

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

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PUBLIC HEARING

IN THE MATTER OF:

Capitol Gateway Overlay
District Review

Case No. 07-32

Thursday,
January 31, 2008

Hearing Room 220 South
441 4th Street, N.W.
Washington, D.C.

The Public Hearing of Case No. 07-32 by the District of Columbia Zoning Commission convened at 6:30 p.m. in the Office of Zoning Hearing Room at 441 4th Street, Northwest, Washington, D.C., Anthony J. Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

- ANTHONY J. HOOD, Chairman
- GREGORY N. JEFFRIES, Vice Chairman
- MICHAEL G. TURNBULL, FAIA, Commissioner (OAC)
- PETER MAY, Commissioner (NPS)

OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN, Secretary

OFFICE OF PLANNING STAFF PRESENT:

JOEL LAWSON
STEPHEN RICE

This transcript constitutes the minutes from the Public Hearing held on January 31, 2008.

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

(6:38 p.m.)

CHAIRMAN HOOD: Good evening,
ladies and gentlemen. This is a public
hearing of the Zoning Commission of the
District of Columbia for Thursday, January
31st, 2008.

My name is Anthony Hood. Joining
me this evening are Vice Chairman Greg
Jeffries, Commissioner Peter May and
Commissioner Mike Turnbull. We are also
joined by the Office of Zoning staff, Ms.
Sharon Schellin; and the Office of Planning's
staff, Mr. Lawson and Mr. Rice.

The proceeding is being recorded
by a court reporter and is also webcast live.
Accordingly, we must ask you to refrain from
any disruptive noises or actions in the
hearing room.

The subject of this evening's
hearing is Zoning Commission case number
07-32. This is a request by NJA Associates

1 for review of approval of a new office
2 building under the capitol gateway overlay for
3 property located at 1111 New Jersey Avenue,
4 Southeast.

5 Notice of today's hearing was
6 published in D.C. Register on December the
7 7th, 2007. And copies of the announcement are
8 available to my left on the wall bin near the
9 door.

10 The hearing will be conducted in
11 accordance with provisions of 11 DCMR 30.22 as
12 follows: preliminary matters; applicant's
13 case; report of the Office of Planning; report
14 of other government agencies; report of the
15 ANC, in this case 6D; organizations and
16 persons in support; organizations and persons
17 in opposition; rebuttal and closing by the
18 applicant.

19 The following time constraints
20 will be maintained in this proceeding. The
21 applicant will have 20 minutes, organizations
22 5 minutes, individuals 3 minutes. The

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1 Commission intends to adhere to these time
2 limits as strictly as possible in order to
3 hear the case in a reasonable period of time.
4 The Commission reserves the right to change
5 the time limits for presentations, if
6 necessary, so no time shall be ceded.

7 All persons appearing before the
8 Commission are to fill out two witness cards.
9 These cards are located to my left on the
10 table near the door. Upon coming forward to
11 speak to the Commission, please give both
12 cards to the reporter, sitting to our right,
13 before taking a seat at the table.

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

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

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

8 Please turn off all beepers and
9 cell phones at this time so as not to disrupt
10 these proceedings. Will all individuals
11 wishing to testify please rise to take the
12 oath? Ms. Schellin, would you please
13 administer the oath?

14 MS. SCHELLIN: Please raise your
15 right hand.

16 (Whereupon, all witnesses were
17 sworn.)

18 MS. SCHELLIN: Thank you.

19 CHAIRMAN HOOD: Okay. Does the
20 staff have any preliminary matters?

21 MS. SCHELLIN: Just to advise that
22 we have received a report from DDOT. And they

1 are here to give that report. And also we
2 received a report from ANC-6D.

3 CHAIRMAN HOOD: Okay. Thank you,
4 Ms. Schellin. We have witnesses that are
5 being proffered?

6 MR. GLASGOW: Yes. For experts,
7 Mr. Chairman?

8 CHAIRMAN HOOD: Yes.

9 MR. GLASGOW: Yes, we have three.
10 My name is Norman M. Glasgow, Jr. with the law
11 firm of Holland and Knight, representing the
12 applicant in this case.

13 CHAIRMAN HOOD: Mr. Glasgow, could
14 you help me run down that list while I get
15 that in front of me?

16 MR. GLASGOW: Sure. We have Mr.
17 Chris Kabatt of Wells and Associates, traffic
18 engineer. He's appeared before this
19 Commission before; Mr. Lindsley Williams of
20 Holland and Knight as a land planner; -- he's
21 been accepted as an expert witness before this
22 Commission before -- and then also Ms. Siti

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1 Abdul Rahman of WDG Architects. And Ms. Treni
2 Rodriguez is also here. And she has been
3 accepted as an expert by this Commission
4 before.

5 CHAIRMAN HOOD: Now, Ms. Rodriguez
6 is an expert in?

7 MR. GLASGOW: She is a landscape
8 architect.

9 CHAIRMAN HOOD: Okay. So
10 everybody you named has already been accepted
11 as an expert --

12 MR. GLASGOW: Except Ms. Abdul
13 Rahman.

14 CHAIRMAN HOOD: Okay. I think
15 it's -- I was going to say behind tab H.
16 Okay. Let's do this. Unless there's a
17 concern, I would say that those who have been
18 accepted previously we want to discuss it --

19 COMMISSIONER MAY: Well, I don't
20 know. I have this feeling that or have the
21 sense that the record on each case should
22 stand on its own. And so that if we're going

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1 to accept somebody as an expert witness, their
2 resume should be part of the record of that
3 particular case.

4 CHAIRMAN HOOD: Okay.

5 COMMISSIONER MAY: I mean, that's
6 just a general feeling. I don't think in this
7 case that I will object since this -- unless
8 there is consensus to move in that direction
9 in the future.

10 CHAIRMAN HOOD: Let me make sure I
11 understand, Commissioner May. You're saying
12 that, which should be, the resume should be in
13 the record. Is that what you're asking?

14 COMMISSIONER MAY: Yes, I think
15 so.

16 CHAIRMAN HOOD: Okay. That has
17 been our normal practice.

18 COMMISSIONER MAY: Okay.

19 CHAIRMAN HOOD: Well, I will tell
20 you from this point on, God help me, if it's
21 not in there, we're going to have some
22 objections. So I'm sure that Mr. Glasgow will

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1 make sure that everybody out there knows that
2 we need to make sure that we start having
3 that. And we have had it in the past. So we
4 need to make sure that we do that.

5 MR. GLASGOW: All right. And we
6 can submit the resumes for the record in this
7 case.

8 CHAIRMAN HOOD: Right. And let's
9 do that.

10 MR. GLASGOW: All right.

11 CHAIRMAN HOOD: You all help me
12 remember that. Okay. Other than -- and I'm
13 going to pronounce Ms. Rahman. That's the
14 only person who has not been offered. So
15 let's take a moment and look at her resume.

16 (Pause.)

17 VICE CHAIRMAN JEFFRIES: Question,
18 Ms. Rahman, are you a registered architect?

19 MS. RAHMAN: Yes, sir.

20 VICE CHAIRMAN JEFFRIES: Okay. In
21 what jurisdiction?

22 MS. RAHMAN: In the District.

1 VICE CHAIRMAN JEFFRIES: Excuse
2 me? District. Okay. District.

3 CHAIRMAN HOOD: Please turn your
4 microphone on so we can get that. You are a
5 registered architect in the District of
6 Columbia?

7 MS. RAHMAN: Yes. Yes, I am.

8 CHAIRMAN HOOD: Okay. Unless I
9 hear anything, your proffer will be accepted.

10 MR. GLASGOW: Thank you.

11 CHAIRMAN HOOD: Okay, Mr. Glasgow.

12 MR. GLASGOW: Thank you, Mr.
13 Chairman.

14 Good evening, members of the
15 Commission. We are here on behalf of the
16 property owner for design approval of a
17 proposed office building located in the C3C
18 district in South Capitol receiving zone at
19 New Jersey Avenue and M Street, Southeast.

20 A site plan review by the
21 Commission is sought pursuant to chapter 16 of
22 the regulations. In addition, we have asked

1 for a rear yard waiver under section 774. All
2 of that has been set forth in our pleadings
3 before the Commission. And the report of the
4 Office of Planning runs through all of those
5 areas of relief.

6 We also have the report of our
7 expert witness on land planning, goes through
8 all of that in a lot of detail. Mr. Williams'
9 report, I assume that that is all in the
10 record for the Commission.

11 So we can go through that in as
12 much detail as the Commission desires. We
13 think that there is a lot of written evidence
14 with respect to all of those different areas
15 of relief and all of those different areas of
16 meeting the test under chapter 16 of the
17 regulations and how we meet that.

18 Also, there was recently a BZA
19 case in application number 17604 which had the
20 same site. I know Mr. Jeffries participated
21 in that and Mr. Etherly participated in that,
22 which granted essentially the same project

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1 that we have here today except now we do have
2 the Metro piece.

3 And because we have the Metro
4 piece, now we front on M Street. And now we
5 go to the Zoning Commission, instead of going
6 back to the Board of Zoning Adjustment.

7 So that is why we are back here
8 because I am sure, Mr. Jeffries, I know if I
9 were new, I had seen this thing before and it
10 was before the Board, why is it back now
11 before the Commission? It's now because the
12 WMATA piece has been added in, M Street
13 frontage, Zoning Commission.

14 VICE CHAIRMAN JEFFRIES: The
15 WMATA? Well, you will show us exactly what
16 was added. Okay.

17 MR. GLASGOW: That is correct.
18 The architects will show that.

19 CHAIRMAN HOOD: And let me say
20 this, Mr. Glasgow. We have reviewed it. I
21 mentioned 20 minutes at the beginning. So we
22 will try and move towards that target.

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1 MR. GLASGOW: Yes. And we are
2 prepared. And that's why I was going through,
3 make sure that you all had in the record. We
4 are prepared to have the architects discuss
5 and Treni Rodriguez discuss the building
6 itself, dispense with the testimony of the
7 applicant and land planning unless you all
8 have any questions and just go to that
9 testimony and take a look at the building
10 because this is a design review process if
11 that is what you all would prefer.

12 CHAIRMAN HOOD: Let's go straight
13 to the design.

14 MR. GLASGOW: All right. I would
15 like to call Ms. Abdul Rahman first to explain
16 the building and the site. And then Ms.
17 Rodriguez will explain the site plan and the
18 plantings and the landscaping.

19 MS. RAHMAN: Good evening. My
20 name is Siti Abdul Rahman. And I am with WDG
21 Architecture. Let me walk you through the
22 site first.

1 This is our proposed building
2 right here. Actually, the urgent site that we
3 go to BZA is stopping right there. And this
4 is the new addition to the site, which has the
5 Navy Yard Metro station, which is that outline
6 here.

7 And on the west of the building,
8 we have an office building, an Opus building.
9 That is currently under construction. And on
10 the northwest corner of the site we have a
11 condominium building. And north of the site,
12 there is an existing two-story church, Saint
13 Matthew's Church. And on the east is an
14 existing office building.

15 The proposed office building --

16 CHAIRMAN HOOD: You want to hold
17 your mike up.

18 (Pause.)

19 CHAIRMAN HOOD: Well, that battery
20 didn't last long, did it? If you point and
21 maybe speak louder or you may just have to sit
22 down? Do we have a pointer or something?

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1 Okay. We have a pointer there. You can sit
2 down, actually, or stand up and point. We can
3 see it.

4 MS. RAHMAN: Can you hear me now?

5 CHAIRMAN HOOD: Yes.

6 VICE CHAIRMAN JEFFRIES: You can
7 sit down if you would like.

8 MS. RAHMAN: Okay. The proposed
9 building would be 11 stories high. We're
10 going to have retail on the ground floor,
11 retail ground floor, and then three-level
12 parking garage below grade.

13 And this project has been
14 presented to BZA last year to request for a
15 rear yard waiver. The required rear yard for
16 the proposed project is 25 feet, 10 inches
17 deep. And although the building will be
18 constructed to the rear property line, which
19 is here, according to the zoning regulation,
20 it allows the rear yard to be measured from
21 the center line of the alley to the rear wall
22 of the building. And the proposed rear yard

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1 for this building is seven-foot deep.

2 We request the rear yard waiver
3 because the lot is narrow and this will create
4 a substandard flow path for the user. Based
5 on the prior BZA approval, it was found that
6 there is adequate separation between the
7 proposed building and all the neighborhood
8 buildings.

9 Let me walk you through this floor
10 plan right here. This is the ground floor
11 plan, which shows the parking garage entrance
12 off New Jersey Avenue here. And we have the
13 main office entrance of New Jersey Avenue and
14 retail on each side of the entrance, some
15 retail off New Jersey here and some retail
16 area off M Street here. And we also have the
17 loading and service facility coming up from
18 the alleyway.

19 Based on a concern that was raised
20 by DDOT, we move regarding a curb cut on New
21 Jersey Avenue. We moved the parking entrance
22 of the alley. So this is the ramp going down

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1 to the parking garage below grade.

2 And with this option, we will
3 maintain the lobby off New Jersey Avenue,
4 loading off the alley, and retail on New
5 Jersey, on M Street. And we still meet the
6 minimum requirement of 35 percent of retail
7 spaces in capitol gateway overlay district.

8 And this floor plan shows the
9 typical floor plan office level above grade.
10 And on the second floor, we have to notch it
11 out to accommodate the loadings dock. And
12 then this is notched out to accommodate the
13 Metro station. And that is a typical floor
14 plan of the Opus on the 11th floor.

15 This penthouse floor plan shows
16 that the penthouse enclosure is set back about
17 three feet away from M Street, 31 foot, 9
18 inches away from the alley, 33 feet, 5 inches
19 away from the church area, and 30 feet away
20 from New Jersey Avenue. And there is
21 potential that we're going to put a roof
22 terrace on the roof, on the roof here.

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1 With the addition of the WMATA
2 site, we have decided that the intersection of
3 New Jersey Avenue and M Street would be a very
4 important corner for this building and for the
5 neighborhood as well.

6 So what we did, we decided that
7 because there was going to be a lot of major,
8 heavy vehicular traffic flow coming down M
9 Street on New Jersey Avenue. And thousands of
10 people would be using this, maybe at Metro,
11 going to work around the neighborhood and also
12 going to the new baseball stadium.

13 And on the ground floor, we also
14 added some retail activity here on M Street
15 and also some along New Jersey Avenue. And,
16 as a backdrop to all of this activity, what we
17 did is we created a very simple, plain,
18 curtain wall glass, very pristine vaults with
19 minimal architectural detail on this facade
20 which is facing M Street. And it wraps around
21 towards New Jersey Avenue, which we can see
22 here.

1 And on New Jersey Avenue, what we
2 did is we added a bit more texture onto the
3 facade by creating a horizontal architectural
4 metal banding glass and then more prominent
5 curtain wall detailing on the wall. So it
6 became a bit more texture to it.

7 And to tie these two walls
8 together, we added a metal vertical element
9 here. And that will run down to the building
10 and ties down to a metal and glass canopy.
11 And this element defines the entrance to the
12 building.

13 The other thing we did also is we
14 set back the first two stories of the building
15 about two feet away from the face of the main
16 facade. And we also using a more clear glass
17 to benefit the retail spaces here. And then
18 that setback was continuous to New Jersey
19 Avenue. You know, we are going to have
20 continuation of retail, the lobby, and also
21 the maintenance entrance of the building.

22 Under roof of the building, we are

1 just going to credit the metal, metal panel,
2 and some articulation, maybe special pattern
3 under the metal panel.

4 CHAIRMAN HOOD: If you want to, we
5 now have the portable mike. So you don't have
6 to sit. But I would ask if you could turn
7 that off. Thank you.

8 MS. RAHMAN: And we continue the
9 concept of simplicity also to the back of the
10 building, on west elevation. That space in
11 the alley and this one here are not elevation.

12 What we did here, we just used a
13 very simple precast system with just simple
14 detail on it and with horizontal punch, like
15 recessed window, to create something just
16 simple. And that is the penthouse with metal
17 cladding on it.

18 And that is the end of my
19 presentation.

20 MS. RODRIGUEZ: Good evening. For
21 the record, my name is Treni Rodriguez with
22 the firm of Parker Rodriguez Landscape

1 Architects.

2 I think Siti gave you a pretty
3 good presentation of how important this
4 building is for this area. A few years ago,
5 I was here with one the very few buildings
6 that are starting kind of the revitalization
7 of this areas. And it is amazing to see what
8 has happened there.

9 We worked on the federal Gateway
10 building. We have been here for 101 M Street.
11 And you can see that finally, these areas
12 really and show there is a lot of vitality.
13 I think this building will be an important
14 piece this is missing in this puzzle.

15 I think Siti had presented to you
16 that the previous scheme didn't engage the
17 corner and one of the things, they were
18 designed and Siti wanted and has always wanted
19 to make sure the streets are well-defined and
20 one to the things this proposal does is it
21 brings the users all the way to the corner,
22 engages the Metro. The previous proposal, we

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1 had a really nice plaza there. But there were
2 not activities, sort of no uses, activating
3 that space.

4 So now we have retail all around
5 it activating the space. This is an important
6 Metro station, important gateway into the
7 city. So what we have done is basically
8 continue the streetscape that has been defined
9 for M Street, as you can see, you know, the
10 street trees, open in the corner to kind of
11 acknowledge the Metro station and the canopy
12 exiting out into the plaza.

13 And then along New Jersey Avenue,
14 as I mentioned to you, is really the major
15 gateway into the Capitol. That you see is our
16 terminus of that view.

17 It really has always been planned
18 as a grand avenue. It has never been treated
19 south of the Capitol as such. And we started
20 that with the federal Gateway. We want to
21 continue that treatment. And it's a treatment
22 that OP has always endorsed.

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1 We have a double row of trees. We
2 do have a really nice right-of-way. And one
3 of the things we are trying to do is to
4 incorporate some green. I mean, you know,
5 this city is famous for the amount of green we
6 have. We want to celebrate and create that
7 wonderful avenue treatment.

8 I will kind of take you now closer
9 to our particular building there. I will put
10 both schemes. I think what I would like to
11 point out, that the scheme here to my right
12 shows the garage entrance of New Jersey
13 Avenue. And on the scheme to the left, the
14 garage has moved to the back. And we have
15 continued the streetscape.

16 I think from the streetscape
17 standpoint, we can work with either scheme.
18 One of the things that we want to do, even if
19 the garage is here, is to make sure this, the
20 sidewalk, which we have actually enlarged even
21 from what the initial guidelines for the area
22 have sketched out for it -- right now we have

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1 a very wide and generous sidewalk.

2 It's about 14 feet wide. And we
3 want that to dominate the streetscape so it
4 would go over the garage access and become the
5 more important component of that streetscape.

6 Just briefly what I would like to
7 kind of point out is sort of the importance of
8 the corner. This is the exit of the Metro,
9 which we have created a plaza, very open. We
10 anticipate large crowds, especially at the
11 nights where we have games. So we wanted a
12 space that would accommodate that very fluid
13 traffic of people all around and making a
14 connection across to the DDOT side, across M
15 Street to the stadium, and then up west on M
16 Street.

17 Along New Jersey, what we have
18 done is created pretty much the side sort of
19 street section. We have a cartway off the
20 street side. We do have parallel parking
21 here. So that's a step off.

22 We have a much wider tree path

1 that has been designed on the guidelines, but
2 we believe this would allow for much healthier
3 trees. We have a really generous right-of-way
4 here. So we want to make sure that all the
5 components of it are as successful as we can.

6 We have our sidewalk, which is
7 very generous. And then we have a second
8 layer of planting. We have provided a second
9 row of trees, of three trees, on the inner
10 side.

11 And then next to the building and
12 to the retail, we have created enough spaces
13 so we're hoping that -- and I know the owner
14 is already talking to potential restaurants so
15 we can accommodate outdoor seating. We like
16 to engage that streetscape with a number of
17 activities.

18 And last but not least is the
19 lobby location. It's been located close to
20 the canopy. Actually, if you can see the
21 geometry of it kind of reinforces the geometry
22 of the canopy of the Metro. And we have

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1 reinforced that with a special paving gaining
2 access to the main lobby.

3 Part of the streetscape, we are
4 following the standards. We have the D.C.
5 standard with a concrete, the black lamp
6 concrete. But we also have the special accent
7 pavers of stone you can see on this band sort
8 of engaging the streetscape into the
9 landscape, into the retail space. And you can
10 see that in this scheme, where we have the
11 garage, the scheme remains pretty much the
12 same as we have on that.

13 I think, with that, I conclude my
14 presentation. Thank you.

15 MR. GLASGOW: Mr. Chairman, I
16 think we have finished our direct with about
17 ten minutes to go. We are prepared for
18 questions of the Commission. What we have
19 asked is with our original filing and with the
20 filing that was 20 days in advance, we have 2
21 different entry points to the garage. And we
22 have been discussing that with DDOT.

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1 We would like the approval from
2 the Commission if the Commission approves this
3 application, that we have the ability to
4 either have the garage access off the alley or
5 off of New Jersey Avenue.

6 I know in the prior plan, Mr.
7 Jeffries, it was off New Jersey Avenue. And
8 DDOT is now indicating that that is a problem
9 for them.

10 VICE CHAIRMAN JEFFRIES: I guess
11 what is the dimension of the alley? I can't
12 --

13 MR. GLASGOW: It is a 14-foot-wide
14 alley. Our preference is New Jersey Avenue.
15 We will work with DDOT and see what comes up.
16 But they do issue the curb cuts. And we did
17 not want to be in a position where we have an
18 approval from the Commission that's one way
19 and then DDOT says, "We won't give you a curb
20 cut for that."

21 We want to work this out. We want
22 to make the project move forward. And we have

1 said, "All right. If you control the curb
2 cuts, we want to work with you further on
3 that."

4 We wanted the Commission if they
5 would to approve this that either the alley
6 access or the New Jersey Avenue access is
7 approvable with respect to this process. And
8 then we would work with DDOT and see which one
9 we end up with.

10 CHAIRMAN HOOD: Let me ask you
11 this, Mr. Glasgow. Have you seen DDOT's
12 letter that we got this evening?

13 MR. GLASGOW: Yes. Mr. --

14 CHAIRMAN HOOD: You knew about
15 this prior to this, though? You knew
16 discussions were going on prior to this?

17 MR. GLASGOW: Discussions were
18 going on prior to this. And we had submitted
19 a report to them that worked that did discuss
20 both ways of getting into the building because
21 we know we can't go off of M Street. So there
22 are only two ways to go off. Either you go

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1 off New Jersey Avenue or you go off the alley.
2 And these were the two logical locations for
3 both.

4 And so we are hoping that the
5 Commission, I think DDOT understands we are
6 asking the Commission, to approve it both ways
7 but we go and work out with DDOT which one it
8 actually ends up being.

9 CHAIRMAN HOOD: Let me ask you,
10 how long do you think it will take you all to
11 work? I can ask DDOT, too, when they come up
12 because I don't know if we typically give that
13 much flexibility both ways.

14 MR. GLASGOW: Well, I guess there
15 are a lot of ways we are asking for design
16 flexibility. We were hoping that the
17 Commission could say, all right. From your
18 standpoint with respect to the -- particularly
19 since the reason why we're here is now the
20 property fronts on M Street.

21 CHAIRMAN HOOD: That's the only
22 reason. I understand.

1 MR. GLASGOW: That's the reason.
2 And this access point that we're talking about
3 on New Jersey Avenue is as far away from the
4 site on M Street as you can be and still be on
5 our site. It's the northeast corner of our
6 site is where that is. And, then, the reason
7 why we're here is because of M Street down at
8 the other end of the page.

9 CHAIRMAN HOOD: Okay. We probably
10 need to delve into that a little bit more
11 because I'm -- I'm going to open it up to the
12 design of --

13 MR. GLASGOW: Mr. Chairman, did
14 you want me to finish with the DDOT report or
15 what would you like for me to do?

16 CHAIRMAN HOOD: We are probably
17 going to get there. Let us go there. Let's
18 get the design issues. And then we'll get
19 back to that DDOT report, yes, because I do
20 want to touch on that.

21 COMMISSIONER TURNBULL: Thank you,
22 Mr. Chair.

1 I wonder if I could ask Ms.
2 Rodriguez a few questions. We're seeing on
3 this diagonal aspect of the paving these are
4 just different pavers and different stone?

5 MS. RODRIGUEZ: That's correct,
6 yes, and --

7 COMMISSIONER TURNBULL: I have
8 just got a question. What happens to the
9 street, the sidewalk down by the church? Is
10 that just a regular cement sidewalk?

11 MS. RODRIGUEZ: Well, right now,
12 yes, I believe this property may redevelop.
13 There has been talk, but this may be
14 redeveloped. I would imagine they would have
15 to abide by the same guidelines. I mean,
16 right now what you have is the sidewalk. It's
17 rather narrow, I think. It's six feet wide.
18 And it's sort of at this end. It abuts the
19 proposed sidewalk at this end.

20 There are also currently some
21 great differences, as you know. This whole
22 site has a mounted topography up to whatever

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1 elevation that it may be, you know, 20 feet or
2 whatever, maybe a little less.

3 So there will be a retaining wall.
4 I think the expectation is the site may
5 actually redevelop. And they would continue
6 the streetscape or even if the church was --

7 COMMISSIONER TURNBULL: But that
8 would be your retaining wall, then?

9 MS. RODRIGUEZ: Yes. We would
10 build a retaining wall to hold those grades as
11 they exist today. I mean, that would be our
12 responsibility.

13 COMMISSIONER TURNBULL: Okay.

14 MS. RODRIGUEZ: And if I may just
15 -- you know, you had mentioned -- I don't know
16 that I went through all of the details on the
17 paving, but I think you very perceptively
18 looked at the graphic. We have a variety of
19 paving. It's such a wide streetscape that --

20 COMMISSIONER TURNBULL: Right.

21 MS. RODRIGUEZ: -- we're trying to
22 create a series of rooms, which I think would

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1 be nice to be. And so that is what we have
2 done, is create a very strong presence to the
3 sidewalk, which is the most dominant element
4 running north-south, and then with these
5 diagonals, which kind of play up the geometry
6 of the building and then the street --

7 COMMISSIONER TURNBULL: Right.

8 MS. RODRIGUEZ: -- create a number
9 of open entries into the retail-oriented area.
10 And even that we have broken up into what is
11 sort of known in the retail world as sort of
12 the tenant space next to the building and then
13 the amenity space away from it that would
14 house, you know, outdoor seating or benches.

15 COMMISSIONER TURNBULL: So you see
16 sidewalk cafes happening on --

17 MS. RODRIGUEZ: Right.

18 COMMISSIONER TURNBULL: -- New
19 Jersey right in there?

20 MS. RODRIGUEZ: That's correct.

21 COMMISSIONER TURNBULL: Okay.

22 What type of trees are those?

1 MS. RODRIGUEZ: Actually, it's a
2 good question because what we are is matching
3 the ones across the street. These are oaks.
4 We're intending to match them.

5 COMMISSIONER TURNBULL: So oaks.

6 MS. RODRIGUEZ: And I think that
7 is the intention for the whole street, even
8 though there are a few trees up north that are
9 not the same.

10 COMMISSIONER TURNBULL: Now, I
11 believe you do have also parking coming out
12 underneath the sidewalk?

13 MS. RODRIGUEZ: You are correct.
14 And we are actually stepping the parking at
15 this edge. And we have over four feet of
16 cover for all of those trees.

17 COMMISSIONER TURNBULL: Okay.
18 Okay.

19 MS. RODRIGUEZ: I don't know that
20 we have a section, but I think it was
21 submitted. We are notching the garage and
22 providing four feet of continuous soil.

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1 The other thing that we're doing
2 is, unlike most trees in urban areas, we are
3 creating really large green areas. So we know
4 these trees will grow pretty healthy.

5 COMMISSIONER TURNBULL: Okay.
6 Thank you.

7 MS. RODRIGUEZ: You're welcome.

8 COMMISSIONER TURNBULL: I just
9 have one architectural question. Maybe you
10 could tell me what is happening on the roof.

11 MS. RAHMAN: Okay. On the roof,
12 what we are going to have, we are going to
13 have a penthouse enclosure here. And the rest
14 would be either --

15 VICE CHAIRMAN JEFFRIES: I don't
16 know if your mike is gone or I --

17 MS. RAHMAN: On the roof, we are
18 going to have a mechanical enclosure,
19 mechanical penthouse enclosure. And the rest
20 of the roof will be exposed. And we may put
21 some roof terraces on here. And we haven't
22 decided where we're going to put it. It's

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1 either at this end or that end looking to the
2 capital.

3 COMMISSIONER TURNBULL: So then
4 are you extending up the curtain wall for a
5 glass enclosure? Looking from some of your
6 elevations and sections, it doesn't look like
7 there's much of a -- it doesn't look like you
8 can really walk out right now.

9 MS. RAHMAN: Well, what we are
10 going to do is we are going to have a
11 handrail, a guardrail, that is going to set
12 back about four feet away from the edge of the
13 building, which is a one-to-one ratio. So you
14 would never see it on the street.

15 COMMISSIONER TURNBULL: Okay.

16 MS. RAHMAN: So wherever that we
17 have a roof terrace, we are going to have a
18 guardrail.

19 COMMISSIONER TURNBULL: Okay. Any
20 green roofs?

21 MS. RAHMAN: We are talking about
22 it, yes. I think the building is going to be

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1 a LEED silver building. We are looking into
2 it.

3 COMMISSIONER TURNBULL: You are
4 shooting for LEED silver?

5 MS. RAHMAN: Yes.

6 COMMISSIONER TURNBULL: All right.
7 Thank you.

8 Madam Chair -- Mr. Chair? Madam
9 Chair. I'm sorry.

10 CHAIRMAN HOOD: That's all right.

11 COMMISSIONER TURNBULL: I'm so
12 used to saying that.

13 CHAIRMAN HOOD: Me and the former
14 chairperson look so much alike. That's no
15 problem.

16 (Laughter.)

17 COMMISSIONER TURNBULL: That's all
18 for now, Mr. Hood.

19 CHAIRMAN HOOD: All right. Anyone
20 else? Commissioner May?

21 COMMISSIONER MAY: I don't have a
22 lot of questions. The additional sidewalk

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1 setback that's described in Mr. Williams'
2 paper, that's on the M Street side? Can
3 anybody answer that? There's a reference to
4 being 16 feet more than the required setback.

5 MR. GLASGOW: Yes.

6 COMMISSIONER MAY: And is there a
7 structural reason for that or is it just --

8 MR. GLASGOW: No. We thought it
9 was a benefit to have it set back much further
10 than what the regs require.

11 COMMISSIONER MAY: Okay.

12 MS. RODRIGUEZ: A few things that
13 may affect that, Metro has the canopy. And
14 aside from the canopy, there are a couple of
15 other elements. There is an elevator that I
16 can show in a little bit larger scale in a
17 second. There is an elevator that is actually
18 happening, if I may see, in the middle of a
19 sidewalk. They also have a vent, which is
20 part of their ventilation requirements for the
21 Metro.

22 And between those things and the

1 fact that you have large amounts of people
2 that will be coming out of this particular
3 Metro station, it was pretty appropriate to
4 get a larger sidewalk, especially at this
5 corner.

6 COMMISSIONER MAY: Okay. I guess
7 when it comes time for the Office of Planning
8 to comment, I would be interested in hearing
9 their perspective on that, on how that works
10 having that wider sidewalk in just that area.

11 Judging from the other plan that I
12 saw there, the building that's going up across
13 the alley, -- I think someone said it was
14 under construction -- they don't have that
15 same attitude toward M Street. And they are
16 fairly close, right?

17 MS. RODRIGUEZ: Right.

18 COMMISSIONER MAY: Is that really
19 how close they are?

20 MS. RODRIGUEZ: Correct.

21 COMMISSIONER MAY: I mean, that
22 looks like there isn't even a sidewalk.

1 MS. RODRIGUEZ: Well, actually,
2 this graphic is a little misleading because
3 this black line is just the property line.
4 The building is actually further back. It's
5 this line. So I don't know if I'm showing
6 that.

7 COMMISSIONER MAY: It's not as
8 generous as your sidewalk, but it's more than
9 we can readily tell from that diagram?

10 MS. RODRIGUEZ: That's correct.
11 This is just the property line. The sidewalk
12 extends all the way back here.

13 COMMISSIONER MAY: Yes.

14 MS. RODRIGUEZ: And, as you can
15 see, if I continue that line, the elevator and
16 the vents that are unmovable features of the
17 --

18 COMMISSIONER MAY: Right.

19 MS. RODRIGUEZ: -- Metro operation
20 are smack in the middle.

21 COMMISSIONER MAY: Right. But
22 they're not in the middle of what would have

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1 been the sidewalk if you had built all the way
2 up to the property line, correct?

3 MS. RODRIGUEZ: Oh, it would be.

4 COMMISSIONER MAY: It would still
5 be in the --

6 MS. RODRIGUEZ: Right, in the
7 middle of the sidewalk.

8 COMMISSIONER MAY: In the
9 right-of-way?

10 MS. RODRIGUEZ: Yes.

11 COMMISSIONER MAY: Well, that's
12 interesting. The one comment I have about
13 that is that with the place for the tree boxes
14 there adjacent to the curb, is that required
15 that they be in that space or could those be
16 moved back into the sort of secondary tree
17 line if you had one there?

18 MS. RODRIGUEZ: Right. Actually,
19 the guidelines for M Street are --

20 COMMISSIONER MAY: Require that?

21 MS. RODRIGUEZ: -- only calling
22 for one tree. And it is right at the edge of

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1 the curb.

2 COMMISSIONER MAY: Yes. That's
3 interesting because the way this particular
4 site lays out, I'm not sure that that is
5 really the best placement for the trees
6 because you're going to wind up with people
7 sort of having to do the slalom between the
8 trees and the elevator. And not that
9 individuals are going to have trouble
10 navigating that, I'm just --

11 MS. RODRIGUEZ: Yes.

12 COMMISSIONER MAY: -- picturing
13 the sea of people coming from the baseball
14 stadium and having to flow all around that and
15 just beating the heck out of that tree box --

16 MS. RODRIGUEZ: You're right.

17 COMMISSIONER MAY: -- and pounding
18 down the roots.

19 MS. RODRIGUEZ: Right. The tree
20 box, actually, they have a detail that it has
21 covers over the planting area. So there is a
22 lot of hardscape.

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1 And I think what is going to
2 happen is that people are going to move. You
3 know, when they all come out, they all come in
4 in a bunch. But then they start sort of
5 spreading out. And then they find their way.
6 And I think that is what this area is going to
7 do.

8 Actually, at one point we had
9 thought of putting some additional green.

10 COMMISSIONER MAY: Yes.

11 MS. RODRIGUEZ: It will get
12 trampled.

13 COMMISSIONER MAY: Yes.

14 MS. RODRIGUEZ: I think this is an
15 area where people --

16 COMMISSIONER MAY: Yes. Coming
17 out of a game in the back on the Metro, there
18 isn't a lot of sorting. And if you've seen
19 RFK after a game, --

20 MS. RODRIGUEZ: Right.

21 COMMISSIONER MAY: -- you know,
22 it's just a solid mass of people --

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1 MS. RODRIGUEZ: It's a herd
2 mentality.

3 COMMISSIONER MAY: -- 150 feet
4 long --

5 MS. RODRIGUEZ: Right.

6 COMMISSIONER MAY: -- and 50 feet
7 wide. And it's very slow-going.

8 MS. RODRIGUEZ: Right. We may
9 accommodate as much hardscape, --

10 COMMISSIONER MAY: Right.

11 MS. RODRIGUEZ: -- especially at
12 this corner, as we can.

13 COMMISSIONER MAY: Right.

14 MS. RODRIGUEZ: This will be the
15 duration of traffic. And I think there will
16 be a lot of people crossing the street.

17 COMMISSIONER MAY: Okay. Now,
18 these are architectural questions, I guess.
19 The two main facades of the building are
20 understandable. And the design idea is very
21 clear. But on the north side of the building,
22 which is adjacent to the church, the elevation

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1 is fairly plain. And I assume it's that way,
2 in large part, because you anticipate that
3 ultimately the church site will be
4 redeveloped.

5 MS. RAHMAN: That's correct.

6 COMMISSIONER MAY: Do we have any
7 idea how quickly that might happen. Is there
8 anything --

9 MR. GLASGOW: I met with the
10 contract purchaser of the church property
11 about a week ago.

12 COMMISSIONER MAY: So there is
13 one? That's --

14 MR. GLASGOW: Yes. Now, whether
15 the contract goes through or not, that's
16 something else.

17 COMMISSIONER MAY: Right.

18 MR. GLASGOW: But that property is
19 under contract.

20 COMMISSIONER MAY: Okay. All
21 right. Well, that is interesting because that
22 kind of makes my questions less important. I

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1 mean, just looking at that and looking at the
2 layout of the windows and the spacing between
3 them, you're really kind of telegraphing the
4 structure and in the most ordinary way.

5 And if it weren't going to be
6 covered over by another building, I mean, if
7 that were an historic church and we were going
8 to be looking at that for a long time, that
9 would be really, really troubling because it
10 just looks like the simplest of suburban
11 office park buildings, where it's really just
12 all the -- you know, you can just see the
13 frame completely.

14 But I guess if we think that the
15 future for that, for seeing that, facade is
16 relatively limited, I guess I don't have much
17 of an issue.

18 What is the material made of on
19 this?

20 MS. RAHMAN: It's going to be
21 precast, precast panel, precast concrete
22 panel.

1 COMMISSIONER MAY: Okay. And
2 that's the same on the alley side, too?

3 MS. RAHMAN: Yes.

4 COMMISSIONER MAY: And the
5 treatment is the same there? I'm not as
6 concerned about that because it is the alley.

7 MS. RAHMAN: It's the same thing.

8 COMMISSIONER MAY: All right.
9 That's it for me.

10 CHAIRMAN HOOD: Okay. Any other
11 questions?

12 (No response.)

13 CHAIRMAN HOOD: Let me just ask
14 this in design review. And forgive me. I'm
15 not insulting your design. I'm just curious.
16 I'm looking at materials and the appearance of
17 this particular building. Are we drawing from
18 other buildings on M Street or is this a life
19 of its own? It seems like I guess the issue
20 is what is happening.

21 I'm not asking you for the whole M
22 Street, but do we have anything that is of

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1 similar character to this particular building
2 on M Street?

3 MS. RAHMAN: Well, the building
4 next to it, which is the Opus Office Building,
5 which is currently under construction, also
6 has a similar vocabulary. It's contemporary
7 with modern detailing, and it's glass with
8 metal on the building. And the one across the
9 street is also a metal and glass building.
10 And DDOT obviously by Michael Graves is more
11 the precast panel and with punch opening, but
12 along --

13 CHAIRMAN HOOD: So in --

14 MS. RAHMAN: Sorry.

15 CHAIRMAN HOOD: Go ahead. So, in
16 my language, we don't have plaid on one sides
17 and stripes on the other?

18 MS. RAHMAN: No, no.

19 CHAIRMAN HOOD: Okay. All right.

20 COMMISSIONER MAY: Well, we kind
21 of do. I mean, we kind of do because, I mean,
22 DDOT is a very different kind of vocabulary.

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1 It's less glassy than this. But I think that
2 this is probably more indicative of the trend
3 of other buildings than DDOT. I keep saying
4 DDOT. It's not DDOT. It's Department of
5 Transportation.

6 CHAIRMAN HOOD: Yes. I am
7 familiar with that red brick.

8 COMMISSIONER MAY: Right, right.
9 It's the red.

10 CHAIRMAN HOOD: All right. I was
11 just curious of what was happening all along
12 M Street. Okay.

13 VICE CHAIRMAN JEFFRIES: You know,
14 but I do think, Mr. Chair, that's a very good
15 question, I mean. And I am somewhat concerned
16 that we are starting a design paradigm down M
17 Street. And maybe this is a question for
18 Office of Planning.

19 I just don't know what M Street is
20 looking like at this point. I hope that we're
21 not creating a K Street. You know, in the
22 design, I mean, I appreciate some of the

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1 comments and all the articulation at the
2 ground floor and really trying to create a
3 wonderful pedestrian experience coming out of
4 the Metro and so forth, you know, but the
5 facade designs, you know, are rather bland.

6 And, you know, I am just somewhat
7 just concerned, not so much about this project
8 because I think this is a straightforward
9 office building but just sort of more in the
10 context of what we are seeing as we march down
11 M Street.

12 So truly nothing to comment on
13 from the applicant, but I just have some level
14 of concern about, you know, what the design
15 paradigm is as we go down M Street and as we
16 look at these other projects that are coming
17 up, just have some concerns. So anyway.

18 CHAIRMAN HOOD: Thank you, Vice
19 Chair.

20 Mr. Glasgow, let's back up. Let's
21 go back and let's talk a little bit about that
22 transportation piece in the letter, DDOT.

1 MR. GLASGOW: All right.

2 CHAIRMAN HOOD: Let's go from
3 there. You can go ahead and continue.

4 MR. GLASGOW: All right. With
5 respect to the -- do you want me to just go
6 right to the recommendations, page 3?

7 CHAIRMAN HOOD: That would be good
8 if you could touch on those.

9 MR. GLASGOW: All right. That is,
10 this number one is the approval of the design
11 with respect to the entrance to the parking
12 garage off the alley. And we have asked that
13 the Commission approve both the alley and New
14 Jersey Avenue, New Jersey Avenue, which is
15 what was approved before by BZA. And,
16 therefore, we have approval for each and will
17 work out with DDOT which one it ends up being.
18 That's number one.

19 Number two, institute one-way
20 southbound operations. We don't have any
21 objection to that.

22 Three, restrict deliveries of the

1 traffic to non-peak hours. We don't have any
2 objection to that.

3 Number three (sic.), include
4 traffic-combing design treatments at the
5 intersection of M and the alley. We don't
6 have any objection to that.

7 Number five we don't think is part
8 of the design review. That's what is
9 happening in our parking garage. So we would
10 suggest that the Commission not adopt number
11 five.

12 CHAIRMAN HOOD: Okay. Let me
13 start off. Can someone tell me how that is
14 going to work, ingress and egress? Now, you
15 said you got an approval from New Jersey
16 Avenue, from BZA?

17 MR. GLASGOW: From BZA. That is
18 correct.

19 CHAIRMAN HOOD: You're asking us
20 the approval coming from, what is that, L --

21 MR. GLASGOW: From the alley and
22 New Jersey Avenue.

1 CHAIRMAN HOOD: From the alley on
2 12th Street?

3 MR. GLASGOW: Yes, the alley that
4 runs between L and M.

5 CHAIRMAN HOOD: Right. That's it.
6 But where is the entrance? How are we going
7 to get in there?

8 VICE CHAIRMAN JEFFRIES: I mean, I
9 think the --

10 MR. GLASGOW: Show the alley
11 entrance, the alley.

12 VICE CHAIRMAN JEFFRIES: I think
13 the Chair knows where the entrance is. He's
14 just really asking a question about
15 bottlenecking and how this is going to work.

16 CHAIRMAN HOOD: Yes. How is this
17 going to work?

18 MR. GLASGOW: Right.

19 CHAIRMAN HOOD: Okay? I'm sorry.
20 Thank you, Commissioner.

21 MR. GLASGOW: Mr. Kabatt, would
22 you come up and explain the circulation system

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1 with the entrance off the alley?

2 MR. KABATT: Good evening. Chris
3 Kabatt with Wells and Associates. The
4 entrance would be at this location in the
5 alley, the southern part of the building. And
6 it would be the alley would be one-way
7 southbound.

8 So anybody wanting to come into
9 the garage would have to approach from L
10 Street. If you were coming from the east on
11 M Street, you would either turn up New Jersey
12 Avenue onto L and then down the alley or you
13 would -- and then if you are coming from the
14 west, you would have to come up First Street
15 or down to New Jersey and then around and down
16 to the alley.

17 CHAIRMAN HOOD: Now, when I get
18 ready to leave, show me, how would I get out
19 of there? This is going to be one way --

20 MR. KABATT: Yes.

21 CHAIRMAN HOOD: -- coming from L
22 Street. I understand that.

1 MR. KABATT: Now, when you are
2 leaving, you would exit down to M Street and
3 either travel west on M Street or if you
4 wanted to go north on New Jersey Avenue or to
5 the east, you would have to circle around
6 First Street to L Street and --

7 CHAIRMAN HOOD: Help me because I
8 am trying to picture it. If I am going into
9 the garage, the entrance is closer to L
10 Street. The exit is closer to M Street.

11 MR. KABATT: No. The entry and
12 exit is right at this point here. They're
13 both at that point closer to M Street.

14 CHAIRMAN HOOD: Okay. Maybe I'm
15 missing something, but if I'm coming out of
16 that garage and I need to make a left because
17 the alley is one-way, right?

18 MR. KABATT: Correct.

19 CHAIRMAN HOOD: Okay. So if I'm
20 coming out of the garage and Mr. Jeffries is
21 coming in, he's coming down the alley and I'm
22 coming out, then how do we not --

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1 COMMISSIONER TURNBULL: It's a
2 one-way alley.

3 CHAIRMAN HOOD: How do we miss
4 each other?

5 COMMISSIONER TURNBULL: It's a
6 one-way alley.

7 CHAIRMAN HOOD: I understand that.
8 But I'm saying I'm coming out of the --

9 MR. KABATT: Yes. This is wide
10 enough for two-way traffic. The driveway is.
11 So the person coming out of the garage would
12 either have to yield to the person turning in
13 or vice versa.

14 CHAIRMAN HOOD: That's my point.
15 And what does the manual say about that? It
16 seems to me like that's a problem. I don't
17 know.

18 COMMISSIONER MAY: Yes. I would
19 agree. I mean, at the very least, you are
20 going to have to have mirrors. And I don't
21 know about the rest of the human race, but I
22 always have trouble with those mirrors. It's

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1 really problematic, that circulation flow.

2 VICE CHAIRMAN JEFFRIES: And, Mr.
3 Kabatt, I guess I have to ask you. I mean,
4 you are the professional here. I mean, I know
5 you have drawn this out, but, I mean, this
6 certainly couldn't be ideal, is it?

7 MR. KABATT: With the alley
8 entrance?

9 VICE CHAIRMAN JEFFRIES: Yes.

10 MR. KABATT: Well, we do prefer
11 the New Jersey Avenue access. The alley
12 access, those are good points where you have
13 those conflicts. The building, you would have
14 to use those mirrors.

15 VICE CHAIRMAN JEFFRIES: And also
16 in the alley, I mean, it is loading as well.
17 So this is a labor-intensive alley. I mean,
18 lots of things are going to be happening in
19 this alley, correct?

20 MR. KABATT: That's correct.
21 There is the loading for our building. There
22 is loading for the Opus building. And then

1 there is also an access point for the
2 residential building up into the north and
3 west right on the alley.

4 VICE CHAIRMAN JEFFRIES: And then
5 in terms of traffic, L Street is a two-way
6 street?

7 MR. KABATT: Yes. That's correct.

8 VICE CHAIRMAN JEFFRIES: And
9 obviously today there is not much traffic, but
10 at some point, I mean, maybe you know this.
11 What are projections about L Street going
12 forward? I mean, I can understand, you know,
13 moving away from M Street because there is
14 clearly traffic there, but dealing with L
15 Street and future projections.

16 MR. KABATT: L Street is more of a
17 local street. I think that is what it is
18 classified as. So M Street is going to carry
19 --

20 VICE CHAIRMAN JEFFRIES: It will
21 always be local, --

22 MR. KABATT: Yes.

1 VICE CHAIRMAN JEFFRIES: --

2 meaning there won't be --

3 MR. KABATT: Yes.

4 VICE CHAIRMAN JEFFRIES: --

5 tertiary or overflow traffic, people moving
6 through L Street because they are trying to
7 avoid any congestion on M Street?

8 MR. KABATT: Well, no. I think it
9 would serve as a local street. Once you get
10 into the area, you might choose to hop off of
11 M Street and travel east-west to get to your
12 location in that area. But as far as regional
13 traffic, we don't perceive that to happen.
14 Someone leaving this building and wanting to
15 get to the east, they might leave this
16 building, turn up First Street, then turn
17 right on L Street. Then they might stay on L
18 Street until as far east as they can and then
19 go back down to M Street.

20 VICE CHAIRMAN JEFFRIES: Okay. So
21 I am coming to work. I am on L Street. I
22 take my turn into the alley. I am traveling

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1 south in the alley. And then I've got to make
2 this turn. I've got to make this right-hand
3 turn, right?

4 MR. GLASGOW: Left-hand turn.

5 VICE CHAIRMAN JEFFRIES: Sorry.
6 Left-hand turn. And the alley is 14 feet
7 wide?

8 MR. KABATT: That's correct,
9 correct.

10 VICE CHAIRMAN JEFFRIES: I don't
11 really -- you know, again, you're the
12 professional, I mean, but I know how I drive.
13 And I don't know how I could negotiate through
14 all of that. I just think there are going to
15 be some periods where that is going to -- it's
16 just too intensive of use for a 14-foot-wide
17 alley to have loading, parking, traffic coming
18 in, traffic coming out.

19 MR. KABATT: We do have --

20 VICE CHAIRMAN JEFFRIES: It seems
21 nonsensical to me.

22 MR. KABATT: Just D.C. does have

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1 responsible drivers. And hopefully in a
2 narrow alley, 14 feet, that activity, they
3 would be driving appropriate speeds.

4 VICE CHAIRMAN JEFFRIES: But you
5 didn't put that there initially. You moved
6 that in response to DDOT?

7 MR. KABATT: That is correct.

8 VICE CHAIRMAN JEFFRIES: So
9 clearly you felt that it was better for it to
10 be on New Jersey Avenue, I mean, because if
11 you thought this was more ideal, you would
12 have -- I mean, I know you are going to work
13 this out, but I guess from this commissioner,
14 I don't know how this works.

15 MR. GLASGOW: Yes. Mr.
16 Commissioner and Mr. Chairman, New Jersey
17 Avenue is our preferred way of in and out of
18 the building. There are only two ways we can
19 get in and out of here because we can't have
20 a curb cutoff of M Street. And we're not
21 asking for one. So either it's off the alley
22 or it's off New Jersey Avenue. Those are the

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1 choices.

2 We understand and we have
3 discussed with DDOT and raised some of the
4 issues that are being raised here tonight.
5 And that's why we wanted to have the ability
6 to go back to DDOT, rather than just agreeing
7 with condition number one and saying we want
8 to try to work this out.

9 And we're hopeful that when all of
10 the information is in and all of the
11 information is considered, that DDOT hopefully
12 will say, "You know what? Under further
13 review, New Jersey Avenue is the better
14 solution here given pedestrian counts and a
15 whole lot of other things."

16 VICE CHAIRMAN JEFFRIES: Yes. I
17 mean it sounds to me that, you know, at some
18 point there needs to be prioritization of
19 these streets. I mean, all the streets can't
20 be number one. I mean, at some point you're
21 going to have to pick your poison and "Hey, I
22 remember this case."

1 So, anyway, sorry, Mr. Chair.

2 CHAIRMAN HOOD: Commissioner?

3 COMMISSIONER MAY: Yes. I would
4 tend to agree with Commissioner Jeffries on
5 this, that this scheme for the alley garage
6 entrance is problematic. I have a question,
7 though. M Street was off the table as a place
8 for a curb cut for the garage, right?

9 MR. GLASGOW: Yes.

10 COMMISSIONER MAY: Why is that?

11 MR. GLASGOW: Well, the
12 regulations don't permit any new curb cuts off
13 of M Street. And given our frontage and given
14 the Metro and how the Metro entrance is right
15 there, we would be even closer to the Metro
16 entrance than we are with the alley.

17 COMMISSIONER MAY: It just seems
18 to me that to prohibit that with good reason,
19 prohibit using M Street with good reason, and
20 then to say, "Well, all of the traffic has to
21 go through the alley. And all of it,
22 therefore, has to leave, crossing the M Street

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1 sidewalk," --

2 MR. GLASGOW: Yes, sir.

3 COMMISSIONER MAY: -- is
4 inherently problematic as well.

5 MR. GLASGOW: We looked at it as
6 the same thing as telling us to have a curb
7 cut off of M Street.

8 COMMISSIONER MAY: Right, right.
9 I mean, theoretically it might only be half
10 the traffic because people are not coming and
11 going, but also think about the future
12 build-out of the block because when the church
13 site is built out, I mean, where are they
14 going to get a curb cut that DDOT is going to
15 allow?

16 You know, it may well wind up
17 being on the alley as well. And so then
18 you've got all of those people coming through
19 because it's a one-way alley. I mean, there
20 are just so many potential complications with
21 feeding people through this.

22 So I guess we will wait until DDOT

1 makes their report and have some comments for
2 them as well.

3 VICE CHAIRMAN JEFFRIES: And, you
4 know, I would also add in terms of the
5 position of the garage on New Jersey, I mean,
6 it's so far back from M Street if the
7 assumption is that M Street is supposed to be
8 the very active pedestrian-friendly
9 thoroughfare -- you know, again, I understand
10 that we're saluting, you know, the state
11 streets, but I just think it's placed in a way
12 that, you know, is not obtrusive.

13 So yes, we need to hear from DDOT,
14 but it will be very interesting to hear their
15 commentary. And I would also like to hear
16 Office of Planning's thoughts as well.

17 CHAIRMAN HOOD: Let me tell you my
18 thoughts on it. I don't usually come out, but
19 I really disagree with DDOT on this. I really
20 do. And I don't like having my hands tied.

21 And I can see why Mr. Glasgow
22 asked for that flexibility of it. First, I

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1 disagree with him asking for it, but as I
2 start looking at this, I can understand where
3 he's coming from.

4 But I do not like to have my hands
5 tied. I don't want anybody to tie my hands
6 when I'm up here. And I'm saying that for
7 DDOT so when they come up, they'll know what
8 to expect.

9 Any other questions? I think
10 pretty much most of their recommendation you
11 didn't have a problem with the exception of
12 number five, which is not basically before us.
13 At this point it's not before us.

14 COMMISSIONER TURNBULL: Mr. Chair,
15 I would just like to second everyone's
16 comments. I think that trying to make a
17 90-degree turn into this alley is problematic,
18 if not dangerous. I think it's just too
19 awkward to try to get cars to do this.

20 I mean, we have all been in enough
21 parking garages in D.C. underground to see
22 what kind of a gymnastics it is. But coming

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1 out, a lot of times you're coming out onto the
2 street to come out onto an alley, where you
3 are even more -- well, you can't actually see
4 because you've got this garage intake there.
5 I think you're asking for an accident.

6 VICE CHAIRMAN JEFFRIES: Perhaps
7 DDOT is going to come up here and say, "Well,
8 this is a design issue and that perhaps it's
9 an issue with the building in terms of where
10 the core is and so forth and so on. And I am
11 very interested in hearing that.

12 But I can imagine you have an SUV
13 and you get one of those Lexus, the big Lexus
14 SUV. You can't come into this particular
15 development.

16 MR. GLASGOW: And, commissioners,
17 we did study the potential ingress and egress
18 in the alley from several different locations.
19 And this is by far the best of what we concede
20 is not the best situation, the best situation
21 being New Jersey Avenue. But we put it at the
22 other end. Then we're working against the

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1 grade.

2 You have the ramp. You're near
3 everybody else's loading and parking, instead
4 of being at least distributed from it
5 somewhat. And then you end up chopping out
6 huge chunks of the retails because the run is
7 going the wrong way.

8 Topographically the high point on
9 the site is north it's six feet. So the run
10 just becomes that much longer, and you wipe
11 out your M Street retail by going the other
12 way. And you're doing it all just for a ramp
13 to a garage.

14 VICE CHAIRMAN JEFFRIES: I
15 certainly expect that, Mr. Kabatt, again,
16 you're the expert here. And I know that
17 you're trying to move this project along and
18 so forth and you're doing the best you can
19 under a situation here. But, you know, we're
20 not experts here. We're just not convinced.
21 So anyway.

22 CHAIRMAN HOOD: I guess, Mr.

1 Kabatt, I would ask you, what does the manual
2 say in a situation -- you know, traffic
3 consultants come out here all the time. They
4 always tell me about the manual. What does
5 the manual say in a situation like this?

6 MR. KABATT: What are you asking?

7 CHAIRMAN HOOD: Yes. What does it
8 say about -- or does it say -- in a situation
9 like this? Does it address this?

10 MR. KABATT: The key to this
11 situation in the alley is the sight distance,
12 so someone coming out of the garage or someone
13 coming down the alley, that they would have
14 clear sight distance to see this other vehicle
15 making the opposing turn. And it seems in
16 this situation we would have to use some type
17 of mirror, of those mirrors, to provide that,
18 to provide that line of sight as you're coming
19 right up against the building face.

20 CHAIRMAN HOOD: All right. Any
21 other questions? Are you finished your
22 presentation?

1 MR. GLASGOW: Yes, sir.

2 CHAIRMAN HOOD: Any other
3 questions for the applicant?

4 (No response.)

5 CHAIRMAN HOOD: Do we have anyone
6 representing the ANC-6D? ANC-6D?

7 (No response.)

8 CHAIRMAN HOOD: Okay. Let me ask
9 this question, do we have anyone here in
10 opposition?

11 (No response.)

12 CHAIRMAN HOOD: Okay. Let's go to
13 the Office of Planning.

14 MR. RICE: Good evening, Mr.
15 Chairman and Commission members. My name is
16 Stephen Rice with the D.C. Office of Planning.

17 OP recommends approval for the
18 proposal. And, as mentioned by the applicant,
19 this is not a PUD. This is strictly a design
20 review process and pursuant to the capitol
21 gateway overlay because the building fronts
22 onto M Street, as mentioned. The overlay

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1 includes specific requirements for buildings
2 fronting M Street as well as guidelines for
3 review for M Street treatment.

4 I think to sort of comment on the
5 remarks made by Commissioner May about the
6 setback from M Street, I think OP's position
7 would be that this would probably be something
8 that's appropriate given the distance from the
9 Metro entrance and sort of the anticipated
10 volume of traffic. It is probably a good
11 thing that there is more space there. I think
12 15 feet are required and 30 feet or so are
13 proposed.

14 As far as the tree placement, I am
15 not really sure how that should play out.
16 Maybe that is a question for public space.
17 And we are open to make that an issue or ask
18 them about that.

19 The proposal would meet the retail
20 requirements that are required by the CG
21 overlay. OP feels that the proposal would
22 also address the design-related guidelines.

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1 The most recent plans show that
2 the entrance would be from the alley, the
3 garage entrance would be from the alley. This
4 would, of course, shift some of the retail
5 space from M Street over to New Jersey Avenue.

6 OP believes that either scenario
7 would meet the CG overlay requirements as far
8 as what is listed and because these are issues
9 that are sort of out of control as far as what
10 is best of the entrance, but either scenario
11 should meet the overlay requirements.

12 The applicant has indicated that
13 the project would meet the requirements for
14 LEED certification. OP believes that some
15 sort of checklist should be submitted to see
16 exactly what is going to be a part of the
17 project.

18 With regards to the rear yard
19 relief, as mentioned earlier, the applicant
20 has received approval from the BZA for a
21 building that's virtually identical to what is
22 presented today other than the WMATA piece

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1 that is now a part of the project. I don't
2 think that would play in and the addition
3 wouldn't affect that relief that we supported
4 for the rear yard.

5 The applicant has provided
6 comments of support from both the adjacent 100
7 M Street project, which is to the immediate
8 west across the alley, as well as the 1100
9 First Street project, which I think is to the
10 northwest within the same square.

11 So, in summary, the proposal
12 satisfies the capitol gateway requirements and
13 the M Street guidelines, OP. The applicant
14 has adequately met the burden of proof for the
15 rear yard relief pursuant to section 774.

16 The Office of Planning, therefore,
17 believes the applicant should be approved.
18 And we recommend approval for the application.
19 We're open for questions.

20 CHAIRMAN HOOD: All right. Thank
21 you, Mr. Rice.

22 Any questions?

1 VICE CHAIRMAN JEFFRIES: I have a
2 question for Office of Planning. So are you
3 saying that as long as there's not a driveway
4 constructed or used from M Street, then, you
5 know, they have met their --

6 MR. RICE: No. I think --

7 VICE CHAIRMAN JEFFRIES: -- they
8 have satisfied the overlay.

9 MR. RICE: No. I think based on
10 both of the proposals, the entrance from New
11 Jersey Avenue and the entrance from the alley,
12 I wouldn't in any way suggest that we would
13 support a driveway cut from M Street because
14 it's not permitted, but based on those two
15 scenarios, they would meet the requirements.
16 We have looked at both.

17 MR. LAWSON: My name is Joel
18 Lawson with the Office of Planning. I think
19 Mr. Rice is referring to all of the other
20 requirements of the overlay, but he is saying
21 that whether the access is from the alley or
22 the access is from New Jersey, all of those

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1 other requirements related to retail, related
2 to glazing. The application can meet those
3 requirements either way.

4 And, in addition to that, we feel
5 that the application meets the I guess softer,
6 more design-related guidelines of the capitol
7 gateway overlay for M Street as well under
8 either scenario. There is an impact,
9 obviously, but either way it satisfies the
10 requirements and the regulations.

11 VICE CHAIRMAN JEFFRIES: That's
12 where I was going, the impact piece of it,
13 because depending on where this entrance is,
14 I mean, the garage entrance has some impact on
15 design features as relates to the ground floor
16 and the pedestrian level.

17 So I guess you're not going to
18 rank these?

19 MR. LAWSON: I think that there
20 are pluses and minuses, frankly, to both. And
21 certainly the principal intent of this review
22 is to assess the impact on M Street.

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1 DDOT and to some extent OP are
2 certainly taking a broader approach through
3 the review of just overall public space
4 throughout the city. So there are kind of
5 different levels of review that different
6 people are doing to some extent here, but from
7 our standpoint, the driveway in either place
8 doesn't result in a situation where there is
9 such a significant impact that we feel that
10 the building would no longer met the
11 guidelines or the requirements.

12 Certainly in one scenario, New
13 Jersey is significantly improved because you
14 don't have a curb cut. You can have the
15 street parking then. You don't lose the
16 street parking. You don't lose the street
17 trees. You don't interrupt the pedestrian
18 flow. There are lots of advantages to not
19 having a driveway on New Jersey.

20 On the other side, the driveway,
21 certainly at the location that is shown, has
22 an impact on the retail space, on M Street.

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1 Again, they still meet all of the guidelines
2 and requirements but that driveway access eats
3 up some of that retail space that could
4 otherwise be provided and was shown on the
5 alternative solution on M Street.

6 Conversely, the driveway on New
7 Jersey eats up retail space on New Jersey,
8 which is also, frankly, going to be a
9 significant and important throughway in the
10 District. It is going to connect this area to
11 points north. It is an important street.

12 So it is a question to some extent
13 of weighing. And certainly from DDOT's
14 standpoint, weighing issues that are probably
15 beyond the parameters of the review before the
16 Zoning Commission today.

17 VICE CHAIRMAN JEFFRIES: Okay.
18 So, you know, I'm trying to get you to rank.
19 And I hear you putting in all the pluses and
20 minuses. So New Jersey Avenue is supposed to
21 be a main thoroughfare. It's all retail. Is
22 retail even planned north of L Street or is it

1 --

2 MR. LAWSON: So far we don't have
3 any proposals directly to the north. As we
4 have heard, that site may be in play right
5 now. We don't have a lot of retail on New
6 Jersey across the street, in the building
7 that's across the street.

8 So I guess that is the closest we
9 have to say, but if you are asking me to
10 actually rank the two --

11 VICE CHAIRMAN JEFFRIES: The
12 importance. I'm asking you to rank --

13 MR. LAWSON: I am actually happy
14 to do that.

15 VICE CHAIRMAN JEFFRIES: Yes.

16 MR. LAWSON: And I would say that
17 we would accept the expert advice of our
18 experts, which are DDOT, who are also
19 transportation experts. And it's their
20 opinion that the overall impact of the
21 driveway, placing the driveway, on New Jersey,
22 acknowledging that there are pluses and

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1 minuses, is from a District-wide standpoint,
2 for the District, it's a better solution to
3 have it from New Jersey. And we would accept
4 that.

5 VICE CHAIRMAN JEFFRIES: Okay.
6 Thank you.

7 COMMISSIONER MAY: I am just
8 dumbfounded because I don't see how you can
9 agree to that. I mean, there are so many
10 logistical difficulties with the alley
11 entrance and the fact that it winds up taking
12 -- you know, as I said before, it's like
13 having 50 percent of a curb cut on M Street
14 because half those people, half those cars are
15 going to be coming out onto M Street, across
16 that flow of traffic, across that giant surge
17 of people going to the Metro from the ball
18 games.

19 I mean, that's a bad place to have
20 a curb cut. That is what is in the
21 regulation.

22 MR. LAWSON: I think that DDOT is

1 saying the curb cut exists. That curb cut
2 exists.

3 COMMISSIONER MAY: Right, but --

4 MR. LAWSON: It's an alley. It's
5 where people expect --

6 COMMISSIONER MAY: For trucks.

7 MR. LAWSON: -- for traffic to go
8 in and out.

9 COMMISSIONER MAY: Yes, but --

10 MR. LAWSON: No. It's actually,
11 you know, for the District, we expect traffic
12 to access buildings from the alley where an
13 alley exists. It doesn't always exist. So it
14 doesn't always work. But that is certainly
15 the expectation that that is where the service
16 aspect of traffic will go, whether that's
17 access loading, whether that's access parking.

18 Now, I understand what you're
19 saying. It does mean that there will be more
20 traffic, potentially anyways. I'm not sure
21 that's the case because there could be traffic
22 running up and down the alley anyways because

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1 the alley exist, curb cuts exist, people will
2 use it.

3 Will there probably be more
4 traffic at that corner because the access to
5 the park is there? Yes, probably. I think
6 what DDOT is saying in their report is that,
7 you know, again, that is where people expect
8 the traffic to be. And that is where it is
9 appropriate for the traffic to be, as opposed
10 to traffic from a new curb cut on a street
11 where one doesn't exist now.

12 But, having said it, I totally
13 understand what you're saying, you know, and
14 we certainly --

15 VICE CHAIRMAN JEFFRIES: Thank
16 you.

17 MR. LAWSON: -- had all of these
18 discussions, all of these discussions,
19 ourselves. And one of the reasons why we're
20 trying to say somewhat emphatically that we
21 think either solution would work is that we
22 work from the point of the M Street guidelines

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1 for the capitol gateway overlay district is
2 that we believe that to be the case.

3 There may be other factors that
4 need to be discussed between the applicant and
5 DDOT. We don't have a problem with those
6 discussions going on.

7 And it could be that the
8 applicants' request or what we feel is that
9 the applicants' request for some flexibility
10 in this regard is warranted.

11 VICE CHAIRMAN JEFFRIES: It just
12 seems like form over function, you know. I
13 mean, it would be so wonderful if you can get
14 everything you want, but it seems as if the
15 option here is form or beauty over function.

16 And these office users, I mean,
17 this building has to work. I mean, the
18 building has to function. And I just think
19 there are safety issues. And I just haven't
20 been so compelled. So perhaps the experts
21 from DDOT will do that.

22 COMMISSIONER MAY: You know, I can

1 just see in the future that the operation of
2 this garage is going to be so problematic that
3 the owners of the building, you know, after
4 six months of operation will be petitioning to
5 do structural changes so that they can
6 straighten out that ramp and run it out to M
7 Street.

8 I mean, I just think it is going
9 to be a nightmare operating it and having to
10 deal with the mirrors and the people exiting,
11 crossing with the people going or that they'll
12 do something really bizarre, as happens in
13 some garages where they make you drive down on
14 the left side.

15 You know, I mean, it's just I
16 think an operational nightmare.

17 MR. GLASGOW: We have thought
18 about reversing the flow --

19 COMMISSIONER MAY: Right. And the
20 people don't want to do that.

21 MR. GLASGOW: -- because of the
22 issues that you all raised about when you're

1 coming in and you're going out, which is a
2 question that you all raised earlier.

3 We're looking at every which way
4 to try to make it -- if that's what we end up
5 having to do -- trying to somehow make it
6 work. And, as we said, our preference is to
7 be off New Jersey Avenue, but we need to be
8 able to proceed in some fashion.

9 VICE CHAIRMAN JEFFRIES: I am
10 mourning the loss of retail on M Street
11 because where I'm sitting, it just seems that,
12 you know, the focus would be to have the
13 retail face M Street. But, you know --

14 CHAIRMAN HOOD: Not to mention
15 people park in the alley. That's a whole
16 other sort of topic.

17 VICE CHAIRMAN JEFFRIES: Not this
18 alley. They won't do that in this alley.

19 CHAIRMAN HOOD: You never know.
20 But, anyway, let's do this. Any more
21 questions?

22 COMMISSIONER MAY: I could talk

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1 about parking in the alley in the closed
2 proximity to stadiums because I used to live
3 near RFK. I can't tell you the number of
4 times I got blocked in on my alley.

5 CHAIRMAN HOOD: Okay. Any other
6 questions?

7 (No response.)

8 CHAIRMAN HOOD: We beat that. Now
9 we can hear from DDOT. Come on up, Mr. Delfs.
10 You listened very attentively. You have heard
11 our concerns. So we'll listen to you. Before
12 we start asking our questions, we'll listen to
13 you first.

14 MR. DELFS: Okay. All right.
15 Good evening, everybody. My name is Chris
16 Delfs. I'm with Transportation Policy and
17 Planning at DDOT.

18 And at the outset, I would like to
19 say that we got somewhat squeezed on our
20 timing. So I'm sorry that you didn't have an
21 opportunity to digest the report before the
22 hearing tonight. And so I was hoping to walk

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1 you through the report and, most importantly,
2 answer questions if there were any questions,
3 which it sounds like there are a lot of them.

4 One of the things that I also
5 wanted to request at the beginning is that we
6 leave the record open for DDOT comments. We
7 are confident in this report, but this was
8 basically finished at 5:30 today. And so we
9 would like to double check everything that we
10 have written up here.

11 CHAIRMAN HOOD: I am very
12 amenable, my colleagues. We are because we
13 are hoping that maybe you made a mistake. We
14 want to come back. So we will leave it open.

15 VICE CHAIRMAN JEFFRIES: And we
16 are also used to receiving fairly late reports
17 from DDOT. So this is not so unusual for us.

18 MR. DELFS: Well, I don't know if
19 I will be able to convince you, but we don't
20 feel that the recommendation is a mistake.
21 And we will try to explain why here.

22 I will try to run through the

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1 different categories in the report, the first
2 category being loading. And at first I would
3 like to commend the applicant for putting the
4 loading facilities in the alley, where they
5 belong. We struggle with this on a number of
6 development projects.

7 The fact that they used the inline
8 loading configuration is also a really I think
9 elegant use of space. I think it's a good
10 configuration.

11 One of the things that
12 Commissioner Jeffries mentioned earlier was
13 that this is going to be a labor-intensive
14 alley. And, to be frank, that is exactly what
15 we want it to be. We don't want it to be
16 overly intensive. However, DDOT is looking at
17 every curb cut in the District with a very
18 critical eye at this point.

19 We have suffered a number of
20 problems because we have had ingress and
21 egress, driveway entrances loading on the
22 street face, where they really don't belong.

1 So we asked the applicant to exhaust all
2 possibilities apart from a curb cut on New
3 Jersey Avenue.

4 In the report, we try to outline
5 why we oppose a curb cut on New Jersey Avenue.
6 First and foremost -- and Joel expressed this
7 I think very articulately -- is that we
8 already have one pedestrian-vehicle conflict
9 point, which is an expected vehicle-pedestrian
10 conflict point, at the alley.

11 We don't want to introduce another
12 one onto New Jersey Avenue, which may not have
13 quite the volume of pedestrian traffic as M
14 Street, but in the future we feel that it will
15 have a significant number.

16 It will be the primary conduit,
17 one of the primary conduits, between points
18 north, Capitol Hill, the Capitol South Metro
19 station, and the new ballpark district. In
20 fact, the signs that DDOT is putting up from
21 the Capitol South Metro station direct people
22 down New Jersey Avenue from Capitol South.

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1 As a general policy as well, we
2 are trying to make the best use out of our
3 existing facilities, out of the alley network
4 that is already present.

5 I understand that the Commission
6 raised some design issues about site distances
7 and turn radii, for example. I think that we
8 can work that out with the traffic consultant
9 of the applicant.

10 According to our design, our
11 engineering design, manual, a minimum width
12 for a one-way alley is 12 feet. So it's got
13 an extra two to work with. Granted, there is
14 a lot going on in this alley.

15 Another -- I'm sorry I don't
16 recall which commissioner mentioned this, but
17 someone asked a question, well, what happens
18 when the church property is developed? Is
19 there going to be another curb cut off the
20 alley? In fact, that was one of the very
21 things that we were worried about in terms of
22 precedent for a curb cut on New Jersey Avenue.

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1 We don't want a string of curb
2 cuts on a ceremonial capital boulevard. This
3 is something important to DDOT, both for
4 streetscape reasons and for walkability,
5 pedestrian quality, but for the safety reasons
6 that I mentioned earlier as well in terms of
7 conflict point.

8 I think that the site north -- I
9 would have to take a closer look at it, but
10 hopefully we may be able to have a curb cut or
11 access off of L Street, off a local street,
12 which is really a preferable location.

13 I guess I would ask at this point
14 how much you would like me to get into the
15 details of the traffic impact study that Wells
16 and Associates submitted. I think one of the
17 reasons why we made this tough decision, we
18 recognize that there are trade-offs here.

19 This is a constrained site. DDOT
20 really doesn't want the access off of M
21 Street, the garage access, to or from M Street
22 or to and from New Jersey Avenue. However, we

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1 think, all things considered, that the better
2 choice is to put that driveway in the alley.

3 If you look at the traffic impacts
4 of -- according to the Wells study, we agreed
5 with the assumptions and the assumptions in
6 the Wells study. DDOT just came to different
7 conclusions.

8 If you pick apart what is in the
9 traffic impact study, you see that yes, there
10 is some inconvenience in terms of exiting
11 southbound on M Street. And for those folks
12 who want to go eastbound, they will have to
13 circulate around the block.

14 But if you pick apart the traffic
15 impact study, you will see that the levels of
16 service on those intersections don't go down
17 appreciably, which means that there is not
18 additional congestion or additional wait time
19 on M Street or First Street when drivers are
20 trying to make the circuit headed back
21 eastbound.

22 CHAIRMAN HOOD: Did you complete?

1 Are you finished?

2 MR. DELFS: Well, I was waiting to
3 see if you had questions about the garage.

4 CHAIRMAN HOOD: We are going to
5 wait. We are going to wait until you finish
6 your whole thing.

7 MR. DELFS: Okay.

8 CHAIRMAN HOOD: We might have one
9 or two questions.

10 MR. DELFS: The last few
11 categories are actually pretty brief. So I
12 will just run through those quickly. We heard
13 quite a bit about the streetscape and the
14 public realm around the building in the
15 beginning of the presentation. DDOT has taken
16 a look at this as well.

17 We think that generally it does
18 conform with the AWI, the Anacostia Waterfront
19 Initiative, guidelines for the area. We are
20 very much supportive of the additional
21 pedestrian space on M Street created by the
22 setback.

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1 We are very happy that the
2 applicant team put a double row of trees on
3 New Jersey Avenue, which the AWI guidelines
4 call for. So generally the dimensions are in
5 very good order. There may be some micro
6 details we need to work out through the public
7 space permitting process, but that is pretty
8 standard for our process.

9 One thing that I recognize that
10 the Commission is not weighing in on this
11 issue necessary, but DDOT is not real thrilled
12 with having 177 parking spaces at this
13 transit-oriented location above the Metro.

14 And we have raised this with the
15 applicant, not that we want to mess with the
16 parking spaces that are on the private space,
17 but there is a significant number of parking
18 spaces in the public right-of-way, which, in
19 and of itself, is not ideal.

20 And, in addition to that, it
21 pushes utility vaults out further into the
22 right-of-way of New Jersey Avenue, which DDOT

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1 does not intend to permit, which will create
2 some design issues for the applicant.

3 Finally, the last category in the
4 report is recommendations and just action
5 items. I think that Mr. Glasgow hit those
6 earlier, and we can maybe come back to them if
7 we need to get down into the details.

8 CHAIRMAN HOOD: All right. Thank
9 you very much.

10 Colleagues, any questions?

11 VICE CHAIRMAN JEFFRIES: Yes. I
12 will start off. Mr. Delfs, first of all, I
13 agree with you. I mean, one of the issues
14 that I have had historically since I have been
15 on this Commission, which is going on four
16 years, is this whole business of overparking
17 sites that are transit-oriented developments.

18 And so I would agree with you
19 that, you know, in spirit, this is not in
20 keeping with, you know, what was I think
21 intended, but you also clearly stated that,
22 you know, it's really not in our purview here.

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1 MR. DELFS: Yes.

2 VICE CHAIRMAN JEFFRIES: So I just
3 wanted to put that on the record that I think
4 this Commission is very sensitive about the
5 whole notion of really being true to the whole
6 notion of, you know, transit-oriented
7 developments and not overparking the site.
8 But that's what we have.

9 But I have a question about this
10 12-foot alley. Does it make a difference in
11 terms of having traffic having the alley be
12 the main artery for a garage entrance? Does
13 it still hold true for an 11-story office
14 building or are there different requirements
15 for the width of the alley based on the use
16 that's right adjacent to it? I guess that's
17 my question.

18 MR. DELFS: The standard that I
19 had mentioned is used for the downtown as part
20 of our downtown streetscape regulations. I
21 don't think within those regulations it has a
22 sliding scale for density.

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1 VICE CHAIRMAN JEFFRIES: Okay. So
2 you know what my question is about to be, and
3 that is, you know, are there lots of examples
4 of this in the District, I mean, you know,
5 currently where we have these dimensions, I
6 mean, sort of the perfect storm here? I mean,
7 are there lots of examples? Could you share
8 some with the Commission, I mean, if we're
9 leaving the record open?

10 Because where I sit, it just
11 doesn't seem to work, but, you know, I am more
12 than open to seeing where this does work in
13 the District.

14 MR. DELFS: We would have to go
15 back and look for some examples. I would
16 hazard a guess that there aren't a tremendous
17 number in the District just because we are
18 trying to change and improve our strategy in
19 terms of the loading and the egress/ingress.

20 I think one of the things that we
21 were basing our evaluation on was level of
22 service coming out of the alley to southbound

1 traffic exiting onto M Street.

2 And according to the Wells and
3 Associates report, that study shows a level of
4 service B, which is actually quite good. If
5 you have a right-out-only out of that alley,
6 all things considered, the different loading
7 needs and the driveways as well, that we felt
8 that that at least reflected that people would
9 not be jammed up in there, that there would
10 not be a tremendous amount of congestion
11 created by those different uses.

12 VICE CHAIRMAN JEFFRIES: Those
13 level of service numbers, were those
14 projections? What did that assume as it
15 relates to development projections for the
16 next ten years?

17 I mean, you know, obviously the
18 next couple of years and, quite frankly, even
19 with the baseball stadium -- I mean, what went
20 into that? And I'm sorry that I didn't review
21 that, but maybe Mr. Kabatt can speak to that.
22 I mean, if it's a snapshot, fine, but I am

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1 looking at projections as this overall area
2 where the envelope really starts to take hold
3 and build out.

4 MR. KABATT: We included a bit of
5 growth on M Street -- I think it was one
6 percent per year for a three-year period --
7 but also just included all of the other
8 development that's along or in that area, the
9 two buildings next to us that we talked about
10 and then the Monument project, the Monument
11 Ballpark project, that's going up and then
12 some of the other pipeline projects. I think
13 there were about nine or ten total that we
14 included.

15 VICE CHAIRMAN JEFFRIES: What
16 drove the one percent? I mean, historically
17 if you look at five -- I mean, what is the
18 driver for that one percent growth?

19 MR. KABATT: We typically do look
20 at historic counts that we have from other
21 studies and that we might get from DDOT. And
22 we had done a couple of traffic studies in

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1 this area, one being that Monument project.
2 And we just looked at counts over the last
3 couple of years. And it seemed that a one
4 percent growth rate per year was the trend.

5 COMMISSIONER TURNBULL: Let me
6 just ask if you can clarify it. So the level
7 of B service represents a projection over the
8 next three years or is it now?

9 MR. KABATT: No. It's the
10 projection over the next three years.

11 COMMISSIONER TURNBULL: Projection
12 over the next three years.

13 MR. KABATT: It includes -- there
14 are about nine or ten other projects in the
15 area that are going up now -- all the traffic
16 generated by those projects and then a one
17 percent growth rate on M Street for regional
18 growth on top of that.

19 COMMISSIONER TURNBULL: Okay.

20 MR. KABATT: And then ours cites
21 traffic as well.

22 COMMISSIONER TURNBULL: Okay.

1 Thank you.

2 VICE CHAIRMAN JEFFRIES: Well,
3 we're leaving the record open, Mr. Delfs.
4 Again, I really would like to see some
5 examples of these dimensions, a 130-foot
6 building, whatever.

7 I clearly understand the
8 District's goals to really make these alleys
9 labor-intensive, but I think this might be
10 sort of tipping the scale here a little bit.
11 And that's really what my concern is, that
12 there might be too much use, intensity of use,
13 in terms of loading and cars in and out.
14 That's a concern.

15 So obviously you are not going to
16 get something that is absolutely the same
17 configuration, but I really would like to get
18 a better understanding of something in the
19 District that is operational today -- I mean,
20 you know, I don't know -- that works, that
21 you're not seeing complaints and things of
22 that sort because, I mean, you understand what

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1 we do here. I mean, you know, it would be
2 sort of not in keeping with us trying to
3 really focus on quality of life and so forth.

4 I am just concerned about
5 prioritization. And that is my big concern.
6 But, again, I would look to see, you know,
7 examples in other locations in the District
8 for this kind of design.

9 COMMISSIONER TURNBULL: I just
10 want to follow up on something that
11 Commissioner Jeffries said earlier. I guess
12 I am concerned because of future applicants
13 coming towards us.

14 If DDOT is going to be pushing
15 garage entrances into alleys, I think we need
16 to know what your standards are as far as --
17 and if you don't have it, I think you need to
18 get it -- density as to how much volume of
19 traffic is going to be going into 12 or
20 14-foot alleys.

21 If we're going to have more of
22 these things coming before this Commission,

1 you're putting a burden on us to make a rather
2 awkward decision on some aspects. I think
3 we're going to need some information that is
4 going to help us analyze some of this.

5 This gets to be a very awkward
6 situation where an applicant, especially in
7 redevelopment, where you've got several
8 buildings now going to be pouring into rather
9 narrow alleys.

10 VICE CHAIRMAN JEFFRIES: This is
11 177 spaces. It's not 90, as you want it.

12 COMMISSIONER TURNBULL: Yes.

13 VICE CHAIRMAN JEFFRIES: It is
14 what it is. And so --

15 COMMISSIONER TURNBULL: I would
16 just like some clarification on that, some
17 information. Thank you.

18 CHAIRMAN HOOD: And also our
19 charge is, you know, even though I understand
20 about the design, we still took an oath -- I'm
21 sure three of us did at least -- to protect
22 the residents of the District of Columbia.

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1 And that's why I see it as a safety issue.

2 And that's part of our charge.

3 And that's one of the things that we look at,
4 even though I know it's not in the design
5 review guidelines. But we took that when we
6 took the positions.

7 So I would agree with our Vice
8 Chair that I would like to see some examples
9 because another thing, the fire department,
10 have they weighed in on it? You know, there's
11 a lot of issues there.

12 Anyway, I could beat this horse to
13 death, but I don't think we are. Commissioner
14 May?

15 COMMISSIONER MAY: So it's my turn
16 to beat the horse to death? Okay.

17 CHAIRMAN HOOD: I was hoping we
18 would ease off of it a little bit.

19 COMMISSIONER MAY: All right. I
20 just have a quick question and a couple of
21 comments. What you are suggesting to the
22 applicant is that the exit to the alley be

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1 right-turn-only so that everyone coming out
2 has to make a right turn onto M Street, right?

3 MR. DELFS: Correct.

4 COMMISSIONER MAY: Is there a
5 median strip?

6 MR. DELFS: On M Street?

7 COMMISSIONER MAY: On M Street? I
8 think the traffic consultant knows.

9 MR. KABATT: Today a median does
10 not exist, but to the west of our location and
11 to the east, there is a median.

12 COMMISSIONER MAY: Yes. I knew
13 there were some locations where it existed.

14 MR. DELFS: I was trying to recall
15 because we have actually had to remove medians
16 in that area for work zones.

17 COMMISSIONER MAY: Right. I mean,
18 is the intention that they would go back or
19 that there would be a continuous median strip
20 through M Street? Is there a streetscape
21 design that calls for that?

22 MR. DELFS: We would have to look

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1 at M Street comprehensively. I'm not sure at
2 this point.

3 COMMISSIONER MAY: Okay. The
4 reason I ask this is that having a sign at the
5 entrance to the alley saying "Right Turn Only"
6 --

7 MR. DELFS: Yes.

8 COMMISSIONER MAY: -- is not
9 particularly effective. Have you exited the
10 garage in this building?

11 MR. DELFS: No. But I think I
12 know what you're getting at.

13 COMMISSIONER MAY: Right. There
14 is a sign there. And I worked in this
15 building for three years. I rode my bike most
16 of the time. But when I drove my car, I often
17 waited for people at the top of the alley
18 while they made that illegal left turn, often
19 inside of police officers, who theoretically
20 -- I mean, they are all parking back there.
21 I won't mention the fact that they worked for
22 me, but they were not policing this very

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1 heavily either.

2 So I don't think that's a very
3 enforceable thing. And, in fact, it could be
4 a real problem in the long run in terms of the
5 operation. So I think you needed to really do
6 some soul searching on whether that's an
7 effective method of trying to meet your goals
8 because people will wait and make that illegal
9 left turn with others hanging on their horns
10 right behind them.

11 So I don't know. I would address
12 this question to the rest of the Commission or
13 at least to sort of throw it out there. Mr.
14 Glasgow had asked for flexibility in going one
15 way or the other.

16 I mean, it seems to me that we
17 have two designs presented to us. And I would
18 say right now my inclination is to accept --
19 not that we're going to vote on it tonight,
20 but my inclination would be to accept the
21 design with the entrance on New Jersey Avenue
22 unless someone can prove that this really

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1 isn't going to work.

2 I'm just trying to see if there's
3 a sense of the Commission in that direction
4 because we don't have to approve the alley
5 entrance version, not that we're really
6 arbiting parking here, but we get to approve
7 the design of the building.

8 VICE CHAIRMAN JEFFRIES: Well, you
9 know, Mr. Chair, I think -- and I would agree
10 with Commissioner May. I mean, I am really
11 not supportive of this overweighted alley
12 design here. And I really need to see a lot
13 more information.

14 Obviously I don't think we're
15 going to do a bench decision here tonight.
16 But if it means anything to anyone in earshot,
17 at least, you know, I would prefer that this
18 curb cut at this point based on everything
19 I've seen fall on New Jersey Avenue.

20 Again, I am open to additional
21 information from DDOT about this alley because
22 I think this is a larger issue. And I think

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1 Commissioner Turnbull brought it up. I mean,
2 this is probably just larger than this
3 particular location.

4 I mean, it's a lot of things we
5 want in life, but sometimes it's just the
6 space is just not conducive. So, you know, I
7 would agree. I mean, I think at some point if
8 we might come back to this with the record
9 open, if we get additional information and
10 we're not compelled, I mean, I would certainly
11 agree with Commissioner May that, you know, my
12 vote would be to keep this on New Jersey
13 Avenue.

14 MR. DELFS: If I might make a
15 recommendation? DDOT would be happy to go
16 back and do some more research on examples of
17 where this may or may not function in the
18 city.

19 I think it's important for us to
20 state also that we don't want to create an
21 unsafe condition either. So we would be happy
22 to do that research, but we would also request

1 -- I feel that it's incumbent upon the
2 applicant for the architect and the traffic
3 consultant for the applicant team to show us
4 why it can't work in this alley.

5 I'm not convinced that this can't
6 be resolved with a good design. And I am
7 really wary of going down a road where we're
8 putting curb cuts on New Jersey Avenue or
9 other streets where we really don't want them.

10 VICE CHAIRMAN JEFFRIES: I
11 absolutely honor the state streets, the
12 Le'Enfant grid. I understand that. But we
13 also have to have revenue. We have to build
14 out our city here. And we also have to make
15 certain that there is safety.

16 One of the things that I remember
17 from this case before was the floor plate of
18 an office building and how it has to work
19 based on the configuration of the site.

20 So I would ask the applicant that
21 if there are other things that you can do, I
22 don't see how that happens, I mean, how this

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1 all changed based on my understanding of how
2 these office floor plates work.

3 But, you know, I am perfectly open
4 to having the applicant review and see if
5 there are other ways in which to get this
6 done, keeping everything in the alley.

7 But, again, I am just very highly
8 skeptical based on, again, the configuration
9 of the site and how an office building has to
10 work around the core and its base and
11 circulation and so forth and so on.

12 MR. DELFS: Our typical request in
13 one of these situations is for the developer
14 to increase the width of the alley. In this
15 particular situation, we decided that that was
16 not appropriate given the retail goals on M
17 Street. But in other situations, in order to
18 make sure we have enough space, that is
19 usually the route we go.

20 CHAIRMAN HOOD: We are kind of
21 familiar. I think we had some recently with
22 that.

1 COMMISSIONER MAY: Yes.

2 CHAIRMAN HOOD: Commissioner?

3 COMMISSIONER MAY: Can I just say,
4 you know, in this circumstance, I don't feel
5 like the Commission really needs to hear
6 necessarily from the applicant any more
7 information about why the alley entrance for
8 the garage doesn't work.

9 I mean, I think it's pretty
10 obvious from our point of view that it doesn't
11 work. And I think that the burden really is
12 on you to prove that it can work.

13 Now, if the applicant wants to go
14 out and find their own examples of where this
15 happens and how they deal with it and how
16 problematic it is, I think that's fine for
17 them, but I think that, really, if we're going
18 to be in favor of voting, if we're going to
19 consider voting for anything other than the
20 New Jersey Avenue entrance, then I think the
21 burden is really on DDOT to prove to us that
22 it can work.

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1 VICE CHAIRMAN JEFFRIES: And then
2 that's fine, Commissioner May. Obviously the
3 applicant has to make a determination on what
4 it thinks is appropriate in terms of this case
5 moving forward and how you want to handle it.
6 I'll leave that up to you.

7 CHAIRMAN HOOD: And let me just
8 say this. Let me echo for a second. I just
9 think, Mr. Glasgow, when he first opened it,
10 I was hesitant, but I can kind of see the
11 dilemma that this applicant is in. And I
12 understand. I don't want to tie the
13 applicant's hand because I have always heard
14 down here this city should be predictable.

15 But I can tell you I am more
16 interested in coming back, as my colleagues
17 have said. You can show me how this alley
18 thing works. But then, on the other hand,
19 colleagues, I don't and I know any of us don't
20 want to tie the applicant's hand.

21 And, again, it goes back to my
22 statement earlier. I don't like to have my

1 hands tied up. I don't like to be put in
2 between two rocks. I don't like that. And
3 that's how I feel like I'm being put tonight
4 on this alley issue. And that makes me feel
5 very uncomfortable.

6 I am glad to know that you want us
7 to leave the record open. We are going to do
8 that. DDOT, as Mr. Lawson said, you are the
9 experts. You are the experts.

10 And I know that there is a manual
11 out there. I know what it says can be done.
12 But let's look and see some of those examples.
13 And I am hoping that we can do what Mr.
14 Glasgow said earlier.

15 You all will continue to work. He
16 consented to do that earlier. And I am hoping
17 that that can happen. So we won't even have
18 to have this discussion for two hours when we
19 get ready to deliberate because that's going
20 to be a two or three-hour discussion on one
21 issue.

22 VICE CHAIRMAN JEFFRIES: And, you

1 know, I will say, too, as it relates to the
2 applicant in terms of the applicant has made
3 the case about the difficulty of designing
4 this office building on this site with all of
5 the encumbrances around it.

6 You know, I am certainly not
7 asking this applicant to go through and do
8 exhaustive studies and things of that sort.
9 But, you know, I really leave it to the
10 applicant as to how you want to handle this
11 looking at sort of the comments from the dais
12 here and looking at the challenge from DDOT as
13 it relates to you offering up something.

14 I do recall from the BZA case that
15 you did do that, but --

16 MR. GLASGOW: We can always look
17 at it further. I mean, when you come to the
18 alley, there are a limited number of areas
19 where you can have that ramp go in. And the
20 topography of the site just works dead against
21 us on this site because we are six feet higher
22 as you are going north. So if we put the

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1 entrance up there, we are just going the wrong
2 way.

3 And so you have the ramp running
4 all the way down the side. Then you don't
5 know what you're going to do with your
6 loading. Okay? You impact the loading when
7 you verse it because it's not so simple of
8 just saying, "Well, we'll flip them" because
9 that was one of the things I asked first.

10 And I didn't know what the
11 topography was. And then it got explained to
12 me. And then it was, oh, boy, this dog
13 doesn't hunt because you are just going on a
14 run. You have destroyed where the loading is.
15 Then what do you do with that?

16 And you wipe out the retail
17 because it's an extra long run because you
18 have to come and you've got to make the turn
19 down in the garage at the south end of the
20 site while you're trying to pick up six foot
21 of grade that you have lost.

22 So, as you all know, it's going

1 the wrong way. So you have to go from south
2 to north. And then the grade is working with
3 you. And that's why you pick up so much more
4 retail at the north end because the grade is
5 working with you up there.

6 CHAIRMAN HOOD: Okay. Do we have
7 any more questions for DDOT?

8 (No response.)

9 CHAIRMAN HOOD: All right. Does
10 the applicant have any questions of DDOT?

11 MR. GLASGOW: No, no. We will.
12 We will be sitting down and working. I don't
13 have any cross-examination of Chris. We're
14 just going to try to figure out how we sort
15 this thing out.

16 CHAIRMAN HOOD: Good. Good. All
17 right. As I mentioned earlier, no one was
18 here from the ANC, but they do have a -- it's
19 time for the report of the ANC-6D. ANC-6D
20 provided a letter. I think we've got it this
21 evening. Right, Ms. Schellin?

22 MS. SCHELLIN: Yes.

1 CHAIRMAN HOOD: Okay. We got a
2 letter from ANC-6D. One of their issues was
3 not within the purview of what we are here for
4 tonight. It talked about amenities. This is
5 not a PUD.

6 Let me just say if anybody is
7 watching webcast the time to really talk about
8 that was when we took on the text for the
9 capital gateway design review.

10 And they also mentioned about the
11 setback on New Jersey Avenue. I think M.r
12 Turnbull touched on that. That basically was
13 their concern, was about amenities. And,
14 unfortunately, that's kind of late for us to
15 deal with that, and it's not a PUD.

16 So all right. Any organizations
17 or persons in support? We didn't have a
18 sign-in sheet. Nobody was here to testify.
19 Organizations or persons in support?

20 (No response.)

21 CHAIRMAN HOOD: Organizations or
22 persons in opposition?

1 (No response.)

2 CHAIRMAN HOOD: We'll move on.

3 Did we ask any questions of DDOT? Do we have
4 any questions?

5 (No response.)

6 CHAIRMAN HOOD: It was a joke. It
7 was actually a joke.

8 Rebuttal and closing by the
9 applicant?

10 MR. GLASGOW: My understanding is
11 we are going to be leaving the record open.
12 I think that the discussion here and the back
13 and forth, I think all of the issues have been
14 laid out, what need to be laid out. We're not
15 going to have a decision tonight. So I'm not
16 going to even go there.

17 But we do appreciate the dialogue.
18 And we do appreciate the Commission's
19 understanding, the dilemma that we face on
20 this in trying to get through the process
21 where we have potentially one agency having
22 control over the saying, "Well, we want the

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1 ingress and egress over here" and another one
2 that controls our life just as much, saying,
3 "We want it over here."

4 So that is why we want to have
5 flexibility and why we renew that request
6 because I have no idea where the discussions
7 are going to end up with respect to the
8 ingress/egress.

9 We have tried our best, as I
10 discussed with the Commission a minute ago, to
11 try to sort out so that we weren't putting a
12 straw man up to say, "Well, we really wanted
13 off New Jersey Avenue."

14 We have spent a lot of time,
15 energy, and effort in where we are with this.
16 I don't think that anybody will be able to
17 figure out a better configuration off the
18 alley if it is off the alley. And, as I say,
19 our preference is New Jersey Avenue.

20 But we have to work that out so
21 that we can get permits and get the building
22 built. And so we are prepared to move forward

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1 as quickly as possible so we can bring this to
2 a decision by the Commission.

3 We have got WMATA, who is working
4 with us on this and who is an applicant. And
5 they are here.

6 VICE CHAIRMAN JEFFRIES: Ms.
7 Dalgen?

8 MR. GLASGOW: Yes, sir. That is
9 correct. So, with that, I will conclude and
10 wait for the scheduling, which we hope will
11 dovetail into what we are hoping to accomplish
12 here.

13 CHAIRMAN HOOD: Why don't we look
14 at things that we are looking for? And one of
15 the things I know is going to be a continued
16 dialogue with DDOT, examples of other
17 locations. A LEED checklist I think was asked
18 for. And we need the resumes of the experts.
19 And that's really all I have unless somebody
20 has something.

21 MS. SCHELLIN: Well, DDOT had
22 asked if they might be able to provide a

1 supplemental report if they find they need to.
2 And also DDOT clarification on the standards
3 with regard to alley use or ingress/egress
4 from the garage, as I think Mr. Turnbull
5 wanted something, you know, if that is what
6 the standard is going to be, something for you
7 guys to look at and --

8 CHAIRMAN HOOD: Okay.

9 VICE CHAIRMAN JEFFRIES: Well, but
10 I don't know if that is something. I thought
11 that Commissioner Turnbull was just looking at
12 something for the future. Is that more a
13 policy issue that you were referring to?

14 MS. SCHELLIN: Yes.

15 VICE CHAIRMAN JEFFRIES: But I
16 don't think it's something that DDOT is going
17 to -- I mean, you were saying in the future
18 there needs to be some standard by which --

19 CHAIRMAN HOOD: Right, yes. But I
20 don't know if they can pull that together or
21 not.

22 COMMISSIONER TURNBULL: I think

1 they ought to provide us at least something in
2 this case that tells us --

3 CHAIRMAN HOOD: It would help. I
4 agree.

5 COMMISSIONER TURNBULL: -- what it
6 is based upon.

7 VICE CHAIRMAN JEFFRIES: Okay.

8 CHAIRMAN HOOD: But what we can
9 do, Vice Chair, we can also at our next
10 regular meeting ask Office of Planning to work
11 with DDOT to come back with that and more
12 defined global terms, as opposed to the
13 specific case.

14 Okay. Ms. Schellin, can we get
15 the schedule? This is going to be dependent
16 upon how long it takes for everybody to get
17 together and --

18 MS. SCHELLIN: I think maybe for
19 DDOT how much time they need, two-three weeks.

20 MR. DELFS: I think that would be
21 fine.

22 MS. SCHELLIN: Okay. I think we

1 won't be able to consider this until our March
2 meeting. So what we could do is leave the
3 record open until February 21st for these
4 additional documents and allow until February
5 28th for the parties to respond to anything
6 that has been filed, that being the applicant
7 and the ANC. And then we can consider this at
8 our March 10th meeting.

9 CHAIRMAN HOOD: Okay. If we are
10 all on the same page, I thank everyone for
11 their participation here tonight. And this
12 hearing is adjourned.

13 (Whereupon, the foregoing matter
14 was concluded at 8:32 p.m.)

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