank you. Okay. Here we go.

You saw how slender the penthouses are, but because we needed the space, we stepped it one-to-one, but then we tried to capture this additional space that you see here and here, and that made the upper part a little bit smaller. And because we did that we require zoning relief.

I can come back to that if that's not clear, and explain that in more detail. But that's the only relief that we're requesting.

MR. MAY: Just to clarify, I mean, the relief is because you have multiple heights of habitable

space.

MR. BARANES: Exactly.

MR. MAY: All right.

MR. BARANES: Yes. You know, what's interesting about that is that had we placed the floor across here, we would not require the relief. That's an unusual outcome, I think, of the zoning.

MR. MAY: You couldn't have a two-floor penthouse when you're at the Height Act height.

MR. BARANES: We're at 120. Not --

MR. MAY: Which is the Height Act height, right?

MR. BARANES: It is the Height Act height, right.

MR. MAY: Right. And you're limited -- I mean, the -- I mean, I can't remember the exact language and whether it refers just to habitable space, but the revision of the Height Act does limit you to a single story.

MR. BARANES: Right. Where we do have two stories here, for example, it's open at the roof. Those are just cooling towers.

MR. MAY: Right. And I mean, you know, we don't interpret the Height Act and I don't get it. I just want --

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MR. BARANES: Right.

MR. MAY: And the mezzanine, of course, is not a story.

MR. BARANES: That's right. We kept the area of that down.

Okay. I'll wrap up here by just talking for a couple of minutes about the facades of the buildings, the three buildings. Sorry, we're running out of time here. Okay.

We wanted to give each building its own identity. We wanted to relate these buildings to each other. So, as we look at each one of these to - - individually, you'll see that from building to building we do have sort of window patterns which are grouped in twos and threes, you know, with vertical expressions of the piers that relate all of these buildings to each other, but we changed the material pallet on each one of these, and we do have boards here to show you all the materials.

So, for example, on the apartment building that you see here, we used two different pallets. One is a red brick with dark metal in the windows, and then we also have a second pallet you see on the lower left, which is a lighter gray brick -- a lighter gray brick with a slightly different metal

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color for the windows.

And we used that very judiciously around the site to relate to different conditions.

With the condominium building, we used a darker pallet of colors and we are using different ribbed metal panels here to give the building a lot of shadowing and a lot of texture. And again, you see two of the details of the facades on the left-hand side.

And then finally, on the hotel, we're using a series of composite panels which are wood and precast. And here, too, you can see we grouped the windows in a way that's similar to the apartment building. You know, and giving the building a real strong sense of verticality by expressing the piers fairly clearly across all the facades.

And finally, I think, when you do look at these three buildings together, as I say, they do have their individual identities, but I think you would see that they're pretty closely related to each other in terms of their overall patterning. And with that, I'll turn it over to Trini.

MS. RODRIGUEZ: Thank you. Good evening. One of the major contributions of the redevelopment of this mixed use site is a delivery of a very

extensive offering of public spaces as well as amenity spaces.

When we set out as a team to transform this site we actually toured the existing facility and look at it for inspiration, look for elements that would inform our design and make connection to the industrial past of this site and of the neighborhood. The overarching theme on the landscape design was about conveyance and connections. They're a conveyance of people, goods, and transportation throughout the neighborhood and the site. And those connections to people are expressed in the elements of our design.

Just as mentioned before, in this -- this project has been able to consolidate all of the traffic into one curb cut that provides access to service as well as garage access. What that resulted was in an interrupted public space that extends the entire edge of our property which amounts to over 1,000 linear feet of uninterrupted open space, public space.

The major elements of our public real offering are the M Street plaza, which has been described extensively tonight, and I'll touch on that, the streetscape along 3rd Street, the Florida

Avenue plaza, and last but not least the Metro access plaza or the terminus of M Street space.

In this image you can see it's a close-up of the M Street as described several times tonight. You can see that it's a logical extension of the plaza across the REI. We have a series of grades that we have to negotiate, and the way that we've designed this plaza was to really navigate those grades by creating these terraces that actually are seamlessly related to and connected to the streetscape.

The plaza is animated by retail, as you can see along the edge, as well as the entrance to the hotel. And a major focal point of this plaza is this water feature. It's a playful water feature that actually makes a visual connection to the open spaces at the second level as Shalom described before.

Along M Street we have on-street parking. There are eight spaces and some of those would be reserved for short-term drop-off of guests of the hotel.

This image of the plaza shows the water feature and shows that visual connection to these Gantry, which is a metaphor of a crane, and this is an inspiration from one of the elements that exists and is currently working in the Central Armature's

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works.

This is a typical section of our streetscape. I describe to you how extensive it is, but aside from that we spend a lot of time working with our neighboring properties, as well as NoMa, to create a coordinated streetscape. All of it has been worked out between property owners and we've incorporated a number of environmental features. We have a step-off. Our permeable paving, LID features, a 10-foot sidewalk which runs -- clear sidewalk which runs around our entire site. And then the tenant zone which is described by Shalom before with the in and outs of the architecture -- (garbled speech) as in the architecture of that ground level allows for different shapes of places for people to sit outside and be activated by that retail.

Along that frontage we've also placed these sculptural elements, which are also inspired by our visit to the Central Armature Works and it will be -- it will have elements that will recall that industrial past.

The N Street plaza, or the Metro access plaza is a very important element of our design, as you can see. It is the terminus of N Street, as you all may know. There has been a considerable effort put on

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the design of that street as a special street, and you can see just at the bottom of the page how that street has been narrow is, you know, a wide pedestrian space and we've made very strong connections to that street, and this plaza is the logical terminus.

As you can see here, it is a plaza that will allow the future access to the Metro tunnel, and also we have allowed access for service to the M Track. That has been clearly delineated. It's a very sporadic use of service, only four times a day. But when that is not taking place the plaza is designed to feel as an entire public space, very pedestrian friendly.

This plaza is also activated by retail with outdoor seating, as you can see, and just as mentioned before by Shalom, while this space is covered, the overhead height is quite large and what's wonderful about it is that you can see the activity of the trains running by which will further animate that, and also that back wall is a wonderful opportunity for art and murals, which is our intention to incorporate.

Briefly, just to cover this large open space at the second level, these spaces, as you can see,

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are semi-private and private. The hotel is intended to have outdoor spaces of a semi-public nature that would be either serving a restaurant or meeting spaces for patrons and serving the outside. You can see the connection to the lower level plaza, which would further animate the N Street plaza below.

The gantry is a major element, organize an element on our site. And it's inspired by that feature in the Central Armature's work. And we've created seating that is being designed with reused ship containers. So a lot of the elements of our design and our vocabular are drawn from that industrial past.

There is a large green, as you can see, and for multipurpose use, social areas, grilling, flexible spaces for movie or yoga on the green, and a large dog park.

And then lastly at the upper level we have rooftop terraces. The top right of the -- left of the slide, that would be the hotel. We have a small pool and a small bar and social areas with wonderful views to the south. And then at the bottom left is the condo residential buildings with some of the amenity areas and you can see examples of what we envision.

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And then to the north is the apartment, a residential amenity with wonderful pool, taking advantage of the views to the south, and intimate places for socializing and taking advantage of those views.

In addition we've been sensitive about the lighting on these spaces. We're providing enough lighting for safety, but not beyond that. And then lastly we have incorporated a number of green strategies. We have extensive green roofs as Josh mentioned before. We've exceeded the minimum GAR requirement. We have green roof at the upper level and bio retention areas at the ground level. We have solar panels and additional green strategies at the ground level.

And I think with that I'll let Dan VanPelt brief us on the transportation.

MS. PRINCE: Since we've exceeded our time I just would ask for the opportunity to have a brief presentation by Dan, or perhaps you just want to ask him questions.

CHAIRMAN HOOD: No, he can go ahead and give us a presentation.

MS. PRINCE: Thank you.

MR. VANPELT: All right. Thank you. I think

-- can we have the next slide there?

Good evening, Dan VanPelt with Gorove Slade and I'm going to talk to you just real briefly about the transportation review and our work with the project team, and our coordination that we have had with DDOT throughout the development of the PUD.

The site is located just south of Florida Avenue. It's abutting the Metro and Amtrak lines described earlier by Shalom. The Met Branch Trail is also adjacent and largely falls that same alignment. 3rd Street borders the site to the east, and M Street borders the site on the south. The site is well served by multi-modal options. It's adjacent to the NoMa Gallaudet Redline Station and has been described by others on the team here this evening, there's the accommodations for a new northern metro portal to the station. There's several bus lines on Florida Avenue. For cyclists there's a capital bikeshare station adjacent to the site, along with other locations that are nearby. There's a new bikeshare station that is a commitment of this PUD for the neighborhood. In addition to the Met Branch Trail there are cycle tracks and there are also bike lanes, excuse me, in the vicinity with additional bicycle infrastructure that is planned.

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Next slide. Zoom in a little closer to the site. As I said earlier, we've had extensive coordination with DDOT and the overall access and circulation plan, you can see, is a result of that. We did meet with them early on as the plans were still in a very conceptual phase, and we met with them again several times as the PUD plans were formed. And as is described, all the vehicular access for the entire project occurs from one driveway, which will serve as a fourth leg to the signalized intersection of M Street and Delaware Avenue.

And it also means that all the parking -- all the loading is internalized into the project, and that there will be a removal of more than 200 feet of existing curb cuts. I think the N Street plaza and the connection to the tunnel has been described quite a bit by others so I won't keep -- won't add too much more to that point.

Other things that we did talk about with DDOT were how to accommodate the future cycle track on M Street. There is also what will be a hotel valet on M Street, and accommodating the Amtrak service easement which needs to be accommodated on the north end of the site.

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On parking and loading the project will include 356 parking spaces. That parking will be shared amongst the uses. There will be 222 long-term bicycle spaces. They'll be accessible from the N Street plaza as Shalom described earlier, so cyclists will just have to roll their bikes right in. There will be 52 short-term bicycle spaces, or 26 sheet racks that will be located external to the building around the -- to the buildings around the project. And then the loading, as we talked about, is internalized as three 30-foot berths, two 20-foot service delivery spaces.

We also did design the loading area so that a 40-foot truck can be accommodated in there if something larger needs to be accommodated. One of the things in the DDOT staff report was the concern about 55-foot trucks, the tractor trailers. We did submit a loading management plan into the record today and we believe that DDOT finds that agreeable to mitigate that concern.

On the TDM side their transportation management plan has many components that I think are probably pretty familiar to the Commission so I'm not going to read all of them. But I will point out that outside of the typical components, there is the

commitment for the bikeshare as I mentioned earlier. There is a commitment for electric bikes and the associated charging stations, also shopping carts for residents is another commitment.

And DDOT has indicated to us that they believe the plan is appropriate. And I think that -- I should also point out that one of the things that, from a transportation standpoint, the Metro access really needs to be considered as a kind of a demand management measure, because this really is a TOD site.

A comprehensive transportation review, or a CTR was scoped with DDOT and was performed for this PUD. We looked at the vehicular and multi-modal impacts and accommodations. We looked at 13 intersections, looked at existing and pedestrian bike and trans-infrastructure. It also considered some future improvements that are recommended by DDOT's Florida Avenue study, along with future trail and bicycle improvements. Our study determined that the PUD would not have a detrimental impact if mitigation measures defined in our report were implemented.

And last slide, those mitigations include implementing the modifications to the signal M, and associated geometric adjustments required for the new

driveway. Final details for this will be worked out during permitting, along with other public space elements that DDOT has indicated should be built to their standards.

The TDM plan, as described earlier, is a commitment to the PUD. The loading management plan is a commitment to mitigate the tractor trailer concern. There will also be further coordination with DDOT on some potential restriping and signal timing adjustments at some of the off-site intersections along with where the new bikeshare station will be located and the Florida Avenue curb line that will be associated with the new Florida Avenue improvements.

So, that includes my testimony. I'd be happy to take any questions.

MS. PRINCE: That completes our presentation.

CHAIRMAN HOOD: Okay. We thank you for your presentation. Let's see if we have any comments. One of my colleagues will get us started off while I turn the lights on.

[Pause.]

MR. MILLER: Thank you, Mr. Chairman. So this is a very exciting revitalization project, another revitalization project in NoMa. So, thank

you for your presentation and all the work that's been done and all the community outreach that's been done and all the responsiveness to community concerns that have been raised and Office of Planning concerns and some of the concerns we expressed at set down, I appreciate all of that.

And I appreciate that Central Armature is a partner in this, in the development of their site. Are they still in business right now? And what's going to happen to this 101-year old industrial based business that we are losing a lot of in the District on industrial land?

MR. DIX: Central Armature is very much still in business. They plan to continue to be in business. They plan to continue to operate. At such time as the development's start becomes a little bit more close and as we have certainty of the exact start date, they'll start to try to figure out their next location, and that's about all.

I had a conversation with them just the other day and that's exactly where their head is. So they haven't identified another location yet, but they fully intend to relocated and stay in business.

MR. MILLER: Are they here tonight? Is a representative of them here tonight?

MR. DIX: I do not know. I have not turned around so if you want to --

MR. MILLER: Okay. Is there any site left in the District for them to relocate to that they can afford to -- well, they might be able to afford to after getting the profits off this site.

MR. DIX: Laughing is not good for the cough. Excuse me. So, I am sure there are other sites available in the District, but no, there is not a representative here tonight from the family.

MR. MILLER: So, and you mentioned that there were 200 jobs associated -- permanent full-time jobs associated with this PUD development, and you said -- I think I heard you say 175 net new jobs. Does that mean that there are 25 jobs associated with the Central Armature site currently?

MR. DIX: They have approximately 25 positions right now. It's a few more than that, but approximately 25 positions currently at the facility.

MR. MILLER: Okay. All right. Well, I might have a couple more questions on that subject to ask to the Office of Planning.

I think it's a very attractively designed project, Mr. -- so compliments to the architectural team and the plaza and all of the materials and the -

- I think it definitely is a very attractive project.

And I agree with the comments that, you know, you're at the -- you're not getting enough credit in terms of the environmental sustainability because you're providing this metro plaza connection, among other things. But you're the top of the LEED Silver scoring anyway, which -- and even more than the minimum that the ANC had asked for so I -- even though Office of Planning and we will always encourage an applicant to strive for the Gold, I think that you're close to it and if you were getting proper credit for all the other sustainable features, you'd be there. So I don't have -- I don't personally have a problem with that.

I do think that the -- I do appreciate that you're providing a deeper level of affordable housing than what's currently required for the site under Inclusionary Zoning, and that you've increased that amount since set down. But I agree with the Office of Planning and the Coalition for smarter growth testimony that we have in the record that there should be an effort to try to increase that even further to close to half of the -- half of the set-aside should be at the 50 percent AMI level. It's -- well, I'll just leave it at that. I just think it

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would -- for me that would make all the density that's being -- in height that's being obtained over the existing zoning, the benefits, if you increase the -- if you had a greater amount of the deeper affordability level, it would -- benefits and amenities would be certainly commensurate with the density, extra density, that's being achieved over existing zoning.

So, you are -- Mr. VanPelt, the project is agreeing to all of the DDOT conditions that have been recommended in their report. Is that correct?

MR. VANPELT: Yeah, I think we are in the same place with DDOT. Yes.

MR. MILLER: And I'll ask DDOT about this, which I asked them about last week. Maybe it's a new trend, that they -- was carshare and bikeshare membership considered as one of the mitigations or to be part of the TDM package? And if not, why not? You just think it's enough with what you've got, or --

MR. VANPELT: I think Josh may have something to add, but while he's in his -- I mean, dealing with his cough right now.

MR. MILLER: Okay. But this is something that we've seen for years, and then last week we

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didn't see it in a big project, and this week we're not seeing it again in a big project. I don't know if it's DDOT that's changed its direction or the applicants have not included. It's just --

MR. VANPELT: Well, I thin before Josh weighs in, I think that one thing -- I mean, there's not -- we look at a site, we have to look at how we tailor the appropriate package to a given location. I think one of the things here at this site is right adjacent to the Metro. It's accommodating the future portal to the Metro. So I think while there are things that have been done on other projects, we have to look at the overall package holistically and try to determine what we think is the right package for this project.

I think there's some other things that are done here with the electric bikes, and the capital bikeshare station that I think that we felt like we were putting forth a package that worked well for this project.

MR. MILLER: Okay. Well, I'll ask DDOT about that as well.

MS. PRINCE: Excuse me, I would like to clarify one thing. We agreed to all the DDOT related traffic conditions. There was a concern raised by DDOT about the projection along Florida Avenue, and

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they requested the removal and we would like to try to retain that project where we've widened the sidewalk at grade, but then have a projecting bay above. But that would require a code modification in the event that the curb is not moved out as it's now planned to be moved out.

MR. MILLER: And is that something that goes through the Public Space Committee, or it's just something -- or DCRA has to approve?

MS. PRINCE: DCRA. The code official is the final word, and really if the curb is in fact moved out then a modification wouldn't be required, and the curb is intended to be moved out.

MR. MILLER: Okay. So just one other question. The Metro -- the plaza and the open spaces are all very significant benefits to this project. The Metro Plaza, how will that be -- how will the lighting on that work? And will it be 24 hours or just when the Metro is open or --

MS. PRINCE: Yeah, lighting will be incorporated into the building and will be 24 hours, yes. Yes. Absolutely.

MR. MILLER: And is it -- and is it -- what kind of lighting is it?

MS. RODRIGUEZ: It will be --

MR. MILLER: I mean, it looks attractive on the rendering but --

MS. RODRIGUEZ: So we'll need to achieve, you know, adequate level lighting, not only for safety but also, you know, it is a plus and we want activity there. It will be building mounted lights and it will be soffit lights on the canopy. Correct?

MR. BARANES: Yeah, I think we also want to light the mural that you see at the back there, that's indicated in this drawing. And we'll probably want to incorporate a little bit of up-lighting for that ceiling, so the ceiling will always have a glow to it.

MR. MILLER: Is the mural on the acoustical wall? Or where is it --

MS. RODRIGUEZ: It's at the back. I don't know if you can see it in this graphic.

MR. MILLER: Yeah.

MS. RODRIGUEZ: And, no, it --

MR. MILLER: That's not the acoustical sound wall.

MS. RODRIGUEZ: NO.

MR. BARANES: The acoustical wall is right above that.

MR. MILLER: It is right --

MR. BARANES: Yes. And that's transparent.

MR. MILLER: And what's the material of that wall? Do we have a rendering of that?

MR. BARANES: It's glass. It's plexi -- that will be glass or plexiglass. Yeah.

MS. RODRIGUEZ: The upper level will be plexiglass. The lower level would be first structural and then it would be covered and a mural applied to it. Yeah.

MR. MILLER: All right. Thank you. Well, I appreciate all of the -- I appreciate your presentation and the affordable housing really is my biggest issue, but I appreciate the movement that you've made on that issue. Thank you.

CHAIRMAN HOOD: Okay. Any other comments? Before I go any further, we've been joined by Ms. Steingasser probably more than about 45 minutes to an hour ago so I want to make sure -- and also, I want to acknowledge Ms. Sharon Schellin has a birthday next week. I would offer to sing but I don't want to spoil her birthday, but we wish you a happy birthday. We couldn't find a hearing for your birthday date this year, but we'll look forward to trying to schedule one next year for your birthday. But happy birthday.

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Okay, Commissioner May.

MR. MAY: Okay. Thank you very much. So I'll try to do these as rapid fire as I can, but Central Armature Works, so I just have a question. As I recall they moved to this location from a downtown location about 30 years ago, right? Back in the 80's they were downtown somewhere. So they're becoming less and less central, perhaps.

You know, I mean, it's really a remarkable operation. I mean, I dealt with it a little bit back in the 80s and I'm wondering what the nature of the -- you know, you make references to sort of bringing that back or commemorating it or doing something within the landscape and I mean, what is the prospect of -- I mean, what is that actually going to mean, other than the gantry which you can -- you know, if you think about it long enough, you might be able to relate it to it, but are there other ways that are a little bit more concrete and understandable that you're trying to bring it in?

MS. RODRIGUEZ: I mean, what's interesting about what they do is that they take parts and they, you know, reshape them and all that. And, what was interesting to us when we toured the facility was -- and what we took as inspiration is sort of how they

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classify things, how they move things. So I was talking to you about this idea of conveyance or classifying of shelving. And really what -- and we don't have these in our presentation, but we did share these with our client and the architectural team from the beginning, was images of, you know, shelves, colors, textures. So it's more almost metaphorical than literal, what we're trying to do. And we're hoping that that will translate, not only sort of the patterns that we do, but also on the interior design. You know, they have gears. They use -- you know, there's so many elements to that that we were hoping to bring those and it will be some, you know, literature that will kind of share with the residents and the users as best we can.

MR. MAY: Okay. Well, I don't want to get too far into trying to help you, you know, design this aspect of it. But you know, big machines and gears and things like that are always fascinating and so if there actually are components of the existing operation that may not move very well, or you know, would be otherwise scrapped or something like that, maybe those are things that can be reused and become part of your public spaces because I think it would be really --

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MS. RODRIGUEZ: That's the idea. Exactly.

MR. MAY: It would be great to see some of that, and then you say, well, what is this from and it's you know -- because people don't really understand that you have to have these great big machines to make our life and comfort possible, so.

MS. RODRIGUEZ: Correct. Thanks.

MR. MAY: So, that will be great.

Oh, by the way, can somebody hand up the materials board so we can look at them closely and touch them? I appreciate that.

The second thing, can you explain a little bit more about the Metro plaza? Can you bring up an image and talk a little bit more about that? Yeah. Ms. Rodriguez, you probably need to stay there because my next few questions are landscape related.

Let Mr. Baranes work with his boards there.

So, on that -- on the Metro Plaza, I mean, seeing some odd things. The left-hand lane, if you will there, is what leads -- that's the Metro access?

MS. RODRIGUEZ: So, correct.

MR. MAY: So it's a mountable curb and they go up and over.

MS. RODRIGUEZ: It's a mountable curb so we don't want to have a curb cut. It's just a mountable

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curb.

MR. MAY: Right.

MS. RODRIGUEZ: We're delineating this access here, and that's what they would do. And then they go up to the track. It's very sporadic. It's only four times a day and it's a pick-up truck, you know.

MR. MAY: Okay.

MS. RODRIGUEZ: So when the track is gaining access, obviously, you know, it's demarcated but we just, you know, it's so sporadic that we want to make sure it's not just a dedicated lane.

MR. MAY: Okay. So my question really has to do with how that is treated. I mean, it looks like the paving is a little bit different.

MS. RODRIGUEZ: Right.

MR. MAY: But then you have this treatment with strip paving and then planted material between, and the vehicles are passing over that?

MS. RODRIGUEZ: Right. So, no, there is a change in material --

MR. MAY: Yeah.

MS. RODRIGUEZ: -- where the drive is. It's the same material but it is sort of fading from the colors, so it becomes very apparent that it's a change. There is also something that I did not sort

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of talk about, but it's part of our discussions with the neighboring properties in NoMa. We've been using these very large timbers, which --

MR. MAY: Right. And that's all fine. I mean, there's things that I can see my specific question has to do with a greenish area that is what they drive over it seems.

MS. RODRIGUEZ: Oh, right, right.

MR. MAY: So I just worry about the durability of that if it's -- I mean, even if it's only being driven over four times a day, I mean, I would be worried about it even if it was just a surface that people walked on, and it's strip paving with something planted between it.

MS. RODRIGUEZ: Right. It's actually intended to be green only in this area down -- oh, let me just --

MR. MAY: Right.

MS. RODRIGUEZ: -- go back and use this.

MR. MAY: Right. It's by the curb cut. It's by the entry point.

MS. RODRIGUEZ: By the curb cut, exactly.

MR. MAY: Right. So, but I just have to question that because I mean, we certainly don't want to do anything that's really too precious there when

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you're going to have a vehicle driving over it. I'm not suggesting you have to change it but just --

MS. RODRIGUEZ: Right.

MR. MAY: -- think carefully about that because you don't want it to be -- wind up with nothing --

MS. RODRIGUEZ: Right. We --

MR. MAY: -- growing there, right?

MS. RODRIGUEZ: Our intention was to have a grasscrete with sort of growing grass. And that usually gets, you know, if it's very sporadic it does fine. But if not -- I mean, our intention was to try to keep the green --

MR. MAY: Yeah. I mean, it's the sort of thing where I could -- I guess I could sort of see it closer to the street because that really is going to be sporadic.

MS. RODRIGUEZ: Right.

MR. MAY: It's the vehicle use in combination with the fact that you're going to have people walking over it.

MS. RODRIGUEZ: Right. Correct.

MR. MAY: Right? And we have a lot of experience with people trampling growing things in the Park Service.

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MS. RODRIGUEZ: You're absolutely right.
Yeah.

MR. MAY: And then the rest of it -- so the ramping and stairs, that leads up to an upper level? Is that where the crossing would be? Is that why that, I guess, exists at the top of our picture?

MS. RODRIGUEZ: So the Metro acts as -- am I -- there. Thank you.

So the Metro tunnel is over here. It's actually lower than the plaza.

MR. MAY: Oh, so we're going down.

MS. RODRIGUEZ: Going down. So we have --

MR. MAY: You mean down below the --

MS. RODRIGUEZ: Right.

MR. MAY: Okay.

MS. RODRIGUEZ: So, we have these sort of monumental stairs that take you down gradually, and then there is ADA accessibility with this ramp.

MR. MAY: Got it. I just wanted to understand which way we're going.

MS. RODRIGUEZ: We're going down.

MR. MAY: Okay. And that will be there in the anticipating of there being this tunnel connection, and if there isn't the tunnel connection --

MS. RODRIGUEZ: We --

MR. MAY: -- or if it's not ready when your building is ready, what happens? You're going to have a little pit there?

MS. RODRIGUEZ: We actually have submitted in our proposal, a drawing that shows what happens in the interim is designed. So, if that Metro tunnels is not implemented immediately how do we animate that.

MR. MAY: Right.

MS. RODRIGUEZ: So we have several uses that would be this sort of retail carts that could take place back there, and further --

MR. MAY: But it's down below. How far down?

MS. RODRIGUEZ: No, we would keep it at the same level and then --

MR. MAY: Oh, you'd do flat. Got it.

MS. RODRIGUEZ: -- would bring it down.

MR. MAY: Okay. That's my biggest concern is that you don't have this --

MR. DIX: And if I could add briefly, one of the things that we did was we did not put any facilities below grade there. So there is an ability for Metro to come in at any point if they're offset by six months, let's say, from our completion. They

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have the ability to come in at any point and do the work they need to do to get the tunnel built.

MR. MAY: Okay.

MR. TURNBULL: Commissioner May I just might -- did you say you had a drawing in your proposal that showed the wall along there, a blow-up?

MS. RODRIGUEZ: No, it shows --

MR. MAY: It's not in our -- it's not in what we received, right?

MS. RODRIGUEZ: It should be.

MR. MAY: Oh, it is?

MS. RODRIGUEZ: Yes, it should be on the record. There is a --

MR. MAY: What page?

MS. RODRIGUEZ: Page 508. No, the temporary condition.

MR. MAY: Oh, yes. Okay. Thank you very much. Sorry I missed that. Okay. Great. The -- okay. So let's go down south to the M Street plaza or Tony Goodman Plaza, as I like to call it.

So, can you just explain the water feature a little bit more there? I mean, is that literally just a waterfall that's two-stories tall?

MS. RODRIGUEZ: It is actually a water that falls on a screen.

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MR. MAY: Okay.

MS. RODRIGUEZ: And then down at the bottom, yeah, because we can't have that fall.

MR. MAY: That was my only question because it's like --

MS. RODRIGUEZ: And they're -- but they're playful elements at the ground level.

MR. MAY: Unless it's a water feature for the kids to play in or something like that, because the water is going to be blowing all over the place.

MS. RODRIGUEZ: Right. No.

MR. MAY: No. It will be --

MS. RODRIGUEZ: It will come down --

MR. MAY: It will be constrained.

MS. RODRIGUEZ: Yeah, exactly.

MR. MAY: It's like a chain gutter kind of concept.

MS. RODRIGUEZ: Absolutely. Well, it's a screen -- yeah.

MR. MAY: Yeah, but it's a screen. Got it. So, what actually will -- I mean, is there anything going to happen in the quote, rear yard? Is that just planted, the 15-foot rear yard?

MS. RODRIGUEZ: It's --

MR. MAY: Planted?

MS. RODRIGUEZ: We have shown that it's planted.

MR. MAY: Yeah.

MS. RODRIGUEZ: And we have a lot of our bio retention areas in the back --

MR. MAY: Right.

MS. RODRIGUEZ: -- in the back area.

MR. MAY: Okay.

MS. RODRIGUEZ: And we are now working with the constraints of OSHA on that 15-foot setback.

MR. MAY: Uh-huh.

MS. RODRIGUEZ: But that's our intention. We have a lot of --

MR. MAY: There will just be stuff growing there but it won't be -- there won't be people back there.

MS. RODRIGUEZ: Won't be people, but we have a lot of storm water management going into that area.

MR. MAY: Got it. Okay. So, I agree with the earlier comments by the Vice Chair regarding LEED and the affordable housing component, so I'm absolutely supportive of those positions. Sorry, I'm bouncing around a little bit.

On the mezzanine space on the penthouse, that -- we've run into a problem before where people try

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to calculate -- you know, when you have a space -- yeah, show it to us in section. There we go. And can you zoom in on one of the ones where we show like the lower left image?

MR. BARANES: I'm sorry. In the plan here, in the lower left, do you see the red areas?

MR. MAY: Yeah. Okay. So that's where your calculation is of it.

MR. BARANES: Exactly.

MR. MAY: And then the space that it is one-third of is the double-height space. Correct? I see your -- Mr. Stuver, is that -- right behind you?

MR. BARANES: Yeah, it's the small --

MR. MAY: Nodding his head.

MR. BARANES: It's the smaller space, not the larger space.

MR. MAY: Right. It's not the full thing, because we've had that be an issue before. And, okay. So long as it's in there in the document, I think that's okay.

MR. BARANES: Okay.

MR. MAY: And I'll take a look at that.

Did I hear correctly that you're now planning for 7,000 square feet of maker space, which is -- you're splitting the difference with OP because you

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had four and they said 10?

MR. DIX: That's correct. We are at 7,000.

MR. MAY: Okay. So I also support the Office of Planning in their pushing for 10. What's the total theoretical space that might be -- I mean, that might be retail or maker space? I mean, what's the total that's available?

MR. DIX: We have about just shy of 40,000 square feet of retail.

MR. MAY: Okay. Well, as I said, I would support the Office of Planning on that.

Can we talk a little bit more about the signage? We went through that kind of quickly in the presentation.

MR. BARANES: Sure.

MR. MAY: Just explain to me what it is that you're planning to do because we've had a lot of issues with signage lately.

MR. BARANES: You know, we've shown a couple of signs around the project and we also have prepared an exhibit because we didn't document it in sufficient detail, I think, in our original submittal.

MR. MAY: Okay.

[Pause.]

MR. BARANES: So, for example, on the right-hand side, you see that that vertical pier that has some very light signage on it, our thought is that that would just be a painted sign on the brick. In other places where we have -- we've indicated that it's in this exhibit, for example, on the far left, which is the Florida Avenue elevation, you'll see in the center of that where it says Armature Works, that might be set off the face of the brick and might be a backlit sign that just glows, throw a little bit of light on the surface behind it and just glow very lightly.

MR. MAY: Okay. So, and that's what's being handed out now as opposed to what we got tonight, earlier, in the big presentation, or is that --

MR. BARANES: We just tried to define it more clearly.

MR. MAY: Okay. It's just, it's hard for us to see it there. Okay.

MR. BARANES: Yeah, it's also in the hard copy that you have, right.

MR. MAY: Yeah. Got it. We just got it right now. All right.

Okay. That's helpful. I mean, I think that I certainly understand the desire to have large

signage and certainly painting that signage on the brick is something that we've seen before in other PUDs, and I think that can work very well and be, you know, tasteful. And I appreciate the fact that you're not talking about, you know, super large blade signs, which are some of the things that we've seen before.

So I mean, I actually -- I mean, how far have you actually tried to design any of the signage elements? I'm looking particularly at A1. I mean, is that a real design or is that just sort of notional?

MR. BARANES: It's notional.

MR. MAY: Okay.

MR. BARANES: It's a location and it's approximately the right size.

MR. MAY: Right. Right. Okay. And will it actually -- I mean, will it say Armature Works? Is that going to be the name of the building?

MR. BARANES: I believe so. Is that correct, Josh? Yes.

MR. MAY: Okay. Well, that's interesting too. Well, I mean, it's interesting -- the thing about this notional concept is that it does sort of evoke the machined metal look. So if that's the

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direction it goes I think that's a positive thing. I'm sure Mr. Turnbull will have things to say about the signage as well. One of his favorite topics.

On the bike access, actually not access within the building. I'm curious about access from - - for bicycles going from this to the Met Branch. Can you explain to me how that's going to work?

This came up in another project recently and I still can't understand what was said there.

MR. VANPELT: Well, the nearest connection to the Met Branch Trail would be -- I mean, I guess we could pull up one of the -- see what would be the best. While Jennifer is pulling that up, maybe just do the site location map.

I mean, the nearest -- the Met Branch Trail is elevated and it actually comes down to grade between M and L, but the nearest access point, really, for a cyclist, would be just underneath the rail overpass at M Street, there's the ramp that gets you up to the trail itself.

So that would be the really --

MR. MAY: So it ramps up from M to L?

MR. VANPELT: No, no, it ramps up --

MR. MAY: And then joins up --

MR. VANPELT: Between M and L it's actually,

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that's really where the grade separated portion of the trail itself really terminates.

MR. MAY: Right.

MR. VANPELT: And on L Street there's a set of steps so today that's that condition. But if you're a cyclist and the nearest connection to the site is on M Street itself, just on the other side of the --

MR. MAY: So it's very close to this building.

MR. VANPELT: It's extremely close to the building.

MR. MAY: Right. Okay.

MR. VANPELT: Correct. And then there will be the future -- we're going to have the future cycle track on M Street too that helps with some of that connectivity to get over to it.

MR. MAY: Right. That's fine. And it's just a question of how you get to it because again it came up in another case and I think even Commissioner Goodman tried to explain it to me and I still didn't quite get it. No offense to Commissioner Goodman's explanation, but I certainly didn't get it from the presentation that I got.

So, I appreciate knowing that better now.

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So, I also will note the large number of letters of support that you had collected. I mean, and I'm not sure where they are all coming from, but obviously coming from all over the city and even some outside of the city. And some perhaps from people who are working on the project. But that's okay. It's good to have all that positive support.

Overall, I mean, I think this is really a very, very interesting project. It's unusual in very many ways. I mean, certainly the site drives you to things that are unusual. But I think the design direction in many ways is unusual. I mean, the approach with the lower level sort of platform and then carving that away in a few distinct spaces for the public plazas and so on, the identities of the buildings, the fact that you don't have a -- like none of these is the widely overused glass box that we see all over in Washington, even on apartment buildings. I mean, it's got -- there's surface there. Masonry surface.

I think, if I had a quibble about that, the design, it just has to do with the very light metal panels. I mean, I'll look at the material but I always have a concern with light metal panels and how well they age, and what they look like over time as

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they get dirty. It's different when you're dealing with a light-colored brick because brick ages more nicely. I mean, more evenly. There are places for the dust to go and collect and it actually accentuates the brick as opposed to the metal panels which can just get streaked with dirt. So --

MR. BARANES: You know, one of the first projects we do with metal panels is up in Friendship Heights. Where the old Sears used to be.

MR. MAY: Yeah.

MR. BARANES: I mean, that's been there for, I don't know, many years now. Several years. And the metal looks very much like the day we put it in, practically.

MR. MAY: So, just to sort of put my general fears about this to ease, if you wouldn't mind showing us a picture of what that looks like now, just to know what it looks like. I mean, because again, it's -- I mean, it's more for my education, generally, than particularly for this project. But -

MR. BARANES: Yeah.

MR. MAY: I've seen a few other buildings with white metal panels around town that have not aged well.

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MR. BARANES: Uh-huh.

MR. MAY: So, if you've done it before and it looks great, then great. But, anyway, it's a very solid project all the way around. It's a very interesting approach and good solid transit oriented development, not overparked. I mean, it seems like you're hitting all the right buttons. There are a few things that could be improved just a little bit. Thanks.

CHAIRMAN HOOD: Mr. Turnbull.

MR. TURNBULL: Thank you, Mr. Chair. I want to, again, thank you for your presentation tonight and I would agree with my colleagues that a lot of it -- it's a well-thought out project. I think the architecture has a lot of excellent aspects to it.

I would agree with them also on the LEED and the affordable housing aspects. I think you might need to take another look at those.

And on the affordable housing too, I guess especially on Apartment 1, it looks like 60 percent of the affordable units are all facing the tracks, and I think it's like more like 62, 63 percent of the units, IZ units, face the tracks. And I think you really need to be a little bit more equitable on where those units are take another look at the

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placement of those units.

MR. DIX: Yeah, we certainly will take a look at that. One of the things that we tried to balance, and we certainly did not do that intentionally, we actually -- actually, the exact opposite. We spent a lot of time coming up with a plan.

One of the things that we tried to balance is the current design trend of interior one-bedrooms and interior second bedrooms. And with the housing regulations as they are, bedrooms under Inclusionary Zoning have to be exterior bedrooms with a window. And so that forced us to very specific units in our design as we looked at our floorplans.

But we will certainly take another look at that, absolutely.

MR. TURNBULL: Yeah, and I also noticed that on, I think it's -- I think it's still Apartment Building 1. And on the buildings that face 3rd Street there is a corner unit on the little notch that goes in. There's six affordable units right in a row. They're all that same funny-shaped -- funny shaped unit on the corner. So if you could just take a look at the placement of those and the rationale while you're doing that.

The other -- you've mentioned about the

contaminated soil and how it was a voluntary remediation. And I wonder if you could explain that better.

MR. DIX: So, when we found the contaminated soil after we began our site studies, we developed an estimate using -- working with ECS, which is a --

MR. TURNBULL: No, but is contamination, are these I guess what's called xenobiotic chemicals that they found, or is it PNAs in the ground?

MR. DIX: I believe that they're all petrochemical.

MR. TURNBULL: Petrochemicals.

MR. DIX: Contaminations. But hold on one second if you would? Let me just confer.

[Pause.]

MR. DIX: Sorry about that. So, it is petrochem in the southern portion of the site, and heavy metals towards the northern portion of the site where the old rail yard was located.

MR. TURNBULL: So, it's not an EPA mandate for you to remove these then?

MR. DIX: No. No, it's not. My understanding is that DOEE has accepted us already into the voluntary remediation action plan.

MR. TURNBULL: Okay. So you're going to

basically treat it as garbage.

MR. DIX: It will be disposed of properly, yes.

MR. TURNBULL: Okay. If we go back to the future Metro plaza, and I think it's an excellent -- well, you showed the drawing and I guess I was confused between trying to figure out the interim use on 507 and 508, and how that plan changes.

MS. RODRIGUEZ: Correct. Let's look at 508. So we're basically, the idea would be not to build the stairs and keep it all at the same level, and bring in these temporary structures to further animate that back end of the plaza. You have it? Great. We have it in --

Yeah, that's it. Thank you.

So, the idea would be treat it as almost as a pop-up park. So we would have these elements that could become a coffee shop or, you know, a deli or something, and it would further animate that back area. I don't know if you can see that. That's number 8. Thank you. Thank you. Number 8.

MR. TURNBULL: So is that the final solution?

MS. RODRIGUEZ: No, no, no, that's --

MR. TURNBULL: That's the interim.

MS. RODRIGUEZ: That's the interim. And then

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the final is the one shown here.

MR. TURNBULL: On 507?

MS. RODRIGUEZ: On 507, which as I explained before, because the Metro tunnel is a little lower than the plaza we have -- we've opened that up and created these cascading stairs to the Metro tunnel.

MR. TURNBULL: So the mural, then, is behind this on this wall.

MS. RODRIGUEZ: The mural is behind, yes, in the middle --

MR. TURNBULL: Now where, you show on 507 that there's a two. That would be the future entrance to Metro?

MS. RODRIGUEZ: Correct.

MR. TURNBULL: So the mural there --

MS. RODRIGUEZ: It would have to be adjusted, yes. It would probably be designed to take the western -- or the southern portion of that wall, starting from here, and that's pretty much what we've shown, a very large component here. This would be an opening.

MR. TURNBULL: But will it be mural or that will just be a blank painted wall?

MS. RODRIGUEZ: Well, on top of it --

MR. TURNBULL: I mean, I'm trying to figure

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out how you integrate what's going to be torn down with what's going to -- what people are going to see.

MR. BARANES: I think the way to do that is to design a mural that's in two separate sections.

MR. TURNBULL: Okay.

MR. BARANES: And then one section of it can be removed and we can place an opening there.

MR. TURNBULL: That's what I would have thought.

MR. BARANES: I mean, that's probably the right way to do it.

MR. TURNBULL: Yeah. Okay.

MS. RODRIGUEZ: And there is a -- yeah, on the image you can see that. Yeah.

MR. TURNBULL: Okay. I guess the next thing, you talk about the on-the-job training and the amount of jobs the first source agreement and how many jobs. Most of the jobs will be going to the ward, stay within the ward? Or is this open to the whole city?

MR. DIX: As of right now we envision that it would be open to the city.

MR. TURNBULL: Okay. But I'm just thinking about reserving so much just for the ward residents themselves. I don't know if that's -- I'm just throwing that out. Have you thought about that, or

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you haven't thought about it?

MR. DIX: No, at this time we had not thought about that.

MR. TURNBULL: Okay.

MR. DIX: We had assumed that the job creation would go to the city.

MR. TURNBULL: Okay.

CHAIRMAN HOOD: Can I ask a question?

MR. TURNBULL: Yeah.

CHAIRMAN HOOD: I've been back and forth on that issue. Sometimes I hear that if you designate it for a ward or for a specific area, you have to target it. But to pinpoint it I think that I've heard in the past is illegal. But, you know, down here things change from week to week.

But I do want to ask you this, on the job issue. What are we doing? You mentioned in your testimony, in your presentation to us that you were offering this, about the job opportunities. What are we doing as far as getting the pool ready for the temporary jobs as well as the permanent jobs? Other than just signing the agreement with DOES and what are we doing to make sure? Are we giving some advanced notice with DOES to make sure this happens?

This is one of the things that we have really

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been pushing down here.

MS. PRINCE: I think generally with these job programs what we've seen in the past is a lot of advance notice goes to the community. It goes through the construction phase and then we begin to advertise the types of permanent jobs that will be created.

Since there's a hotel here, the hotel operators often have training programs and notice procedures that go out for the jobs that they're creating. And we work hand in hand with DOES in that regard, but also there's a lot of community notice and that's what's been successful in other projects.

CHAIRMAN HOOD: Okay. Well, our records show that we have not been successful, and that's why I've been pushing this and I've even mentioned this in front of the senate council when Chairman Crop was the chair. I hear it down here but I think when we call for -- and I'm not just picking on you. I'm just asking this -- what I'm actually asking is that we advance notice this.

And, Ms. Schellin, I know that we have put something in place with DOES. Is that working?

MS. SCHELLIN: They're going to be providing you an update next week.

CHAIRMAN HOOD: Oh, so maybe -- let me pull that back because maybe it's a positive update. But let's make sure that we are doing whatever we put in place supposed to be working, Ms. Schellin. I think we're still doing that, right?

MS. SCHELLIN: Yes.

CHAIRMAN HOOD: Okay. All right. Thank you. Thank you, Mr. Turnbull.

MR. TURNBULL: You're quite welcome.

Let me just go back to the Metro plaza for one question here. So we have the opening, the removable part of the sign. Are you -- is part of your proposal to make the opening, make the connection? How much of the interface are you going to be doing for that Metro tunnel connection?

MR. DIX: As it's currently envisioned we are just offering WMATA the ability and their engineering team and their construction team, to access that through the easement. We certainly are not skilled in going underneath an Amtrak, active Amtrak timeline.

MR. TURNBULL: No, I guess what I'm looking at it from a design standpoint on that wall, I would be assuming that you would have a major impact on how that's going to be treated with the mural and that

whole façade there.

MR. DIX: Yeah, that is true. We actually -- part of that is actually, is not as much WMATA as it is Amtrak, because that is actually the foundation wall of their track bed. And we are currently working with Amtrak's design team to design the entire length of the support wall for the Amtrak track bed.

MR. TURNBULL: Okay.

MR. DIX: And so that wall is actually the Amtrak track bed foundation wall.

MR. TURNBULL: Okay.

MR. DIX: So that has not yet been designed. We just started that, I think, about a month ago, or so.

MR. TURNBULL: Okay. Thank you.

I guess my only -- what I wouldn't mind seeing is up on the rooftop, some blow-up plans of the amenity areas and maybe some sections through those just to see what's going -- and some idea of the lighting. You talk about LEED, you're going to go for the low lighting. But I wonder if you could -- if we could get a drawing that sort of shows or indicates what's going on in some of those amenity areas as you come out, and what you would really see

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up there. I'm just very concerned about life on the rooftop. We all wanted it to be enjoyable and the whole thing of what we were trying to do with penthouse was to create more life on the rooftop. But at the same time we don't want it to be a nuisance to other people.

So I think I'd like to see just a little bit more on some of those amenity areas at the top of the building; some better drawings, clarifying what's going on.

The hotel drop-off, the places along are not parking. They're reserved for drop-off then?

MR. VANPELT: One of the conversations we had with DDOT as we -- as the plans were forming is, we will need to have curbside space for hotel valet, hotel drop-off. And so that's really largely -- a large part of that is what's envisioned to happen there along M Street. There may also be some parking there. I think those are things, the final details of how much of that is valet, how much of that is drop-off, how much of it is actually parking will be worked out ultimately during public space. But that's something that was -- we have discussed with DDOT.

MR. TURNBULL: Okay. I guess my only other

question, or one other question is, this area here is the main loading and parking entrance. And you've got the wall there, you've got the tunnel going underneath. There's people crossing and I'm just concerned. Is there a management plan on how you're going to help coordinate that? I mean, you've got a traffic -- I mean, you've got a loading management plan, but is someone going to be there to --

MR. VANPELT: I think your concerns are the same sort of -- the same concerns that we also had and that DDOT has and that we've talked about. That is a signalized intersection. So, one of the things that this driveway is going to be under signalized control and pedestrian crossing as you cross there across the driveway are also going to have pedestrian heads on them. So that helps manage the flow as it goes in front of the driveway.

MR. TURNBULL: And that's all part of your proposal for this, is the --

MR. VANPELT: Yeah, we --

MR. TURNBULL: -- upgrading all of that.

MR. VANPELT: Correct.

MR. TURNBULL: Okay.

MS. RODRIGUEZ: We are showing a designated cross-walk.

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MR. TURNBULL: Right.

MS. RODRIGUEZ: I don't know if you can see that so --

MR. TURNBULL: Yeah, I saw the rendering and I saw the scores of individuals crossing, and so it just sort of -- it looks like it's a very active area and so I was just concerned about cars and trucks going in and out and the management of that, and how to safeguard individuals crossing there.

MR. VANPELT: Commissioner, one other thing I'd add. I mean, I think we maybe get DDOT to comment on that but I think one of the things that it will do is it -- we're intending that there will be curb ramps on either side of that cross-walk. So, it's going to read as a pedestrian, as if you're crossing, you know, into a street and it's also going to be under signalized control. So while it's the driveway into the site, I think it's going to --

MR. TURNBULL: Okay.

MR. VANPELT: -- you know, have all the indications to the pedestrians that you're crossing a street.

MR. TURNBULL: Okay. All right. Thank you. I guess my last item would be obviously the signage which Commissioner May -- and one of the things that

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he has intimated that we really don't like the big blade signs that we see, the vertical signs on buildings. I don't mind it.

The only question I had on your proposal here is you refer to options and what I would hate to see is you do both options, one and two, or whatever that -- it's either got to be either/or on those.

MR. BARANES: That's on the hotel.

MR. TURNBULL: Yeah.

MR. BARANES: That's correct.

MR. TURNBULL: Yeah. The only other thing that I would really want to clarify, and I know where you're going on with the retail signage, but I really think what you need to do is show us another drawing with a theoretical idea of the limits of the retail signage. I would hate to have a four-foot sign on a retail store in one area, and then two foot on another, and have this complete jumble of signs going on, on your nice retail area. And right now there's nothing for us that gives us reassurance that -- other than this is -- other than approved by the building owner.

MR. BARANES: Right.

MR. TURNBULL: I would like to just see a range or something that would show a guidance that

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gives the store owner some indication of what his limits are.

MR. BARANES: We could do that. You know, one thing we're trying to avoid here is the sense of just having a band of signage that's just a zone across the entire façade.

MR. TURNBULL: Right.

MR. BARANES: Because I think, you know, some retailers will want to place their signage vertically. Others may want to do it horizontally and we'd like to allow that flexibility.

MR. TURNBULL: Yeah, I think what we're concerned about is the flexibility but not a hodge-podge in the sense that we get a very scary looking element down the street that -- there ought to be some consistency. There ought to be something that gives you some feeling that you're not going to have a four-foot blade sign, which is one of the things which we hate seeing is these huge blade signs out on front of streets, and a diversity in height that's rather extreme.

So, I think we'd like to see some limits or some idea or sense of scale as to what we might -- what the Zoning Administrator or whoever is going to be looking at this is going to be able to look at and

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say, yeah, you're within the limits of what you can do.

MR. BARANES: Sure. So maybe one way for us to do that, you know, rather than doing a drawing, perhaps we could develop some sign guidelines that would say, for example, no blade signs allowed, or no letters larger than X inches, things like that.

I'm a little concerned about losing the vitality you get out of variety.

MR. TURNBULL: Yeah, well, I don't know what my other colleagues feel, but I'd just like to have some type of a guideline that we are looking at that we can sort of -- what I'd hate to see is that two years after this building is up we suddenly see signs up there that we thought, well, we didn't think they were going to do that.

So, and I think the public needs to know that we're looking at these things in a conscientious way that we don't get something that's going to surprise the neighborhood.

MR. BARANES: Okay. So we'll try to draft some guidelines.

MR. TURNBULL: Okay.

MR. BARANES: And submit those.

MR. MAY: Yeah. I mean, we've been seeing

that more and more.

MR. TURNBULL: Yeah.

MR. MAY: It's a way of just getting covered because we get some drawings in here that are kind of frightening and so we want to --

MR. TURNBULL: Yeah. Yeah.

MR. MAY: -- make sure we understand what it is that's the range of things.

MR. BARANES: Sure.

MR. MAY: It's not, you know, just trying to have some kind of sideboards because we have seen some crazy things.

MR. TURNBULL: Yeah. Okay. Thank you. Mr. Chair, I think I'm done.

CHAIRMAN HOOD: Thank you. I just want to go back to the job issue. I've been on that for a long time and I'm not just picking on this applicant, but I would hope that as soon as you identify, as Ms. Prince mentioned, as soon as you identify those jobs, that you let DOES know and now that I'm going to be finding out and updating next week with DOES because I think that's important, because I remember asking Office of Planning some years ago, asking them for a status update.

And what I found in that the last time, I

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think the last time my information told me that we did not have the trained folks that could go out and do those jobs because we were kind of getting behind the curve, and the jobs are out there ready to be done, but we didn't have the pool. So that's why we trying -- the more advanced notice we get, the more DOES can find folks in the city who are qualified, because as you know, jobs are needed. So if we could just do that?

Other than that, I really don't have any questions. I kind of like the whole design of this project. It kind of reminds me of the building that I always refer to that I was just talking about last night. So never ride with me in the car when I ride by New York Avenue and Florida because I love that, and I think you all have heard me talk about the Realty Building. I've talk about that all the time. I love that building. That's one thing that I -- I will stand out there -- I'd like to stand out there with a sign and say, we voted on this. There's some that I wouldn't do that and I think this would be one of those that I could be able to stand there because I really like the way you made that fit around the train tracks. I just don't have anything to say.

And then also the communication with the

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community. Not some of those letters that may be from other people, but from the ANC. At least the one that responded. So I don't have any other questions. I'm not going to ask any questions just to ask them. So, I think my colleagues have covered them and I really like this design, Mr. Baranes. This is probably one of the -- I'm not talking about all the other ones you've done but I really like this one. Okay.

MR. BARANES: We're going to designate a spot on the site for you to stand in and hold a sign.

CHAIRMAN HOOD: Okay. I may take you up on that. And then I'll stand out there with Commissioner Goodman in the park, so --

Okay. Any other question, follow-up? All right. Does the ANC have any cross? Okay.

Do we have any other ANC commissioners here? I saw here we sent it out to more than one ANC, I believe. Okay. I'm not seeing anyone. Let's go to the Office of Planning and District Department of Transportation. Mr. Jesick.

MR. JESICK: Thank you, Mr. Chairman and Members of the Commission. The Office of Planning is very supportive of this project and we've continued to have discussions with the applicant to address the

items that were raised in our written report, and so I wanted to give the Commission the update on where we stand and I'll just go down the list that we had in our report.

We had asked the applicant to provide a greater commitment to the PDR or maker type uses and they did come up to 7,000 square feet, and we had a meeting of the minds, you might say, and OP felt that that was sufficient. Of course if the Commission feels otherwise we would also support that.

We had, in our written report, objected to the flexibility that was requested in the location of those maker uses, and that was after discussions with the DCRA in the Zoning Administrator's office. We understand the need for the -- or the desire of the applicant to have flexibility in where those go, so what we're doing now is working with DCRA and the applicant on a condition that would provide some flexibility in the location, but also ensure that it can be enforced by DCRA when it comes to time for permits and certificates of occupancy.

So, we don't consider that an issue anymore. We're working to resolve that and we hope that that can be done by the time the final order would be issued.

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In terms of LEED, after hearing the applicant's testimony OP is satisfied that the applicant has addressed our concerns related to sustainability. We have been in communications with DOEE, and I know it is their preference that they still seek LEED Gold, but as far as the Office of Planning is concerned we feel that the sustainability goals have been met from our perspective.

We'd ask for additional information on the art contained in the project and we feel that has been addressed. We're very pleased the applicant has committed to a first source agreement, and they also mentioned the apprenticeship and training programs that their construction partner has, so we also find that very persuasive, and we feel that that issue has been resolved.

Lastly, signage, we appreciate the information that was submitted this evening. The only question that we have remaining, Mr. Baranes mentioned, that some of the signs might be illuminated. We just wanted that to be clear on any information that is added to the record.

But with that we can recommend approval of the application. Thank you.

CHAIRMAN HOOD: Okay. Let's go to Mr.

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Zimmerman.

MR. ZIMMERMAN: Thank you, Mr. Chairman and Commissioners. I would just like to state that the applicant has worked closely with our office to address all of our outstanding transportation issues, and I'll just note a couple noteworthy ones.

The first is providing the loading management plan, they are committing to restrict trucks 40 feet and larger on site. They're also routing trucks off of Florida Avenue so that trucks won't attempt to go under the tracks on M Street. There was a question earlier about pedestrian safety at the entrance. I'd also just like to add to Mr. VanPelt's statement earlier regarding pedestrian safety that trucks will be able to drive in, maneuver and turn around inside the loading area, and then drive out forward. So pedestrian should be in the view of the truck drivers that are pulling out.

They've also committed to providing a TDM package that is in keeping with DDOT's approach to non-automotive travel. You know, they noted the 220-secure long-term bike parking spaces. They noted the installation and funding of one year of Capitol Bikeshare maintenance and operation for a station. There's a couple other unique features in their TDM

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plan and I know Mr. VanPelt went through a lot of them, but I'll just note, you know, the providing vehicle parking spaces for electric vehicles and charging stations. They're providing electric bicycles and electrical bicycle charging stations for residents and guests of the hotel. And they're also providing shopping carts for the residents given the proximity to Harris Teeter about a block away.

These are, you know, unique TDM package items that maybe other sites would not necessarily commit to. And Mr. VanPelt mentioned that they are committing to installing the new traffic signal at the intersection of Delaware and M Street in their site driveway, and modifying the intersection as necessary to accommodate vehicles entering there.

In our report, we had noted a few outstanding issues with public space items, certain features of the site being proposed in public space, some plaza steps on M Street, some centenary lights over 3rd Street. These are items we can work through during the Public Space Committee.

And then it was also mentioned earlier that we had noted that there's a nonstandard building projection on the Florida -- Florida Avenue frontage.

But aside from that particular issue we have

no objection to the approval of this PUD and related map amendment.

CHAIRMAN HOOD: Okay. Thank you, both, Mr. Jesick and Mr. Zimmerman. Let's see if we have any follow-up questions or comments. Vice Chair Miller.

MR. MILLER: Thank you, Mr. Chairman, and thank each of -- thank the Office of Planning and DDOT for your comprehensive reports and all the efforts you've made on this project.

I just had two follow-up questions, one to DDOT, Mr. Zimmerman. So, I appreciate all the TDM and some of the unique TDM measures. But up until last week we had always seen as one of the standard ones, or two of the standard ones, was the carshare and the bikeshare memberships to the initial residents of the buildings.

So, is this something that DDOT is no longer requiring if there are other TDM measures, or is this being applicant driven, or DDOT driven, or it's just evolved that we just happen to have two cases in a row where a TDM measure that we've seen for years is no longer in two projects, bikeshare and carshare memberships?

MR. ZIMMERMAN: Yeah. Well, with these last two cases the applicant was proposing to install a

bikeshare station and fund a year of maintenance and that's something that we typically don't get along with memberships, carshare memberships, bikeshare memberships, and that was something that identified as a need in this area. There's a lot of unmet demand for bikeshare and I know I actually live in this neighborhood up at Florida and New York Avenue at the old Trilogy and NoMa building and I've found myself looking for a bikeshare spot late at night, not being able to dock at my apartment building, going down to Harris Teeter, can't dock there, can't dock under the bridge right next to the site. And I've found myself over in Union -- Union Market trying to dock.

So this was something that we thought was pretty important for this area.

MR. MAY: So, Mr. Zimmerman has got his own personal bikeshare station now. Okay.

MR. MILLER: That was appropriate coming from you rather than me.

Thank you. I appreciate the explanation. And, Mr. Jesick, or Ms. Steingasser, on the, just the loss of a major industrial use that is the Central Armature, major industrial business that you know, we're rezoning a lot of this area and other areas in

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a way that's consistent with the Comprehensive Plan, but often there is this, still the PDR stripe. But we rezone them C-3-C and we tried to encourage some retention of the maker uses and other things in these projects.

But, you have the Ward 5 work setting which, I mean, I don't know if this is across the street. But is there something that the city is doing proactively, or even with this particular business that -- to try to identify places that they might be able to relocate in the City that you or the Deputy Mayor, Planning Elements Office is doing? Has there been any conversation? Do you know where they're relocating, or are they like, just going to be another industrial use that we are going to lose to Prince George's County?

MS. STEINGASSER: We don't know where they're relocating and it was one of the first issues we brought up when we met with the applicant on this about two years ago.

As they pointed out, it's a relatively small employment base. It's only 25, maybe 30 employees. And there are several programs and there is some industrial ambassador location should the owner reach out to us. But the difference we see with this one

is they're not being forced out. They're voluntarily selling their land; their -- they have the option to stay, they've chosen to partner and develop and move on, but we don't know where they're going. But it was one of the issues.

We do hold very firm to the Ward 5 works, even though it's not a small area plan, it provides some serious guidance on how we look at industrial land. So we do work through that and we do work with the Deputy Mayor's office on these industrial employment base.

MR. MILLER: And are you doing any follow-up to that to see how much land we have left for industrial type, or that will be part of the Comp Plan revisit that you've embarked on?

MS. STEINGASSER: Yes, sir. As part of the Comp Plan they will be looking at the change in industrial uses.

MR. MILLER: Okay. Thank you.

CHAIRMAN HOOD: Okay. Any other follow-up comments or questions? Does the applicant have any follow-up questions or comments, or cross for Office of Planning or DDOT?

MS. PRINCE: None.

CHAIRMAN HOOD: Okay. Does the ANC have any

cross? Okay.

Let's get the ANC's report. I'm going to ask at this time also, do we have anybody else who would like testify? I only have two names and that's Commissioner Goodman and Ms. Cheryl Cort. Is there anybody else who would like to testify in support?

Okay. So why don't I do this? Why don't I bring both of you up first and we're going to go with the ANC Commissioner first?

Is there anyone else who would like testify in support? Okay. That will be fine. Do it that way.

Is there anyone here in opposition? Okay.

[Pause.]

CHAIRMAN HOOD: Is your microphone on?

MR. GOODMAN: There it is. Good evening, Commissioners. I'm Tony Goodman, the ANC Commissioner for 6C-06, which contains this project. ANC 6C has authorized me to speak on behalf of my fellow commissioners.

As I stated last week, we have an incredible amount of development in our neighborhood. There are 2,500 apartments under construction in the single-member district, another thousand within a block of this, and we've seen a lot of projects that are

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proposed right now.

We see a lot of really excellent projects over the years and in stark contrast to the last time I was here, I think I can say, this is the best project that we've seen that -- I mean, this really exemplifies how developers working together with agencies and the community can really you know, help create a project that's going to be an anchor to our community. Really, just exemplifies everything that can be great about the PUD process.

Just want to highlight a few things that I think are particularly excellent, or that have been you know, discussed tonight. Ground floor activation. I think having continuous retail around the building is really important. And the playable art, in particular, is something that we've been pushing a lot in our ANC.

We're not getting a giant park in this section of NoMa, unfortunately. But that doesn't mean we're not going to have all sorts of really great places for people to play with their kids, to sit with their dog, and really just have a brief respite from the hustle and bustle of this very intensely developed area. In particular, hoping that that water feature on M Street will be playable.

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For transportation, the new WMATA tunnel is incredibly important. It helps, in addition to this development of course, it opens up large areas of the Union Market area to be much closer to Metro. And that makes it more likely that people will not have a car or use a car much less, because they won't need it as often.

And I do agree with the applicant that the points that are awarded for this in the LEED system are -- I mean, this is something that should get 20 points. I mean, it's a huge environmental benefit that, you know, I'm a LEED credit professional. You know, I've calculated a lot of these and it can be -- it's rare that you see something that is so exemplary in a category and you really don't get the points that it deserves.

I mean, would we love Gold or Platinum? Sure. But I think that this project as a whole has better environmental features than many nearby projects which are getting gold.

And then for bicycling, the Capital Bikeshare is extremely important. As part of other nearby PUDs we're also expecting stations at 3rd and Morse, 3rd and L, 5th and L, and 6th and K. So, there's a lot of other stations coming in but as I've said, there's

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thousands of residents coming in and, you know, even before these stations go in, or all these residents go in, you can't find a spot.

For design, I think this is very attractive. It has a lot of -- there's no differentiation in the height of the towers, but having the upper plazas breaking up the building, and especially breaking up things with respect to the L'Enfant plan I think is a very important aspect of this project.

And in particular, though what I care about most is the ground floor. And the coordination that this developer is doing with the other developers, with Foulger-Pratt and with Ditto and Wilkes, I think that's really important to have a cohesive neighborhood.

That said, as far as cohesion goes, I would really appreciate that when you walk down the street you can't tell the difference between the developers. So I hope that any signage standards are not too strict. You know, I'd like a jumble in some sense of making sure that it's not obvious where one developer stops another starts, that there is variety. You know, as long as it's attractive. I agree with that.

And then just finally, as far as neighborhood outreach and coordination, there's numerous layers of

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support. Many of them are, I believe, from just people in the community because I know that because I've read through those. I've seen some of my neighbors on there, and some of those are people who are longtime residents who I've encouraged the applicants to knock on their door and talk with them, and they have done that. I can see because they've signed letters of support.

They've also reached out to ANC 5D, which is across the street, and also like to point out that the Union Market neighbors, just as I've testified previously for other PUDs, they have not come to any of our numerous properly noticed public meetings that we have had on this project, or other projects, and they have never reached out to me to express any concerns or any specificity on anything related to this project.

So, I think this is an excellent project. They've done everything that we would have hoped for, and I urge you to support this and improve the project. Thank you.

CHAIRMAN HOOD: Okay. Thank you, Commissioner Goodman. Let's see if we have -- I want to deal with the Commissioner first. Any questions or comments? Does the applicant have any cross?

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MS. PRINCE: No cross.

CHAIRMAN HOOD: Okay. Thank you very much.

MS. PRINCE: Thank you.

CHAIRMAN HOOD: Okay. Ms. Cort.

MS. CORT: Thank you, Chairman. I'm Cheryl Cort from the Coalition for Smarter Growth and we are also here to express our enthusiastic support for this project. I think we all can recognize what an outstanding project this is and the opportunity to offer \$650 new homes in such close proximity to the NoMa Metro Station and nearby jobs and services.

We think that this housing is needed and welcome, and we commend the accommodation of the new Metro entrance and plaza, and connecting to N Street as a part of this project. We know that this was a top priority for the community and appreciate that the developer was able to embrace this public benefit and really work with it and build it into the project so -- in such an appealing way.

We also just wanted to note, I guess I would concur with things that Commissioner Goodman has said about environmental performance. We think that the LEED Silver certification is a perfectly acceptable standard given the fact that we feel that the sustainability features of this project really aren't

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being fully captured by a LEED score system, and that the connection for the Metro station is a huge benefit in so many ways that that deserves more credit.

In terms of something that we would suggest some tweaking on is that, you know, on the one-hand we are so pleased to see 53 below-market rate units in this desirable location. This is an important contribution and we appreciate that the applicant has revised this proffer over time, basically, to add in 50 percent of median family income Inclusionary Zoning units. We really appreciate that.

But you know, we would suggest that we see if at the value that's created through this change in use and rezoning could support half of the affordable units at the 50 percent median family income level.

In terms of transportation benefits we really want to commend this project for offering a number of transportation benefits. Obviously the Metro tunnel, but beyond that the attractive landscaping that supports a very walkable environment and the complimentary ground-floor retail, the installation and operations of a Capital Bikeshare station, electric bike availability and charging stations. And we really want to commend the developer for a low

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parking -- a vehicle parking ratio. This is outstanding. This is, this is a terrific response to the location, to the proximity to Metro and we really want to commend the developer for committing to that. The low parking ratio will ensure that we're going to reduce traffic as a part of this development while encouraging more residents and visitors to rely on walking, bicycling, and riding transit to get around.

You know, we recognize that there's many tremendous transportation benefits to this. You know, we could look at doing some more helpful things like providing residents with bikeshare memberships or carshare memberships, which would be even more helpful. But we also recognize that the applicant has made a lot of really significant contributions.

So overall we just wanted to say again what a terrific project we think this is and we ask the Zoning Commission to support it. Thank you.

CHAIRMAN HOOD: Okay. Thank you. Let's see if we have any follow-up comments or questions of Ms. Cort. Not seeing any, does the applicant have any cross?

MS. PRINCE: No cross.

CHAIRMAN HOOD: Does the ANC have any cross?

MR. GOODMAN: No.

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CHAIRMAN HOOD: Okay. I want to thank you both. We appreciate you staying and providing us your testimony.

Let's see if we -- oh, any organizations or persons who are here in opposition? I think I called for that once. Not seeing them, Ms. Prince, do you have any rebuttal or closing?

MS. PRINCE: Just brief closing remarks. Thank you for your time tonight. I know everyone is tired after watching the baseball game last night.

Just to summarize, this PUD goes from a 6 FAR to a 7. And while that is a very important increase for the project and it makes this project happen, and it allows for residential, where residential wouldn't otherwise be permitted, in the great scheme of PUDs it's not a huge density increase.

So everything we're doing should be considered in that context. This project has a level of design that we don't typically see in matter of right projects, particularly in things like the materials, and certainly features like the Metro Plaza, the maker space, the art, the open spaces, the centralized loading, the first source agreement. Those are all very, very significant facets of this project that wouldn't be there if it were matter of

right. And this is with a site that has a very very high cost of development, which I think Josh outlined pretty carefully.

This developer believes in affordable housing. There's a significant affordable housing component to many of their projects. We've really looked at the affordable housing issue very, very carefully. The developer did increase the commitment from the original filing to where we are today. We'll look at it more, but I want to temper your expectations because when we looked at all of what we're doing for this project, when we really had to balance everything, I think where we ended up was at the level that's before you today.

And I do think it's important to look at all these overall contributions in the context of the density increase that's being secured under the PUD.

But we appreciate your favorable comments tonight, and we thank you very much for your time, and I think there are just a few items we need to submit for the record and we appreciate rapid consideration of this case. Thanks.

CHAIRMAN HOOD: All right. Commissioners, I would recommend -- I think, unless somebody asks for something that's totally outstanding and I didn't

hear it, I think a lot of -- I think we can go ahead and do proposed, and a lot of stuff we can get it at final, and that would be my recommendation. Any objections?

Okay. So why don't we -- somebody make a motion for me.

MR. TURNBULL: I think I just got a prompt to make a motion, which I would be happy to do, Mr. Chairman, to -- I move that the Zoning Commission take proposed action on Zoning Commission Case No. 16-09, Central Armature at 1200 3rd Street Northeast, consolidated PUD related map amendment, and ask for a second and hope that we get by final, the information and some of the renderings that were requested by commissioners today.

CHAIRMAN HOOD: Yes. Is there a second? I'll second it.

It's been moved and properly seconded. Any further discussion?

[Vote taken.]

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

MS. SCHELLIN: Yes. Staff records the vote four to zero to one to take proposed action in Zoning Commission Case No. 16-09, Commissioner Miller

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moving, Commissioner Hood seconding, Commissioners Turnbull and May in support, the third mayoral appointee position vacant, not voting. And --

CHAIRMAN HOOD: Now, let's not make a mistake. Even though we vote for proposed, that never ever means that we're going to vote final. So there are some things that my colleagues have asked for. But I don't think this is one of those cases, from my standpoint. But I'm only one vote.

But I think that we can go over that with Ms. Prince, or I'm pretty sure you're an expert down here so I know you already have all that.

MS. SCHELLIN: I saw Ms. Roddy taking --

CHAIRMAN HOOD: Oh, okay. Ms. Roddy too. They're experts, so we don't have to really --

MS. SCHELLIN: Go over the list. No.

CHAIRMAN HOOD: I don't think so.

MS. SCHELLIN: I just wanted to give dates, though, for the submissions.

So today is the 3rd. In order to make the December 12th meeting and take in consideration Thanksgiving, if we could have -- could you get your submissions in two weeks? Is that enough time?

MS. PRINCE: Certainly.

MS. SCHELLIN: Okay. So, if we could just

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get them in by the 17th of November, then the ANC -- is OP and DDOT looking to submit anything? No? Okay.

So, the ANC, if they choose to respond, would have until I would say November 30th because of the holiday, 3:00 p.m. on all submissions. And the draft, findings of facts, conclusions of law would need to come in by November 28th, two weeks before. And then we can put this on the December 12th agenda for consideration for final. That's it.

CHAIRMAN HOOD: Okay. Do we have anything else germane to this case?

MS. SCHELLIN: That's it.

CHAIRMAN HOOD: I do know I'm going to tell my colleagues this, and I'm doing it on the record, that on the Tuesday, I forgot who scheduled the hearing for us on a Tuesday the 22nd, that hearing now has been taken off, so.

MS. SCHELLIN: Right. It's been --

CHAIRMAN HOOD: We have the evening off.

MS. SCHELLIN: -- postponed to January 12th.

CHAIRMAN HOOD: I forgot who that was that volunteered on that Tuesday, but whoever it was, thank you, but we won't be here because that's been postponed. Okay.

MR. MAY: Thank goodness. That's a volleyball night.

CHAIRMAN HOOD: See if I can put that back on the -- anything else?

MR. MAY: Actually, I did want to clarify one thing. We mentioned it in the discussions, but I assume that between now and then we'll get a very clear picture on the phasing. I know that it's something that is mentioned, but it wasn't totally clear and we'll need that to understand it. But it seemed very reasonable, but I just didn't know what it is.

CHAIRMAN HOOD: Okay. Anything else?

All right. Well, with that I want to thank everyone for their participation tonight and this hearing is adjourned.

[Hearing adjourned at 8:58 p.m.]