

GOVERNMENT  
OF  
THE DISTRICT OF COLUMBIA

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ZONING COMMISSION

+ + + + +

PUBLIC HEARING

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IN THE MATTER OF:           :
                               : Case No.
FIRST-STAGE PUD,           : 08-34
CONSOLIDATED PUD & RELATED :
MAP AMENDMENT - CENTER    :
PLACE HOLDINGS, LLC       :
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Monday,  
December 6, 2010

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

The Public Hearing of Case No. 08-34 by the District of Columbia Zoning Commission convened at 6:30 p.m. in the Office of Zoning Hearing Room, 441 4<sup>th</sup> Street, N.W., Washington, D.C., 20001, Anthony J. Hood, Chairman, presiding.

ZONING COMMISSION MEMBERS PRESENT:

ANTHONY J. HOOD	Chairman
KONRAD W. SCHLATER	Vice Chairman
PETER G. MAY	Commissioner (NPS)
MICHAEL G. TURNBULL	Commissioner FAIA, (AOC)

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OFFICE OF ZONING STAFF PRESENT:

SHARON S. SCHELLIN Secretary

OFFICE OF PLANNING STAFF PRESENT:

JENNIFER STEINGASSER, Deputy Dir.,  
Developmental Review and Historic  
Preservation

MAXINE BROWN-ROBERTS

PAUL GOLDSTEIN

JOEL LAWSON

This transcript constitutes the  
minutes from the Public Hearing held on  
December 6, 2010.

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T-A-B-L-E O-F C-O-N-T-E-N-T-S

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ZC CASE NO. 08-34 - First-Stage PUD,  
Consolidated PUD & Related Map Amendment -  
Center Place Holdings, LLC:..... 4

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Planning & Economic Development: .... 9  
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1 P-R-O-C-E-E-D-I-N-G-S

2 6:32 p.m.

3 CHAIRMAN HOOD: I'm going to go  
4 ahead and get started. I'll go ahead and read  
5 the statement.

6 Good evening, ladies and gentlemen.

7 This is the Public Hearing of the Zoning  
8 Commission of the District of Columbia for  
9 Monday, December 6, 2010. My name is Anthony  
10 Hood. Joining me are Vice Chairman Schlater,  
11 Commissioner Turnbull and Commissioner May,  
12 who is supposed to be there. Oh, there he is.

13 Okay.

14 We are also joined by the Office of  
15 Zoning staff, Sharon Schellin.

16 This proceeding is being recorded  
17 by a Court Reporter and is also webcast live.

18 Accordingly, we must you to refrain from any  
19 disruptive noises or actions in the hearing  
20 room.

21 The subject of this evening's  
22 hearing is Zoning Commission Case 08-34. This

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1 is a request by Center Place Holdings, LLC for  
2 approval of a First-Stage PUD and Related Map  
3 Amendment for property located in various lots  
4 at Square 564, 566 and 569.

5 Notice of today's hearing was  
6 published in the DC Register on September 24,  
7 2010. And copies of that announcement are  
8 available to my left on the wall near the  
9 door.

10 The hearing will be conducted in  
11 accordance with the provisions of 11 DCMR 3022  
12 as 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, 6C, organizations and  
16 persons in support, organizations and persons  
17 in opposition, rebuttal and closing by the  
18 applicant.

19 The following time constraints will  
20 be maintained in this meeting: The applicant  
21 60 minutes, organizations 5 minutes and  
22 individuals 3 minutes.

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

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

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

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

22          The decision of the Commission in

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1 this case must be based exclusively on the  
2 public record. To avoid any appearance of the  
3 contrary, the Commission requests that persons  
4 present not engage the Members of the  
5 Commission in conversation during any recess  
6 or at any time.

7 The staff will be available  
8 throughout the hearing to discuss procedural  
9 questions.

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

13 Would all individuals wishing to  
14 testify, please, rise to take the oath?

15 Ms. Schellin, would you, please,  
16 administer the oath?

17 MS. SCHELLIN: Yes. Please, raise  
18 your right hand.

19 (Whereupon, the witnesses were  
20 sworn.)

21 MS. SCHELLIN: Thank you.

22 CHAIRMAN HOOD: At this time, the

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1 Commission will consider any preliminary  
2 matters. Does the staff have any preliminary  
3 matters?

4 MS. SCHELLIN: Yes, sir. Since you  
5 received the staff report, we have received  
6 the Affidavit of Maintenance. It is in order.

7 And I believe that the applicant has  
8 proffered some expert witnesses that they  
9 would like for you to consider.

10 CHAIRMAN HOOD: Okay. Thank you,  
11 Ms. Schellin. Let me ask, did we also today  
12 get a copy -- some report today?

13 MS. SCHELLIN: DDOT report today.

14 CHAIRMAN HOOD: Okay. I was not  
15 where I could print that out.

16 MS. SCHELLIN: I'll get you a copy.

17 CHAIRMAN HOOD: Okay. Thank you.  
18 Okay. So, obviously, you know, I haven't read  
19 the DDOT report, because I wasn't able to  
20 print it out.

21 Let me do this. We have a request  
22 from an official from DMPED. If you could

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1       come forward? I'm not sure of your name. Let  
2       me see here, Matt Trout?

3                   MS. SCHELLIN: Troy.

4                   CHAIRMAN HOOD: Troy. Mr. Matt  
5       Troy. I understand you have another  
6       engagement and it's typically our policy that  
7       we bring up representatives or the  
8       representative, officials, Council Members,  
9       the Mayor or someone from the Mayor's Office  
10      very early on in the case and we will continue  
11      to do that process.

12                   MR. TROY: Thank you.

13                   CHAIRMAN HOOD: So good evening.  
14      You may begin.

15                   MR. TROY: Good evening. Good  
16      evening, Members of the Commission. My name  
17      is Matthew Troy and I am a Project Manager in  
18      the Office of the Deputy Mayor for Planning  
19      and Economic Development.

20                   I am here to discuss with you today  
21      the Planned Unit Development for the Center  
22      Leg Freeway Redevelopment Project.

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1                   The District of Columbia in  
2 partnership with Center Place Holdings, LLC,  
3 who is the applicant, plans to redevelop the  
4 land and air rights above and adjacent to the  
5 Center Leg Freeway. The project is planned to  
6 be a mixed-use development of, approximately,  
7 2.3 million gross square feet with about  
8 180,000 planned for residential, 75,000  
9 planned for retail, 73,000 planned for  
10 institutional space and the remainder slated  
11 for Trophy Class A Office space.

12                   Over the course of the past five  
13 years, the District and the applicant have  
14 worked tirelessly to craft a disposition  
15 package that is not only fair to both parties,  
16 but meets the strict requirements of the  
17 Department of Federal Highways.

18                   I am pleased to be able to tell the  
19 Commission that after submitting the  
20 disposition package to Federal Highways  
21 towards the end of this past summer, and  
22 having numerous follow-up meetings with their

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1 team to address all of Federal Highway's  
2 concerns, the District and the applicant  
3 received conditional approval of the  
4 disposition package last week.

5 Pending a successful NEPA process  
6 and final review by the Department of Federal  
7 Highways, the District will be able to close  
8 on this site with the applicant and turn this  
9 long-awaited air rights development into a  
10 reality.

11 I would like to highlight for the  
12 Commission some of the benefits the District  
13 will receive should the PUD be approved with  
14 the requested density and the project be able  
15 to expeditiously move forward through the NEPA  
16 process towards closing.

17 The first and perhaps most  
18 important benefit to the District is that  
19 there is no financial assistance from the City  
20 for this development project.

21 Unlike other large public/private  
22 projects with large up front infrastructure

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1 costs, the District does not have to commit  
2 any funds to this development.

3 The applicant will fund the  
4 entirety of the platform, as well as the  
5 vertical development, with the platform  
6 representing significant up front risk of  
7 hundreds of millions of dollars.

8 The fact that the platform is  
9 economically-feasible to build with the  
10 current PUD program allows the District to  
11 maximize the amount of tax revenues it will  
12 collect from the site with no public financing  
13 risk exposure.

14 The applicant is also funding the  
15 temporary relocation and new improvements for  
16 both the Jewish Historical Society and Holy  
17 Rosary Church. There are executed Memorandums  
18 of Understanding between the applicant and  
19 both parties outlining the general terms of  
20 the agreement. Having both the Jewish  
21 Historical Society and Holy Rosary Church on  
22 board as supportive stakeholders in this

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1 project represents a significant achievement  
2 for the project.

3 Thirdly, the applicant is funding  
4 the affordable housing that will be delivered  
5 as part of the residential portion of the  
6 development.

7 Currently, it is anticipated that  
8 150 units of high-end for sale housing will be  
9 delivered as part of the development with 50  
10 of the units being reserved for affordable  
11 homeowners.

12 This represents an additional  
13 investment by the applicant of, approximately,  
14 \$7.5 million which is an investment that  
15 normally the District would be making.

16 Lastly, the applicant will be  
17 rebuilding F and G Streets as part of the  
18 overall platform development. The  
19 reintroduction of these streets helps  
20 reconnect two areas of the District's Downtown  
21 that are currently split into by the sunken  
22 highway and it brings the city closer to

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1 L'Enfant's original plan.

2 In conclusion, I would like to  
3 state my support for the proposed PUD. This  
4 project, as planned, works. It requires no  
5 financial commitment from the District at all  
6 and removes an unsightly fissure in our  
7 Downtown with a development that will be at  
8 the forefront of sustainable design.

9 Therefore, I urge the Zoning  
10 Commission to approve both the PUD and Zoning  
11 Map Amendments and I'm happy to answer any  
12 questions you may have, at this time. Thank  
13 you.

14 CHAIRMAN HOOD: Thank you very  
15 much, Mr. Troy. Commissioners, any questions  
16 for Mr. Troy?

17 Mr. Troy, let me just ask one  
18 quick. And as we all know, things are getting  
19 ready to change in the City. And I see that  
20 the Deputy Mayor for Planning and Economic  
21 Development, Ms. Santos, has asked you to come  
22 down and convey her, obviously, support for

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1 this project.

2 MR. TROY: Right.

3 CHAIRMAN HOOD: Has this project  
4 been conveyed to the new Administration or the  
5 Transition Team? You know, she may be the  
6 Deputy Mayor, I don't know. I don't know what  
7 is going to happen, but have any talks been --  
8 and I know this is way in the pipeline. I'm  
9 not trying to say derail it. I just want to  
10 know as a courtesy, has this been conveyed to  
11 the new Administration?

12 MR. TROY: Has -- if I can  
13 understand your question a bit more  
14 specifically, have I sat down with Members of  
15 the Transition Team?

16 CHAIRMAN HOOD: No, no, not you.  
17 Has anybody? Is the new Administration -- and  
18 maybe this might be -- maybe I can ask the  
19 applicant. Has anyone talked to -- and the  
20 reason, my experience on the Commission, I  
21 have been here through a number of changes of  
22 two Administrations, and normally around

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1 November/December, January and February, it's  
2 always a colloquy where you kind of let the  
3 other person know kind of what we had in the  
4 pipeline.

5 MR. TROY: Right.

6 CHAIRMAN HOOD: As a courtesy. And  
7 I just want to know has that been done?

8 MR. TROY: I can't speak to  
9 specifics. I know that I personally have not  
10 done it. I do know that at a high level, I  
11 believe, the Deputy Mayor has had  
12 conversations with the Transition Team about  
13 some of the more high profile projects, this  
14 being one of them.

15 As to what was said, I can't tell  
16 you.

17 CHAIRMAN HOOD: Gotcha.

18 MR. TROY: I can tell you though  
19 that we did put in front of Council specific  
20 legislation pertaining to this project this  
21 past summer. So I do know that it should be  
22 pretty fresh on everybody's radar.

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1 CHAIRMAN HOOD: Okay. I appreciate  
2 it. Any other questions? Mr. Troy, thank you  
3 very much for coming down.

4 MR. TROY: Thank you.

5 CHAIRMAN HOOD: We appreciate it.  
6 Okay. Ms. Shiker, I believe, are you going to  
7 take the lead?

8 MS. SHIKER: Yes, Chairman.

9 CHAIRMAN HOOD: Let's go through,  
10 if you don't mind, a few expert witnesses.

11 MS. SHIKER: Absolutely. Thank  
12 you. Good evening, Commission. My name is  
13 Christy Shiker with the Law Firm of Holland &  
14 Knight. And I am joined tonight by my  
15 partner, Wayne Quinn, sitting behind me.

16 I have six expert witnesses to  
17 qualify. They are identified in both the  
18 prehearing submission and the supplemental  
19 prehearing submission. The first four you can  
20 find and I will go through their names in just  
21 a minute. Their rèsumès are at Tab 8 of the  
22 prehearing submission and then the last two we

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1 will talk about are at Tab 7 of the  
2 supplemental prehearing submission.

3 I first would offer Rod Garrett  
4 from Skidmore, Owings & Merrill, as an expert  
5 in architecture and design. We also have  
6 Kevin Roche from Kevin Roche John Dinkeloo and  
7 Associates, an expert in architecture and  
8 design, as well.

9 Martin Wells from Wells &  
10 Associates, an expert in traffic engineering  
11 and design. Steven Sher from Holland &  
12 Knight, an expert in urban planning. Roger  
13 Courtenay from AECOM, an expert in landscape  
14 architecture and design. And Eric Smart from  
15 Boland Smart Associates, an expert in economic  
16 analysis.

17 With the exception of Mr. Garrett,  
18 all of these witnesses have been accepted as  
19 experts before this Commission in the past.

20 Mr. Garrett has not yet appeared  
21 before you, but he has 25 years at SOM as  
22 working on major D.C. projects and is Director

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1 of the Washington Office for Architecture.

2 So if you have any questions,  
3 please, let us know. We would ask those to be  
4 qualified as experts.

5 CHAIRMAN HOOD: Okay. Ms. Shiker,  
6 let's go with the three that, at least the  
7 three that I'm familiar with, Mr. Smart, Mr.  
8 Sher and Mr. Wells. I think we can take them  
9 off the table.

10 MS. SHIKER: Okay. Thank you.

11 CHAIRMAN HOOD: We have qualified  
12 them previously. And you mentioned that we  
13 qualified more than I thought we have. Let's  
14 start with Mr. Garrett.

15 MS. SHIKER: Mr. Garrett is the one  
16 I just noted had not yet been qualified.

17 CHAIRMAN HOOD: Oh, had not. Okay.  
18 Well, let's not start with him. Roche, is  
19 it?

20 MS. SHIKER: Mr. Kevin Roche  
21 sitting at the end of the witness tables.

22 CHAIRMAN HOOD: Okay.

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1 MS. SHIKER: He was an expert in  
2 architecture in the case, Station Place case  
3 back in the early 2000s.

4 CHAIRMAN HOOD: Oh, okay.

5 MS. SHIKER: He is with Kevin Roche  
6 John Dinkeloo and Associates.

7 CHAIRMAN HOOD: So we qualified him  
8 previously? Commissioners, do you have any?

9 COMMISSIONER TURNBULL: I think he  
10 is good for the money.

11 CHAIRMAN HOOD: He's good for it?  
12 Okay. I just don't remember. Okay. How can  
13 I forget, he's in this building. Anyway,  
14 okay.

15 Who else do we have? Help me, Ms.  
16 Shiker.

17 MS. SHIKER: Roger Courtenay with  
18 AECOM. He used to be with EDAW and he has  
19 testified before this Commission before and  
20 before NCPC and I believe the BZA as well.

21 CHAIRMAN HOOD: Okay. Any problems  
22 Commissioners? Okay.

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1 MS. SHIKER: And then that brings  
2 us back to Mr. Garrett.

3 CHAIRMAN HOOD: Oh, Mr. Garrett,  
4 okay. Commissioners, any problems with Mr.  
5 Garrett? Okay. That's fine.

6 MS. SHIKER: Great.

7 CHAIRMAN HOOD: So all of my expert  
8 witnesses. Okay. I guess you can proceed,  
9 Ms. Shiker, and we will ask our questions at  
10 the end.

11 MS. SHIKER: Okay. Great. Thank  
12 you.

13 Good evening, we are here tonight  
14 to present an extraordinary and exciting  
15 project for the District. The development of  
16 the air rights above the I-395 Center Leg  
17 Freeway between Massachusetts Avenue and E  
18 Street, N.W.

19 This project is very special  
20 because it will mend a divide that has existed  
21 in this part of the City for so long. It will  
22 create three new City blocks and it will

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1 reconnect the Downtown core with the Capitol  
2 Hill area.

3 The project is also exceptionally  
4 complex, given the required infrastructure,  
5 that must be built above and adjacent to an  
6 operating highway. The cost of the  
7 infrastructure as well as the physical  
8 complexities and constraints associated with  
9 that construction are the essential reasons  
10 that the nature of this PUD is so unique.

11 And I would ask to go to the next  
12 slide. And so I would like to reiterate  
13 exactly what we are asking for from the  
14 Commission today.

15 We are asking for a First-Stage  
16 approval of the entire site. We are asking  
17 for a Consolidated PUD for five elements.

18 The first is the construction of  
19 the entire platform.

20 The second would be the proposed  
21 mix of uses, height and density of each  
22 building, as well as the Site Plan for the

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1 overall project.

2 The third will be the North Block,  
3 which will be explained in detail tonight.

4 And then fourth, construction of  
5 all below-grade parking, concourse and service  
6 levels.

7 And then finally, the landscaping  
8 and street design for the overall project.

9 Those five elements would be  
10 included in the Consolidated PUD.

11 We are also asking for a Zoning Map  
12 Amendment to the C-4 District.

13 We have worked closely with the  
14 Office of Planning for this project and  
15 appreciate their hard work on the case. We  
16 have reviewed the OP report in detail.

17 Our presentation tonight will  
18 respond to many of their requests for  
19 clarification set forth in their report.

20 At the conclusion of our  
21 presentation, we will submit additional  
22 written information for the record to respond

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1 to the remaining more technical questions.  
2 And again, we will hand that in at conclusion  
3 of our presentation.

4 I want to go through a little  
5 roadmap of how we are going to present  
6 tonight. We are going to start with Bob  
7 Braunohler from Louis Dreyfus Property Group,  
8 who will introduce the project to you and give  
9 you some background and related information.

10 Rod Garrett from SOM will then go  
11 through the Master Plan for the development.

12 Roger Courtenay will then detail  
13 the landscaping and streetscape design.

14 Kevin Roche will follow with a  
15 detailed description of the North Block.

16 Marty Wells will then review  
17 traffic and transportation impacts.

18 And we will conclude with Steve  
19 Sher to talk to you about compliance with  
20 Chapter 24 and consistency with the  
21 Comprehensive Plan.

22 At this time, I would like to ask

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1 Bob Braunohler to go ahead and introduce the  
2 project and we will start from there.

3 CHAIRMAN HOOD: Let me --

4 MS. SHIKER: Thank you.

5 CHAIRMAN HOOD: -- just interrupt  
6 and you can stop the clock. What I failed to  
7 do was to also recognize, and I hate to do  
8 this in the dark, but I need to do it while  
9 I'm remembering, we also are joined on the  
10 dias by the Office of Planning staff, Ms.  
11 Steingasser, Mr. Lawson, Ms. Brown-Roberts and  
12 Mr. Goldstein. Thank you.

13 MS. SHIKER: Okay. Thank you.  
14 Bob?

15 MR. BRAUNOHLER: Good evening. I'm  
16 Robert Braunohler, Regional Vice President of  
17 Louis Dreyfus Property Group.

18 Louis Dreyfus Property Group has  
19 been continuously active in the District of  
20 Columbia as a developer since 1974. We have  
21 developed from the ground up eight buildings  
22 in the City containing over 3 million square

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1 feet.

2 I was personally 15 years ago named  
3 as the program manager for the new Convention  
4 Center and I spent eight years as program  
5 manager there. And two of my team members at  
6 Louis Dreyfus are also people who worked on  
7 the Convention Center.

8 This project is larger, more  
9 expensive and even more complex than the  
10 Washington Convention Center. It will be  
11 built over an active interstate highway. It  
12 will reestablish City streets that don't exist  
13 today.

14 All parking and loading will be  
15 developed underground and out of sight and it  
16 involves relocating and rebuilding facilities  
17 for two religious institutions. And just to  
18 make it a little more complicated, we are  
19 shooting for LEED-platinum on all of the  
20 office buildings and LEED-gold on the  
21 residential building. So we are going to be a  
22 model for sustainable design of air rights

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1 development.

2 The project can be thought of as  
3 two major components. There is a tunnel  
4 containing an existing highway and ramps and  
5 three new City Blocks to be built above the  
6 tunnel.

7 The three new City Blocks are the  
8 subject to tonight's hearing, the tunnel and  
9 the operation of the highway are going to be  
10 the subject of a separate approval process  
11 that is going to be conducted under the  
12 National Environmental Policy Act as an  
13 environmental analysis with Federal Highway  
14 Administration.

15 We have received, as you have  
16 heard, the Federal Highway Administration  
17 approval to proceed with the NEPA Study and we  
18 expect both the PUD process and the NEPA  
19 process to be going concurrently during 2011.

20 The economics of this project are  
21 quite unique and they require that we be very  
22 mindful of the value of the land that is being

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1 created.

2 The cost of building the tunnels,  
3 the bridges and the underground infrastructure  
4 will exceed a quarter of a billion dollars.  
5 That makes it very important that we have  
6 certainty of allowable density, because we  
7 need to raise a lot of money and we can only  
8 raise money with certainty. So the project  
9 economics require certainty, so that we can go  
10 forward.

11 Office use is the primary use that  
12 can justify the initial outlay of funds,  
13 because residential land values are,  
14 approximately, one-third of office land values  
15 and that dictated the mix of uses that we have  
16 proposed for the project. Our plan has been  
17 designed to accommodate that mix, including  
18 height and density.

19 Next. The project that we are  
20 proposing is 2.3 million square feet of gross  
21 floor area comprised of about 1.9 million feet  
22 of office in five buildings, 180,000 square

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1 feet of residential, including 50 affordable  
2 housing units, 75,000 square feet of retail  
3 and about 60,000 square feet of religious  
4 institutional space.

5 Each of the office buildings and  
6 the residential building will have a height of  
7 130 feet. We are proposing 1,178 parking  
8 spaces and loading for all three blocks in a  
9 single underground parking and loading  
10 facility that will be built on the west side  
11 of the highway.

12 We have selected the number 1,178  
13 because it is the zoning minimum for each of  
14 the uses that we are proposing.

15 We feel very strongly that that  
16 zoning minimum is a very good proxy for the  
17 market demand for parking. And so we are  
18 convinced that if we build the zoning minimum,  
19 we will have a marketable project.

20 We are also relocating the historic  
21 Adas Israel Synagogue and providing a site and  
22 funds for a new Jewish Historical Society

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1 Museum and office facility adjacent to the  
2 relocated synagogue.

3 And we are going to build a new  
4 annex and rectory for Holy Rosary Church and  
5 also provide funds toward their ongoing  
6 operation.

7 We are going to enliven the  
8 neighborhood with a retail node and a  
9 pedestrian way on the North Block and street  
10 fronting retail on all blocks of the  
11 development.

12 Our retail strategy is to place  
13 food-oriented and neighborhood-serving retail  
14 outlets that are active during and after  
15 business hours throughout the site.

16 Retail space will be of varying  
17 sizes and of varying ceiling heights, so that  
18 we should be able to respond to the different  
19 demands of different retailers.

20 Next. I want to talk a little  
21 about the project schedule. There is a lot of  
22 detail on this slide, but I just want to point

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1 out that what we are expecting is that the  
2 NEPA process will be the driver of when we  
3 close on the property and we are expecting  
4 that to happen in roughly October of 2011.

5 We would be in a position to start  
6 infrastructure construction about a year later  
7 in late 2012 and that we should be able to  
8 start the first office building on the North  
9 Block in December of 2013.

10 We anticipate that the North Block  
11 first building could be completed two years  
12 later or roughly November 2015 and that the  
13 tunnel and the infrastructure would be  
14 completed by February 2016.

15 Next. I know that is a lot of  
16 information to absorb, so we have created sort  
17 of a semi-animation to show how the project  
18 gets completed. You can see the foundations  
19 going along the highway, then the platform  
20 coming up, the ramps being relocated, the  
21 first building coming up with the platform is  
22 still under construction.

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1           And then the platform is complete.

2           The second building underground is coming up  
3 and now the second building starts to come up.

4           And then the third building starts to come up  
5 and the Holy Rosary Church Annex is complete.

6           And then the balance of the project gets  
7 built and it looks like that when it is all  
8 finished.

9           The phasing that we are requesting,  
10 there are two parts to this PUD. There is a  
11 First-Stage PUD and a Consolidated PUD. In  
12 the First-Stage PUD area, we will have to  
13 apply for a Second-Stage PUD within five  
14 years. And we will have to have had applied  
15 for all of the Second-Stage PUDs within 10  
16 years.

17           In the Consolidated PUD area, we  
18 will have to apply for a building permit  
19 within two years after completing the  
20 infrastructure and construction must start  
21 within three years. And a building permit for  
22 the North Block Office Building must be

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1 applied for within two years of completion of  
2 the tunnel and garage infrastructure and  
3 construction of the building must commence  
4 within four years of completion of the  
5 infrastructure.

6 Next. The public benefits and  
7 amenities that we are proposing: Primarily,  
8 it is constructing the platform over the  
9 freeway, reopening F and G Streets and  
10 knitting the City back together. That is the  
11 primary public benefit.

12 Now, I'm not going to read all of  
13 these, these are in the application.

14 Next. This is the second page of  
15 the amenities. You can see that we have  
16 significant amenities associated with the  
17 Jewish Historical Society and Holy Rosary  
18 Church. And we are also more or less adopting  
19 the park that is across Mass Avenue to the  
20 north of the site.

21 We have along with the Jarvis  
22 Company our partner we have been working with

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1 the Deputy Mayor's Office, with DDOT, with  
2 Federal Highway Administration and all of our  
3 affected neighbors for over five years now.

4 We have letters of support from  
5 ANC-6C, Jewish Historical Society, Holy Rosary  
6 Church and Georgetown Law Center.

7 Upon completion of this project,  
8 these three blocks will generate over \$35  
9 million a year in new tax revenue for the  
10 District of Columbia and will employ over  
11 2,000 D.C. residents.

12 We need approval of an appropriate  
13 development that we know will be marketable  
14 and we look forward to presenting our plan to  
15 you now and to answering your questions. Rod?  
16 Now, Rod Garrett will give you the  
17 description of the project.

18 MR. GARRETT: Thanks, Bob. My name  
19 is Rod Garrett. I'm the Director of the  
20 Washington Office of Skidmore, Owings and  
21 Merrill, we are the land planner for the  
22 project.

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1 I want to walk through some of the  
2 specifics of the project. Here is a Site Plan  
3 that, and I'll do some pointing if you don't  
4 mind, is showing the location of our site and,  
5 of course, the highway that runs through  
6 connecting New York Avenue below-grade  
7 temporarily and then, of course, our site is  
8 exposed again blocking off the F Street and G  
9 Street Corridor, then back below-grade. And,  
10 of course, daylighting again south of the  
11 Capitol. We will come back to this slide in a  
12 second.

13 Some of the specifics here. You  
14 can see an aerial view looking from the east  
15 to the west. Our site is outlined in the red  
16 outline with Mass Avenue here on the right, 2<sup>nd</sup>  
17 and 3<sup>rd</sup> Street and then, of course, the ramps  
18 that cut through across the site and just the  
19 opposite view from the west looking towards  
20 the east, you can see the outline here Mass  
21 Avenue on the left, 2<sup>nd</sup> and 3<sup>rd</sup> Street.

22 A little bit closer view, you can

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1 get a sense of the dimension between the upper  
2 street grid versus the lower level of the  
3 highway. It ranges, but it's an average of  
4 about 24 feet of difference. And here, you  
5 can see the small piece of terra firma that we  
6 have that is adjacent to the property and runs  
7 along the western edge with the ramps  
8 currently cutting through.

9 And then looking towards the south,  
10 there is the Capitol beyond. Here is Mass  
11 Avenue. And again, you can see the property  
12 that extends down to E Street and then back  
13 and then around here.

14 Our goal from the beginning on this  
15 project, which has been stated by many others  
16 before myself, is to reinstitute to the best  
17 we can the extension of F Street Corridor,  
18 which, of course, traditionally was a major  
19 east/west connector and then also the G Street  
20 extension.

21 Now, we have a lot of constraints  
22 that we have to go through, I think, to

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1 explain how we can start to make that happen.

2 This is very hard to see, but the L'Enfant  
3 Plan, of course, had F and G Street as part of  
4 its original street grid. That was bifurcated  
5 when the highway came through.

6 And the Comprehensive Plan for the  
7 City, if I can just zoom in, our site is here  
8 in the middle. I'm just going to zoom in to  
9 that location. Now, you can see the site here  
10 consistent with the Comprehensive Plan there  
11 is, to the west, high density commercial and  
12 residential.

13 Our site has always been zoned to  
14 be high density commercial. And then high  
15 density commercial to the east. So  
16 surrounding again, you can see highlighted a  
17 little bit easier residential to the west,  
18 commercial to the east and then a lot of  
19 federal property surrounding.

20 Over the last 10 -- less than 10  
21 years, there has been over 5,300 residential  
22 units built to the west within about a five

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1 block radius of our site and you can see them  
2 highlighted here and the addresses and the  
3 totals.

4 And in addition to that, you can  
5 see surrounding our site here in the center  
6 the commercial and Government office space.  
7 Again, more or less consistent with the  
8 Comprehensive Plan to the south and to the  
9 east.

10 We zoom in to the site just to  
11 orient everyone. We will use this image a lot  
12 as we go through Mass Avenue here on the left,  
13 the existing highway, 2<sup>nd</sup> Street, 3<sup>rd</sup> Street  
14 down here and, of course, the ramp system and  
15 E Street over to the right.

16 Our goal is to take the right of  
17 ways that was part of the original L'Enfant  
18 Grid to the best extent we can and extend them  
19 through the site. And if you go back in time  
20 and look at the last tax map, prior to the  
21 highway coming through, this was from 1939,  
22 you can see that same property line with the

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1 same original three blocks that came through  
2 and the original street wall that was formed  
3 from those right of ways established from the  
4 L'Enfant Grid.

5 In fact, here you can see the Holy  
6 Rosary Church, which currently sits here and  
7 we will get into detail on that in a second.

8 Once we establish those right of  
9 ways, the 90 foot G Street right of way, the  
10 100 foot F Street right of way, that leaves us  
11 with three pieces of property above. You can  
12 see here totalling about 254,000 square feet.

13 This is the constraints. This is  
14 an important drawing to really understand how  
15 complicated the project is. Let me just go  
16 through one at a time.

17 There is, of course, the highway.  
18 There is a series of ramps that cut through.  
19 The off-ramp going from off the highway to the  
20 north, the on-ramp coming off the upper street  
21 level down to the highway going to the south.

22 And then another off-ramp that is here.

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1           This off-ramp you only get on about  
2 two blocks to the left here onto New York  
3 Avenue. It has very little traffic. And we  
4 will talk about that in more detail in a  
5 second.

6           In the right of way, currently, the  
7 Holy Rosary Annex and Church, this piece of  
8 property was purchased by the church when the  
9 highway came through and our plan is to remove  
10 that. We are working closely with them and  
11 reestablish their facilities back to where it  
12 was prior to the highway coming in.

13           These ramps that cut through, these  
14 diagonal ramps here not only are they in the  
15 wrong location, they are also cutting off any  
16 pedestrian flow along the sidewalk edge here.

17           The same thing with this ramp here. This red  
18 line is where the L'Enfant Street wall should  
19 be. And as you can see, that ramp is right in  
20 the way.

21           And then lastly, unfortunately, we  
22 don't own this piece of property here, which

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1 is where there is an existing Federal Building  
2 and it is extending out into the right of way  
3 with their entrance. We can't move that,  
4 unfortunately, and so we can establish the  
5 vistas and pedestrian movement, but not  
6 vehicular movement through G Street.

7 I want to talk about the ramps in a  
8 little more detail for a second. Our proposal  
9 is to eliminate this off-ramp. There is very  
10 little traffic on it, as you can imagine. Two  
11 blocks up on New York Avenue very few people  
12 get on and immediately get off, so we are  
13 proposing to remove that.

14 And we are proposing to realign  
15 these other ramps to move them the off-ramp  
16 from the highway, move it out underneath the  
17 street and daylighted at the street, so that  
18 we get the sidewalk back, so the yellow bar  
19 moves up to where the dotted lines are.

20 And just the reciprocal down here  
21 where we have moved this diagonal ramp which  
22 is cutting off the sidewalk down so that you

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1 go underground prior to going across the  
2 sidewalk, again to get us a sidewalk, walking  
3 area back. And then that ramp gets realigned  
4 where the dotted lines are.

5 What is important is that all hits  
6 the highway at the same location, so we are  
7 not disrupting traffic.

8 In more detail, a cross section  
9 through the highway itself, this purple zone  
10 is, essentially, where the vehicles travel.  
11 So up here is the street grid up above the  
12 highway, down below in the zone in which  
13 people actually travel in vehicles.

14 Our proposal below, so the existing  
15 conditions above with the existing ramps again  
16 cutting off the locations for where sidewalks  
17 should be and then the condition below where  
18 we maintain the zone in the middle here for  
19 the traffic, so it is, essentially, in the  
20 same location.

21 And then we bring the structure  
22 from the buildings above down and locate them

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1 in the middle of -- in the median existing and  
2 also straddling the driving zones.

3 Now, it is important to do that  
4 rather than try to span across the entire  
5 thing. If we did, that would create a  
6 structure if we tried to span from edge to  
7 edge, the structure would be almost a floor  
8 thick.

9 So by being able to come down and  
10 shortening the spans, we can create this  
11 plenum zone to allow all of our drainage and  
12 other things to go down into some of our  
13 sustainable cisterns which we will get into in  
14 detail.

15 Here, you can see the ramp that has  
16 been moved away from the sidewalk zone and  
17 then that little piece of terra firma that I  
18 mentioned earlier on the left is where we will  
19 put the parking and the one level of below-  
20 grade for loading.

21 If I go to the floor plan for the  
22 first level down below-grade, as mentioned

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1 earlier, the loading would be contained with  
2 one access point that all loading for the  
3 whole complex, all three blocks will be the  
4 first level below-grade, which is this gray  
5 zone.

6 We would have these yellow zones of  
7 parking also at that level all on the west  
8 side. And then on the east side, that area we  
9 would maintain for some of our cisterns and  
10 water capturing devices, which I'll go into  
11 detail when we talk about sustainability.

12 And then maintain the highway zone  
13 in the middle. This is important because this  
14 establishes all the structure for what has to  
15 happen above. So when Bob was talking earlier  
16 about how complicated, we have to establish  
17 that now, so that the infrastructure that we  
18 build above can maintain all of those goals,  
19 both for structure as well as for mechanical  
20 systems, drainage, etcetera.

21 We also -- I'll just go through  
22 these quickly. This also establishes where

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1 the parking levels would be, three, four  
2 levels, five levels on the northern block to  
3 allow parking.

4 As you can see, we have a very  
5 limited amount of space that we can actually  
6 put in all of the parking levels. And we have  
7 to get that all in this one piece of terra  
8 firma that we have to the west edge. And you  
9 can see here in this model with the buildings  
10 above removed, we establish the off-ramp, the  
11 on-ramp onto the highway going south and then  
12 the new off-ramp here and then that piece of  
13 parking and loading sandwiched in the middle  
14 allowing the highway to happen.

15 That essentially gives us three  
16 developable blocks above with the  
17 infrastructure set and the column and  
18 structural placement set from spanning of the  
19 highway. This gives us three blocks,  
20 approximately, 2.3 million square feet and an  
21 FAR of about 8.98.

22 I'll just go through each block

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1 individually. The North Block is,  
2 approximately, 940,000 square feet. Kevin  
3 will go into detail on this in a minute.  
4 That's establishing three blocks with  
5 connections through the block, all 12 story  
6 buildings with 130 feet of height.

7 What we call the Center Block, we  
8 have relocated the Holy Rosary Church Annex  
9 from the F Street right of way, putting it  
10 back where it was prior to the highway coming  
11 through. We establish a courtyard above their  
12 parking level one story up.

13 The residential building here in  
14 the middle that faces the G Street Garden  
15 where we have vistas and pedestrian and  
16 bicycle access through. And then a commercial  
17 office building here which is 12 stories. And  
18 a total square footage on this block of,  
19 approximately, 500,000 square feet and 8.10  
20 FAR.

21 The South Block, we have relocated  
22 the Jewish Historical Society, so that the

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1 smaller scale buildings are grouped together.

2 Also, the relocation from the North Block  
3 over to this area gives the orientation back  
4 to the Jewish Historical Society building that  
5 it had when it was originally built.

6 It was never -- it wasn't  
7 originally built here. It was over by the  
8 WMATA Building. It had been moved here in its  
9 temporary location, not with the correct  
10 orientation. So this puts it back on a corner  
11 in the correct orientation and then, of  
12 course, the associated buildings with that.

13 And then the commercial office  
14 building wrapping around here with a  
15 traditional light court in the middle. About  
16 840,000 gross square feet and 9.8 FAR on the  
17 South Block.

18 So how do we do all that in a  
19 responsible way? I won't go through all the  
20 details here, but, essentially, we have a  
21 sustainable infrastructure. We have created  
22 this plug-and-play green infrastructure.

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1           You have to realize, we have no --  
2           there is nothing there. Currently, it's air  
3           rights. There is no drainage system. There  
4           is no electrical systems. The systems have to  
5           go in now and forever, because we are only  
6           going to get to cover this highway once.

7           And what we are proposing is in  
8           order to achieve our platinum rating for the  
9           office buildings and our gold rating for the  
10          residential, all the buildings have a green  
11          roof. All the ground level, the water that  
12          hits the ground level and the roofs are being  
13          captured in the cisterns in that area that I  
14          mentioned before on the eastern edge of the  
15          property.

16          We are also capturing all of the  
17          ground water that is against all of the below-  
18          grade parking levels. All that is treated and  
19          put back into the development, back into  
20          cooling towers as well as gray water reuse.

21          We are creating landscaping and  
22          shading for -- to reduce our heat island on

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1 this project, as well as we are capturing the  
2 air that is coming out of our parking garages  
3 and our loading area and we are running them  
4 through this filtering system, which we call  
5 an eco-chimney.

6 And it is essentially a natural  
7 plant material filter that goes on top of  
8 those ventilation shafts, so that air is  
9 treated before it is put back into the  
10 atmosphere.

11 And then there is a series of other  
12 sustainable initiatives with the alternative  
13 parking and opportunities for future cogen,  
14 etcetera.

15 That yields, essentially, an  
16 infrastructure platform that is plug-and-play  
17 which means that the buildings that come on to  
18 the project with this infrastructure in tow  
19 come in with about 43 of their LEED points on  
20 the new 100 point system. They come in with  
21 up to 43 points that the buildings can sort of  
22 build upon, because they have this

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1 infrastructure to receive them.

2 If I can go down to the open space  
3 for just a second, back down to grade, there  
4 is a series of open walkways, including the G  
5 Street Garden pathways that Kevin will talk  
6 about in detail that on the North Block as  
7 well as open space for the center court  
8 lightwell and then the open space between the  
9 Jewish Historical Society and the Center Block  
10 Office Building.

11 The retail is organized around  
12 those spaces, specifically organized to be --  
13 to align the street walls. So as we have  
14 street edges going from east to west, we  
15 always capture each corner with the retail and  
16 then an opportunity for center lobbies for  
17 office buildings.

18 And then a hub of retail around the  
19 center spine on the North Block, which again,  
20 Kevin will talk about in detail.

21 Roger?

22 MR. COURTENAY: Thank you. I'm

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1 Roger Courtenay, a principle and landscape  
2 architect with AECOM.

3 We want to make sure that the  
4 public realm for this project is a valuable  
5 asset to the city as well as the project. And  
6 we are mindful of the -- be mindful of the  
7 spirit of the L'Enfant Plan and the character  
8 of the neighborhood and its development.

9 So the areas that we are talking  
10 about, of course, are the streetscape and  
11 landscape along 2<sup>nd</sup> Street and 3<sup>rd</sup> Street, a  
12 small portion of E, all of F Street here, and  
13 G and then a portion of Massachusetts Avenue  
14 as well, where we will be maintaining or  
15 enhancing the current levels of streetscape as  
16 carried by the District in this area of  
17 Downtown.

18 It is composed primarily of new  
19 pavings, of course, none exists there at the  
20 moment, new streetry installations according  
21 to the low impact development, so these would  
22 be all storm water management facilities

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1 insofar as we can make them.

2 And then we will be creating new  
3 pedestrian amenities in the G Street Garden  
4 area and along F Street.

5 Next. So just a little bit of  
6 detail on each of the blocks. Now, as Rod  
7 mentioned, the east part of the development  
8 is, essentially, over I-395, so we will be  
9 working with our structural engineers to make  
10 sure that these plant materials can be  
11 installed here at a level and in a way that is  
12 appropriate to a pedestrian environment and  
13 the public realm and that includes the  
14 Massachusetts Avenue Bridge up here on the  
15 northeast corner.

16 Then we will be working with tree  
17 planters and lid development along the  
18 remainder of Massachusetts Avenue and 3<sup>rd</sup>  
19 Street.

20 On the Center Block again, we have  
21 some raised conditions here that we will be  
22 working with, but on F Street we start to see

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1 the opportunity for a widened pedestrian realm  
2 as F Street is one lane each way with some  
3 parking and that creates a wider pedestrian  
4 zone in those areas and we start to develop  
5 the G Street Garden.

6 In the South Block, the same  
7 considerations and concerns for integrating  
8 planting over the off-ramp and then the  
9 completion of the F Street pedestrian area  
10 here on its south side.

11 This is just an indication of the  
12 Interim Plan. Before the second and third  
13 buildings come on, we will have completed all  
14 of the pedestrian or public realm improvements  
15 on the public streets associated with this  
16 project.

17 Next. And just to start to give  
18 you an idea of the kind of character and I  
19 should say I have some samples of paving  
20 materials down here, if you would like to look  
21 at them for the streets, the D.C. streets, for  
22 some of the special areas that we are thinking

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1 about.

2 And so for instance, on F Street  
3 where we have two historic buildings, brick,  
4 and so perhaps a unit paver that is more in  
5 keeping with that character. In the lower  
6 scale of buildings here, a more widened  
7 pedestrian environment, as I mentioned before,  
8 with opportunities for bikes and other  
9 amenities along with streetry and other ground  
10 cover of plantings, actually, not all the  
11 surface will be paved.

12 Next. In the G Street Garden, we  
13 have actually a widened pedestrian opportunity  
14 here, bikes and pedestrians who pass through,  
15 opportunities for planters, integrated seating  
16 and other amenity opportunities with that  
17 landscape.

18 Next. And this sketch just gives  
19 you an idea of what the character of that  
20 space might be as we begin to study it with  
21 integrated plantings, planters, bikes, people  
22 and opportunity for animation and development

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1 as Kevin will describe.

2 And I might mention the residential  
3 building here on the right hand side, of  
4 course, a wonderful setting that we will be  
5 creating for those future residents.

6 Next. And this set of images then  
7 starts to tell you a little bit about the  
8 character that we hope to develop on F Street  
9 in that historic -- in a little more historic  
10 context.

11 And finally, some images of the  
12 kind of roof, green roof installation that we  
13 expect to develop on the roofs of the  
14 buildings. Thank you.

15 MR. ROCHE: Good evening. My name  
16 is Kevin Roche, Roche Dinkeloo Architects.  
17 And we are the architects for the North Block.

18 Just by way of sort of general  
19 introduction, I spent 12 years in the Fine  
20 Arts Commission, so I'm really familiar with  
21 many aspects of the Washington Plan and with  
22 the community expectations.

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1           As was mentioned, there are three  
2 buildings on the North Block. As you can  
3 imagine, we have been through many iterations  
4 to arrive at those three buildings. We looked  
5 at one building, two buildings.

6           The wonderful thing that comes  
7 about with the three buildings, first of all,  
8 is that the scale of them is suitable to this  
9 particular environment. A single building  
10 would just be an enormous thing without any  
11 penetration at all for the community into the  
12 center of it.

13           The two buildings, even the two  
14 buildings seemed too large. So the three  
15 buildings came out to be just about ideal,  
16 both from the point of view of the scale and  
17 the relationship to the general environment,  
18 the expectation of the developer for the kind  
19 of tenants, high level tenants we hope to get  
20 in here.

21           And, of course, the best part of it  
22 is that it allows penetration for the

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1 community into the center of the block. And  
2 so we have this opportunity, which is really  
3 quite unique in the city, to be able to create  
4 a new center place of excitement and so on.

5 We are going to -- so going --  
6 next. Taking a look at it in three  
7 dimensions. You can see the general character  
8 of the building. They are strong sculptural  
9 forms. They are all 130 feet high. These two  
10 are 12 stories each and this one is 11  
11 stories, which is slightly higher with floor  
12 to floor dimensions.

13 There is, of course, the entrance  
14 from Massachusetts Avenue into a north/south  
15 walkway and an east plaza and a west plaza  
16 connected by another walkway, that is G  
17 Street.

18 Now, we are going to take a look at  
19 a higher level starting at the corner of  
20 Massachusetts Avenue and 2<sup>nd</sup> Avenue and coming  
21 around this way, as we see it, and there is  
22 the exit out of I-395 and you can see the

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1 buildings are 130 feet high. They are all  
2 glass-clad buildings, floor to floor glass and  
3 we will give you a detail of that after this  
4 presentation.

5 So we come down and here is the  
6 plaza, the southeast plaza which leads into  
7 the east/west walkway. And there is G Street  
8 next and we are looking along G Street and  
9 there is the entrance/drop-off, an entrance  
10 into the lobby of Building 3.

11 There is the entrance into the  
12 north/south walkway. Now, you will notice in  
13 the buildings that there is a very strong  
14 corner slide as it wraps around and this  
15 brings a lot of energy to the skyline of the  
16 building and then there is a lower cornice  
17 line which marks -- has varying heights and it  
18 marks the different kinds of retail ground.

19 Next. Here is then the west side  
20 of the east/west corridor, the entrance there.

21 There is the entrance into the parking  
22 underneath. This is the entrance at I-95 and

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1 we go up to the corner here, which is the  
2 corner of Massachusetts Avenue and 3<sup>rd</sup> Street -  
3 - 2<sup>nd</sup> Street rather. 3<sup>rd</sup> Street, sorry, sorry.

4 Next. And now, we are looking at  
5 that corner and we see the entrance in the  
6 center of the whole block. Now, we are going  
7 to go down to the ground and then reverse  
8 back, so we see the buildings from the lower  
9 elevation.

10 Next. And there you see the  
11 Massachusetts Avenue, the entrance, the  
12 landscaping, the character of the retail that  
13 is there and the retail carries all the way  
14 around on the 3<sup>rd</sup> Street. And you see the  
15 definition of the buildings with the setbacks  
16 and indentations, you see the strong cornice  
17 line as it is.

18 So there are going to be very  
19 strong sculpturally formed buildings that have  
20 a very intense relationship to each other.

21 Next. Looking at the southwest  
22 corner, we see the drop-off, the entrance into

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1 the Building 3. The entrance into the east/  
2 west plaza, the eco-chimney. We are going to  
3 take a closer look at this portion here and a  
4 closer look there.

5 Next. So there is closer. You can  
6 see the entrance into the east/west walkway,  
7 the eco-chimney, which will be discussed  
8 later. There is the retail all along this  
9 side of the building.

10 Next. And going to the corner, the  
11 entrance to the lobby for the Building 3 also  
12 retail and then the entrance into the  
13 north/south walkway. This is G Street as it  
14 goes through to 2<sup>nd</sup> Street.

15 Next. Now, we are looking at the  
16 plan in general with the -- we are going to  
17 take -- with the next walk, we are going to  
18 start here and walk down to the eco-chimney  
19 area. And then we will come around and start  
20 here and walk down south. So you get a pretty  
21 good idea of what the experience will be as  
22 you go through the building.

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1           Next.    So there is the southeast  
2 corner.    There is an open plaza here which  
3 could be many -- many community events could  
4 take place in here.    We could also have  
5 vending, auto vending and all of that.

6           Next.    As we go in, we see that the  
7 shops are all really related to such things as  
8 eating and restaurants, coffee shops, pizza  
9 places.

10          Next.    So you can see the  
11 possibility of dining outside would be under  
12 cover for most of the walkway.

13          Next.    Then you can see the general  
14 character and the expectation, places to sit  
15 out, places to meet your friends or neighbors.  
16    And just to take a moment to rest in a busy  
17 day.

18          So next.   Then we go to the corner.  
19    Now, this is the north/south walkway.   There  
20 you can see the eco-chimney and you are  
21 beginning to get a sense of what it might be  
22 like to be in this particular space.

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1           Next. We show you then the general  
2 character, sort of generic of what we hope to  
3 achieve in the retail. The building facade  
4 will not come down to the ground. It will  
5 stop either at 12 or at 14 feet height and you  
6 will have each shop will have its own  
7 entrance, its own materials, its own logo.

8           Really, you will have the sense of  
9 walking around in any town or village or city.

10          You will have just the excitement, the street  
11 excitement in here.

12          Next. Now, we are going back up to  
13 the north and the general canopy, the drop-off  
14 point here, the canopy and we are going to  
15 walk down to that end.

16          Next. So we go underneath and we  
17 see this canopy, which is a large 14 foot high  
18 glass covered canopy with fitted glass. And  
19 then you see the entrance to two retail spaces  
20 there and there. And we have arranged the  
21 entrance to the office buildings so that they  
22 are down these walkways.

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1           So they will be bringing the office  
2 groups or the office people down through the  
3 walkway, past the retail space. So we are  
4 bringing life into this, rather than having  
5 them just come off Mass Avenue.

6           Next. Now, looking south and in  
7 the distance you can see under Building 3, and  
8 actually you are looking at the existing  
9 building on E Street right down at end, and  
10 this will, of course, next, it will be a  
11 feature element here underneath the Building  
12 3, which was yet to be designed, but it might  
13 be a sculpture or it might be some kind of  
14 light activity or perhaps even water.

15           And here you see, again, the  
16 building on E Street all the way down. This  
17 is the first phase. And when the second phase  
18 of the project comes in, there you will see  
19 the retail, which is in the other side of G  
20 Street. So you will really have retail,  
21 retail, retail in all directions. It's going  
22 to be a very lively, very community-oriented

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1 space.

2 Next. Now, we are looking from the  
3 south end looking north and you see the  
4 interesting feature here. This is a high  
5 retail space on the right and this is the  
6 lobby into Building 3. And then you see the  
7 retail beyond here and there.

8 When you put in the, as we did  
9 originally, number of people and we expect to  
10 have in here, you couldn't see anything.  
11 There was just the, you know, crowd. So it  
12 looks a little empty, but that was really just  
13 to show you more of the retail space.

14 Next. Now, looking at the retail,  
15 there is a major retail here and another one  
16 here and these are both 10 to 12 feet in  
17 height. There are three retails there, there  
18 and there, which are 12 to 14 feet in height.

19 And then there are three retails here, here  
20 and here, which are 18 to 20 feet in height.

21 So we have a great variety of size  
22 of height. We can -- we feel we can

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1 accommodate virtually any kind of retail into  
2 this particular arrangement of buildings.

3 Now, if you see then again the  
4 drop-off, there is the entrance into Building  
5 2, the entrance into Building 1. So people  
6 coming in there will pass this retail. The  
7 entrance to Building 3 is here or here.  
8 Again, you will be passing retail on the way.

9 So we will be adding the population  
10 of these buildings to the general retail  
11 activity.

12 Next. And then there is the roof  
13 over, as you see, portions of the east/west  
14 and the north/south walkways. You can see the  
15 landscaping, which was discussed earlier.

16 And we wanted to just show you  
17 quickly that these buildings are just about  
18 perfect for the kind of tenants we hope to  
19 get, roughly 30,000 square feet. We have good  
20 lease spans. You have the usually able to get  
21 office buildings all the way around, all the  
22 way around. And this is 60 foot wide at the

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1 ground level and gets to be 40 foot wide as  
2 you get up in the upper floors, 30 foot wide  
3 in this direction.

4 So there then is the overall of the  
5 building. And we feel that we have the  
6 opportunity here and we are creating  
7 absolutely ideal office buildings from the  
8 developer point of view for the kinds of  
9 tenants we expect to get in there.

10 But more importantly, we think  
11 these buildings are in scale. They are really  
12 in character with the general environment.  
13 They are just the right size they need to be.

14 And most of all, they really, next, create  
15 this, next, excitement, this retail  
16 excitement, this community space, which will  
17 really bring life to the whole project.

18 And that goes on also even into the  
19 evening. So we think we have a very  
20 exceptional possibility here to create a  
21 completely unique kind of development for the  
22 city. Thank you.

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1 MR. WELLS: Good evening. I'm  
2 Marty Wells, President of Wells & Associates.

3 And we were retained by the applicant to  
4 evaluate the traffic impacts of the proposal  
5 that is before you tonight.

6 I'll take a couple of minutes to  
7 describe the Site Circulation Plan, parking,  
8 loading, site traffic impacts and our plans to  
9 mitigate those impacts.

10 The first slide shows our Site  
11 Circulation Plan. The big transportation idea  
12 here, as you have heard from the previous  
13 speakers, is reconnecting the L'Enfant Street  
14 Grid by spanning the Center Leg Freeway that  
15 currently divides the City.

16 F Street, I don't want to hit Steve  
17 in the eye here, would be between 2<sup>nd</sup> and 3<sup>rd</sup>  
18 Street, would be open to pedestrians, bicycles  
19 and vehicles. G Street between 2<sup>nd</sup> Street and  
20 3<sup>rd</sup> Street would be open to pedestrians and  
21 bicyclists, but not to vehicles.

22 This plan is not dependent on

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1 extending either F or G Street to the east  
2 through the Georgetown University Law School  
3 Campus.

4 Garaged driveways will be provided  
5 to each of the three blocks. The North Block  
6 and the South Block would be served by  
7 driveways off of 3<sup>rd</sup> Street, North Block, South  
8 Block. The Center Block would be served by a  
9 driveway off of F Street.

10 Each one of these driveways will  
11 provide access to the 1,178 parking spaces.  
12 You can get from any of these three driveways  
13 to any of the parking spaces, which are  
14 provided on the five below-grade levels.

15 Access to the below-grade loading  
16 dock area will be provided off of E Street, a  
17 single driveway will provide that access.

18 Next slide. The applicant is  
19 providing the right number of parking spaces,  
20 not too many, not too few. The number  
21 proposed is the minimum required by ordinance.

22 It is the number required to market this

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1 project. It reflects the excellent transit  
2 service in this area.

3 The project is served by three  
4 Metro Stations, eight Metro Bus Lines, three  
5 D.C. Circulator Lines. The parking ratio is  
6 consistent with transit-oriented development.

7 There will be one space for every eight  
8 employees.

9 As I look at the raised dais here,  
10 there are nine people, eight of you would  
11 share one parking space. Ms. Schellin, of  
12 course, would get her own space.

13 The bicycle -- proposal to provide  
14 bicycle parking and an on-site BikeShare  
15 Station is consistent with this program. And  
16 a robust Travel Demand Management Plan is  
17 supportive of the proposed ratio.

18 Next slide. The consolidated  
19 loading zone would consist of eight 30 foot  
20 berths, one 55 foot berth, four 20 foot  
21 service delivery spaces, which will be  
22 adequate to serve the project. This will all

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1 be below-grade, out of sight.

2 The single driveway would allow  
3 trucks off of E Street to turn front in and  
4 front out at that driveway. There would be no  
5 need for trucks to back in or back out of this  
6 project.

7 Next slide. We did conduct a  
8 comprehensive traffic study. It includes 30  
9 intersections as shown here by the stars, as  
10 well as the freeway ramps. We considered 21  
11 pipeline projects that included 5 million  
12 square feet of commercial space, 2,000  
13 residential units, as well as a 1 percent per  
14 year background traffic growth rate.

15 Next slide. Our study, which was  
16 prepared in 2008 remains valid today. We  
17 tested that by looking at DDOT's traffic  
18 counts, which suggest between 2007 and 2008  
19 daily traffic actually declined a small  
20 amount, 3.5 percent.

21 The peak hour counts we did just  
22 last month showed a decrease of about 4.5 to 5

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1 percent from the 2007 levels. I'm not arguing  
2 that we have a declining rate of traffic  
3 growth, but just to say that these kinds of  
4 variations are well within the norm of the  
5 day-to-day volume variation.

6 We conservatively estimate that  
7 this project would generate between 650 and  
8 750 peak hour trips. And by the time you  
9 spread that over the network, the multiple  
10 driveways and whatnot, it would have represent  
11 an insignificant increase in street traffic.

12 Next slide. How do we mitigate the  
13 traffic impacts? Well, as I mentioned and as  
14 previous speakers have mentioned, we are  
15 reconnecting the grid building F and G  
16 Streets. We are installing -- recommend  
17 installing one new traffic signal and  
18 optimizing the traffic signal timing and  
19 phasing, reconfiguring the 395 ramp terminals,  
20 the bike parking and the TDM Plan.

21 And that concludes my remarks.

22 MR. SHER: Mr. Chairman, Members of

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1 the Commission, my name is Steven E. Sher, the  
2 Director of Zoning and Land Use Services with  
3 the Law Firm of Holland & Knight.

4 And I have got 9.5 minutes. I  
5 don't know what to do with that.

6 I have delivered to you the  
7 testimony or the outline of the things that I  
8 would cover. And, ordinarily, the points that  
9 I would like to make deal with the balance of  
10 benefits and amenities to flexibility and  
11 development in centers requested, the Comp  
12 Plan analysis and what the project is all  
13 about.

14 I think you have heard a lot about  
15 what the project is all about, so I'm not  
16 going to talk about that at all.

17 The description of amenities, Bob  
18 Braunohler already mentioned that at the very  
19 beginning. They are listed on pages 15  
20 through 18 of the outline. And we have gone  
21 through all of the points in somewhat more  
22 detail than Bob had on his two slides, but

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1 they are all representative of what has been  
2 in all our submissions recently.

3 What we are asking for is to have  
4 the property rezoned to C-4. Under C-4, our  
5 project is completely consistent with what  
6 those regulations require, with only one  
7 exception, and that is we would be required to  
8 have two 55 foot loading berths and we  
9 actually have only one 55 foot loading berth.

10 Instead of four 30 foot berths, we  
11 have eight 30 foot berths. We have looked at  
12 that. We think the uses can share those  
13 berths and that the amount of loading we have  
14 provided in the consolidated underground  
15 loading facility is adequate to serve the  
16 project.

17 On pages 19 through 44 of this  
18 document, I have gone through the 2006  
19 Comprehensive Plan in great and, I don't want  
20 to say excruciating detail, but, very specific  
21 detail, because there is a lot of stuff in  
22 that plan that this project is highly

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1 supportive of and vice versa.

2 To try and winnow that down a  
3 little bit, I have highlighted certain  
4 provisions within that 20 some odd pages of  
5 the things which I think were the most  
6 significant, starting out with the fact that,  
7 as Mr. Garrett indicated earlier, the future  
8 Land Use Map designates the site for high  
9 density commercial. And it is within the  
10 Downtown core.

11 But there are some very specific  
12 pieces of the Comp Plan that are relative to--  
13 relevant to this site and, as I said, those  
14 are the ones that are predominantly  
15 highlighted in the gray highlighting in the  
16 document.

17 But for example, encourage infill  
18 development on vacant land within the City,  
19 particularly in areas where there are vacant  
20 lots that create gaps in the urban fabric.

21 As another example, our regional  
22 strategy promoting infill, mixed-use and

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1 transit-oriented development in urbanized  
2 areas is needed to ensure transportation  
3 efficiency in the region.

4 Encourage the use of green building  
5 methods in new construction, plan for an  
6 office sector that will continue to  
7 accommodate growth in Government contractors,  
8 etcetera, and that this should be in Central  
9 Washington and other emerging office  
10 corridors.

11 Consider the development of podium-  
12 type open spaces and parks in the air rights  
13 over below-grade freeways, including the I-395  
14 Freeway. Respecting the L'Enfant and  
15 McMillian Plans, reducing the negative effects  
16 of freeways on neighborhoods by decreasing  
17 blight and longer term solutions to over the  
18 freeways and then specifically on page, well,  
19 I've got to keep going, 41, retain Central  
20 Washington as the premier office location in  
21 the Greater Washington Region.

22 Office development should generally

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1 be guided eastward from its current area of  
2 concentration filling in the gap between 3<sup>rd</sup>  
3 Street, N.W., and North Capitol Street. Here  
4 we are.

5 And then lastly, on page 44, a  
6 specific policy which states pursue  
7 development of the air rights over the I-395  
8 between E Street and Mass Avenue, including  
9 the restoration of the street rights of way  
10 along F and G Street. Mixed land uses  
11 including housing, offices, ground floor  
12 retail and park land should be encouraged in  
13 the area.

14 Air rights development should be  
15 sensitive to adjacent areas and preserve  
16 important views.

17 In terms of compatibility with the  
18 area, the vicinity is developed with or  
19 allowed to be developed with buildings of  
20 similar height, use and density. We have gone  
21 through that analysis. We have looked at what  
22 the current uses, height and density are in

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1 the surrounding blocks and we are not out of  
2 character with that. In fact, we are,  
3 generally, consistent with what is actually  
4 there or what the zoning allows.

5 So my conclusions are that the  
6 overall plan to fill in the trench created by  
7 the current depressed freeway, reestablish the  
8 grid and reknit together the areas on both  
9 sides of the project is a substantial benefit  
10 to the City.

11 The plan has been carefully  
12 designed to create a sense of place and to  
13 establish an iconic presence on a site devoid  
14 of any presence right now.

15 The project is not inconsistent  
16 with the Comprehensive Plan and, in fact,  
17 furthers many of the specific goals and  
18 policies of the plan. Rezoning of C-4 is  
19 consistent with the future Land Use Map and  
20 establishes a density framework that provides  
21 enough leverage to underwrite the substantial  
22 cost to create the infrastructure platform on

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1 which the project will be constructed.

2 The project is within the  
3 applicable height and bulk standards of the  
4 regulations. It provides an appropriate  
5 balance between the development proposed and  
6 the flexibility requested and the benefits and  
7 amenities provided.

8 Of course, the PUD allows the  
9 Commission to condition approval to what is  
10 specifically proposed and I conclude that the  
11 project should be approved. And we are done.

12 MS. SHIKER: With that, we conclude  
13 our direct presentation. We have all the  
14 witnesses available for questions. We also  
15 have Eric Smart, who was qualified as a  
16 witness earlier in the audience, who would be  
17 available for questions.

18 We also have material samples that  
19 could not be seen during our direct  
20 presentation on the tables as well as the two  
21 models that are before you. And with that, we  
22 would ask you to consider our request and ask

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1 any questions that you may have. Thank you.

2 CHAIRMAN HOOD: Okay. Thank you  
3 very much. We appreciate your succinct  
4 presentation. And you, obviously, have  
5 everything we look for, material boards and  
6 other things.

7 So let's do this. Let's do 10  
8 minute rounds. We're going to do the first  
9 round for 10 minutes. If we need to do  
10 another round for 10 minutes, I calculated  
11 that to be about an hour and 20 minutes of  
12 asking questions. But we want to make sure  
13 that we ask our questions and get our answers,  
14 so we can maybe move to the community and make  
15 sure we hear from those who want to testify.

16 So who would like to get us  
17 started? Do we have any questions? Oh, Vice  
18 Chairman?

19 VICE CHAIRMAN SCHLATER: No  
20 questions. Thank you for that presentation.  
21 Very, very impressive in terms of complexity  
22 of the project and the thought you have all

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1 put into this. It's a very exciting project.

2 I think I have a number of  
3 questions. I don't even know how to start  
4 organizing them, because there is a lot to  
5 cover. But I think maybe the best way to do  
6 it is just go over the Site Plan.

7 So maybe if you could call it up,  
8 maybe just to start, let's start from the  
9 south and we will go to the north. Could I  
10 get the South Block on there?

11 Now, this might be a good question  
12 for Ms. Shiker. In terms of what we are  
13 approving today on the First-Stage PUD  
14 approval on the South Block, we have got --  
15 are we approving, basically, the building  
16 massing on the South Block here?

17 MS. SHIKER: That is correct. The  
18 building massing, the locations of the  
19 buildings, as well as their height --

20 VICE CHAIRMAN SCHLATER: Yes.

21 MS. SHIKER: -- and proposed  
22 overall density. The construction of the

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1 platform, as Mr. Garrett testified,  
2 presupposes certain types of locations and  
3 facilities. The platform, as was testified  
4 to, must be, and we can talk more about this,  
5 constructed continuously from north to south.

6 And as a result, the certainty  
7 needs to be there for what can be developed on  
8 the Center and South Blocks, but those have  
9 not been designed yet. So when this team  
10 returns for Second-Stage approval, we would  
11 bring the architecture and those much more  
12 detailed elements of those buildings to you.

13 VICE CHAIRMAN SCHLATER: I guess  
14 this is a comment and I welcome your response  
15 to it, but this particular building, I think,  
16 suffers from what? Some of the, well, you  
17 know, original drawings in the Consolidated  
18 PUD did, which is it's a very large and  
19 massive structure. I think it's 800,000 plus  
20 square feet in one office building. And it  
21 makes a turn on the corner that it doesn't  
22 seem like it wants to make.

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1                   Why is it laid out like that?

2                   MR. BRAUNOHLER:   Well, we haven't  
3 even selected an architect for that site yet.

4                   This is purely an envelope within which we  
5 will develop a building design, so there is no  
6 -- that is not the building.   It is an  
7 envelope.

8                   VICE CHAIRMAN SCHLATER:   But in  
9 order for the south side of the site to  
10 accommodate the kind of density that you are  
11 requesting approval for, it would need to be  
12 able to take up that amount of building  
13 footprint, would it not?

14                  MR. BRAUNOHLER:   Well, but it can  
15 be carved back in many different ways.   You  
16 know, there is a lot of different ways it can  
17 be articulated and we may, in the end, elect  
18 not to use all the density in order to create  
19 more articulation.

20                  VICE CHAIRMAN SCHLATER:   I guess--

21                  MR. BRAUNOHLER:   We are not here to  
22 talk about the design of that building.

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1                   VICE CHAIRMAN SCHLATER:     We are  
2 here to talk about the density --

3                   MR. BRAUNOHLER:   Right.

4                   VICE CHAIRMAN SCHLATER:   -- on that  
5 South Block.   And I guess I'm concerned that  
6 it may be a little too dense.   I want to  
7 ensure there is an articulation, because you  
8 are going to come back for a Consolidated on  
9 that portion of the block some day and say the  
10 Zoning Commission in 2011 approved us for this  
11 amount of density, so don't be critical of the  
12 way the building is laid out.

13                   So we want to make sure that when  
14 the building does come down the pike that it  
15 is appropriate.   And I would just say I'm a  
16 little hesitant given the density of that  
17 block.   You would like to see even more  
18 buildings on there, if possible.

19                   I actually applaud you for the work  
20 that you have done on the North Block in terms  
21 of breaking down the massing of that block  
22 into three buildings and making it a little

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1 bit more fine-grained.

2 I mean, I look at those old Tax  
3 Maps and you see how many buildings used to be  
4 on that site. But that's okay. I guess  
5 that's my main question.

6 OP did make a point in its report  
7 to talk about the sidewalk on E Street being  
8 only 7 feet wide, at that point. Has that  
9 changed or is that consistent with where it is  
10 at right now?

11 MS. SHIKER: I would ask -- the  
12 sidewalk is, as we understand it,  
13 approximately, 7 feet. I would ask Rod. We  
14 have looked at the comments that the Office of  
15 Planning pointed out and I would ask Rod to go  
16 ahead and address that. Mr. Garrett, please.

17 MR. GARRETT: Okay. Thank you. We  
18 have looked at that. It is possible to slide  
19 the E Street edge back. The current sidewalk  
20 and property line is 7 feet. That's just in  
21 that particular location, the sidewalk  
22 actually comes into -- the driving aisle comes

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1 into the sidewalk, unfortunately, because  
2 there is other access points onto the ramp  
3 across from -- on E Street.

4 So we have described internally  
5 that we could actually establish an edge that  
6 is here. The L'Enfant Street edge and that  
7 Tax Map is the best way to show it, I should  
8 probably call it, was never consistently  
9 straight here.

10 VICE CHAIRMAN SCHLATER: Yes.

11 MR. GARRETT: Because of the jogs  
12 in the plan there.

13 VICE CHAIRMAN SCHLATER: From an  
14 urban planning perspective, would you like to  
15 see a wider sidewalk?

16 MR. GARRETT: I think we would, but  
17 we would also like to align it with this south  
18 building that is here. Not -- I hope I don't  
19 offend anybody, but no great shakes about this  
20 building.

21 VICE CHAIRMAN SCHLATER: Right.

22 MR. GARRETT: But it would at least

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1 allow continuous sidewalk along the block and  
2 it's, approximately, 10 feet here and we could  
3 extend on.

4 VICE CHAIRMAN SCHLATER: I think it  
5 was a good point by OP. And I would like to  
6 see if we could figure out a way to widen the  
7 sidewalk down there.

8 And in the prehearing submission it  
9 also said in that South Block there was an  
10 arcade before hand and that has been removed  
11 from the plan. Is that correct?

12 MR. GARRETT: That's correct.

13 VICE CHAIRMAN SCHLATER: So what  
14 was the thinking behind removing the arcade  
15 out of that South Block?

16 MR. GARRETT: Well, I think the --  
17 do you want me to answer that? Okay. I think  
18 our intent was previously we were looking at  
19 how to again create activity through the site  
20 and through this, specifically, South Block  
21 and the Center Block.

22 The arcade was on those blocks

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1 reorienting pedestrian flow through the block  
2 and the intent for the Mid and the South Block  
3 is to flip that back to the perimeter, because  
4 those blocks are not the full block. We  
5 actually can get pedestrian flow around the  
6 perimeter and not necessarily rely on an  
7 internal arcade.

8 And so the retail on those blocks  
9 could be oriented more towards E, more towards  
10 F.

11 VICE CHAIRMAN SCHLATER: Was that a  
12 covered arcade? There was going to be a  
13 building over the --

14 MR. GARRETT: There was building  
15 over it. It was simply a pass-through lobby.

16 VICE CHAIRMAN SCHLATER: Okay.

17 MR. GARRETT: For lack of a better  
18 way to say it, yes.

19 VICE CHAIRMAN SCHLATER: I want to  
20 move on to the Center Block and talk about,  
21 first, the residential building. It is -- I  
22 wonder from a planning perspective whether a

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1 residential building next to an office  
2 building -- it looks like there is only -- is  
3 there 20 to 30 feet in between the residential  
4 and office buildings?

5 MR. GARRETT: That's correct.

6 VICE CHAIRMAN SCHLATER: Is that  
7 sufficient space for privacy between the  
8 office and residential buildings?

9 MR. GARRETT: Well, it is and it is  
10 also, you have to realize, only about half of  
11 the building itself. So the building is here.  
12 This piece right here is actually down.  
13 That's a one-story build-out. So our goal is  
14 to try to get as much air and light in there  
15 as we can.

16 It's not ideal, but in order to fit  
17 it on this site and get the densities that we  
18 need to accomplish, there is not really a  
19 better location for it. And our intent was to  
20 orient the residential building facing  
21 primarily onto the G Street Garden.

22 VICE CHAIRMAN SCHLATER: I think I

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1 would be less concerned about it if it was a  
2 north/south alley, because it would be getting  
3 a little bit more light in there. It seems  
4 like it is going to be dark and narrow and  
5 very close to the office building.

6 I just don't -- are people going to  
7 be in their unit looking at an office  
8 building? I mean, 30 feet isn't even to that  
9 wall over there.

10 MR. GARRETT: I think the answer is  
11 yes, they are going to be 30 feet away. In  
12 order to get the densities we need in here,  
13 that's what is required.

14 It is -- I think we have looked at  
15 other alternatives, none of which were  
16 substantially better to allow -- it's a  
17 tradeoff between allowing light into there and  
18 also light into this courtyard here, which  
19 gives us the setback between the Holy Rosary  
20 Church and then the first commercial office  
21 building.

22 We are also somewhat constrained on

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1 the structure coming up from below.

2 VICE CHAIRMAN SCHLATER: Right.

3 MR. GARRETT: Which is -- we're  
4 having some --

5 MR. BRAUNOHLER: 30 feet is not an  
6 unusual dimension in urban situations. I  
7 mean, most alleys are 20 to 30 feet and some  
8 are even 15. The current distance from my  
9 office to an apartment building next door is  
10 12 feet on New York Avenue.

11 VICE CHAIRMAN SCHLATER: Is it? I  
12 think maybe giving some examples of that.  
13 Like I'm not familiar with that, but I'm a  
14 little concerned about it. But if you could  
15 provide examples where it is done and it is  
16 done well?

17 MR. BRAUNOHLER: Sure.

18 VICE CHAIRMAN SCHLATER: I'm more  
19 than willing to look at that.

20 The affordable housing requirement  
21 change from what was in our original  
22 submission to what it is now. It seems like

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1 it was more deeply subsidized and then it  
2 became 50 units at 80 percent of AMI. Why the  
3 change?

4 MR. BRAUNOHLER: The change was  
5 because the initial 50 units at 30 and 60  
6 percent of AMI were such a really huge burden  
7 on the value of the property. Each unit at  
8 those kinds of subsidies, we were in excess of  
9 \$400,000 per unit of subsidy. The subsidy was  
10 \$400,000 per unit.

11 And that's just -- the City, when  
12 they understood those numbers, said this is  
13 crazy. You know, we shouldn't be dedicating  
14 this level of subsidy to units in this  
15 location. So that was when we went -- dropped  
16 back to the 50 to 80 percent of AMI.

17 Even at that, the subsidy is about  
18 a quarter of a million dollars per unit. So  
19 the 50 units represents a \$12.5 million total  
20 subsidy.

21 VICE CHAIRMAN SCHLATER: Are those  
22 going to be condo or residential units?

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1                   MR. BRAUNOHLER:        We haven't  
2                   determined that, but, I mean, those are the --  
3                   that's the general magnitude of the cost of  
4                   these subsidies.

5                   VICE CHAIRMAN SCHLATER:        Okay.  
6                   Thank you very much.

7                   CHAIRMAN HOOD:        Okay.     Next up,  
8                   Commissioner Turnbull?

9                   COMMISSIONER TURNBULL:        Thank you,  
10                  Mr. Chair.    I want to echo the Vice Chair's  
11                  comments about this very fascinating project.

12                  It is a big project.    It's an important  
13                  project.        And it was an excellent  
14                  presentation.

15                  I do have a couple of questions.  
16                  Mr. Wells made a comment about parking.    "The  
17                  number required to market this project."    What  
18                  did you mean by that?

19                  MR. WELLS:    If you look at Dreyfus'  
20                  other three buildings in the Central Business  
21                  District, they, essentially, provide the same  
22                  parking ratio, which is one space per 1,800

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1 square feet, which is the zoning requirement.

2 That is what they have found to be necessary  
3 and adequate to market their buildings,  
4 Station Place, 1101 New York Avenue, that's  
5 what they have found is required to get the  
6 tenants to sign leases.

7 COMMISSIONER TURNBULL: And DDOT, I  
8 don't know if they are, are they in agreement  
9 with that?

10 MR. WELLS: DDOT's position, as I  
11 understand it and I know DDOT will speak for  
12 itself, there are 1,178 parking spaces  
13 proposed here.

14 COMMISSIONER TURNBULL: Okay.

15 MR. WELLS: They have recommended  
16 800 spaces. We think that that simply --

17 COMMISSIONER TURNBULL: All right.

18 MR. WELLS: -- is not enough.

19 COMMISSIONER TURNBULL: I guess one  
20 of the other comments that you made and Mr.  
21 Sher made, I think everybody made it, and just  
22 let's talk about it for a minute.

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1                   Reconnecting               the               grid,  
2           reestablishing the grid, you are not really  
3           doing that with F and G. You have made a  
4           gesture to put a street back, but it doesn't  
5           do what L'Enfant -- it's not the original  
6           plan. It doesn't really connect up G Street  
7           or F Street.

8                   It gives a gesture to it. You are  
9           not reconnecting the grid. F Street is a  
10          pedestrian thoroughfare, bicycles or whatever.

11          Is it F Street or G Street?

12                   VICE CHAIRMAN SCHLATER: G Street.

13                   COMMISSIONER TURNBULL: G Street is  
14          pedestrian. There is no view. There are  
15          streets in the middle. It's not L'Enfant.  
16          It's a nice pedestrian park. So let's be a  
17          little careful on some of the language we use.

18          Unless I'm wrong, unless you can tell me that  
19          you are reestablishing traffic in the grid and  
20          doing something from a traffic measure that  
21          helps.

22                   MR. WELLS: We are absolutely

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1 connecting the grid on F Street between 2<sup>nd</sup> and  
2 3<sup>rd</sup>. An automobile, a pedestrian, a bicycle.

3 COMMISSIONER TURNBULL: But you  
4 can't go across, because that's the way it is.

5 MR. WELLS: Well, we have a college  
6 campus on the east side.

7 COMMISSIONER TURNBULL: Bring up  
8 your plan with the arrows that you were  
9 showing before. I've got a question about it.  
10 I need to have something explained to me here  
11 on this thing.

12 You had a plan with little red  
13 arrows on it.

14 MR. WELLS: Right. That was --

15 COMMISSIONER TURNBULL: Maybe we  
16 can't see with the lights on. Up at the very  
17 top on 2<sup>nd</sup> Street. Yes, if you could turn it  
18 off for a minute?

19 On F Street there is a little  
20 circle you see there. You go up and I see an  
21 arrow going -- if you go to the left, I see an  
22 arrow going right and then the other one down

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1 below is going -- I mean, one is going left  
2 and one is going right.

3 On the other side, I see one going  
4 right and I see one coming left. What is  
5 that? What is happening there?

6 MR. WELLS: What is happening here?

7 COMMISSIONER TURNBULL: Yes.  
8 You've got arrows going one way and arrows  
9 going another way and then they are coming  
10 back.

11 MR. WELLS: Well, 2<sup>nd</sup> Street is  
12 today one-way northbound. We saw an  
13 opportunity working with the Georgetown  
14 University Law School to provide two-way  
15 circulation on these two blocks of 2<sup>nd</sup> Street,  
16 because their shuttle buses have a stop here.

17 And so this idea was developed in  
18 conjunction with Georgetown. I understand  
19 that they subsequently have had a change of  
20 heart, that they prefer that this not be  
21 converted from one-way to two-way operation.  
22 So that being the case and, of course, it's

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1 public space, it's DDOT's call.

2 COMMISSIONER TURNBULL: But it  
3 shows that cars are driving on the left hand  
4 side of the street. The arrows at the bottom.  
5 Am I misunderstanding this?

6 MR. WELLS: Oh, that?

7 COMMISSIONER TURNBULL: Yes.

8 MR. WELLS: I will --

9 COMMISSIONER TURNBULL: I mean, if  
10 you can't do it, you can't do it.

11 MR. WELLS: -- talk to the  
12 architects for doing that.

13 COMMISSIONER TURNBULL: Okay.

14 MR. WELLS: Of course, we are not  
15 recommending English-style operation there.

16 COMMISSIONER TURNBULL: I was just  
17 curious. I saw that and I said how did they  
18 do that? That's got to be an interesting way.

19 MR. WELLS: I think an architect  
20 should be flogged for that mistake.

21 COMMISSIONER TURNBULL: Okay.  
22 Well, we will make a note then. We will give

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1 Mr. Roche a -- thank you, Sharon.

2 I would echo that I guess getting  
3 back to what the Vice Chair talked about with  
4 the density on the South Block. You are going  
5 to be building the infrastructure. You are  
6 going to be building the platform. I'm  
7 assuming that when you go to this, there is  
8 only a certain amount of column spacing that  
9 you can deviate from.

10 And what I guess is echoing his  
11 concern is that if you build that, there is  
12 only going to be so many things that are going  
13 to change. And I guess he is concerned about  
14 that one big building. And I would echo his  
15 concern that if you are building that  
16 platform, how much more are you going to be  
17 able to change?

18 How much viability do you have to  
19 come up with a different footprint?

20 MR. BRAUNOHLER: Well, I think it  
21 is instructive to look at what happened on the  
22 North Block. When we came in in our set down

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1 hearing, we had a two building solution with  
2 about a 1,050,000 square feet and now you see  
3 a three building solution with 984,000 square  
4 feet.

5 So there was a reduction in density  
6 when we actually designed the buildings. That  
7 is a reduction that we decided we can live  
8 with. And I think you would see a similar  
9 kind of evolution on the other blocks, but we  
10 don't, you know, want to give up density in  
11 our Phase 1.

12 We want to get density and then be  
13 able to design a building that will -- that  
14 you will approve. You have another shot at  
15 these buildings.

16 COMMISSIONER TURNBULL: Well,  
17 getting back, you just made a comment which  
18 echoes the gentleman from SOM, who just said  
19 in order to get the density, when you talk  
20 about 30 feet, it's like we've got to have our  
21 densities. We have got to be able to do this  
22 the way the densities come out, regardless of

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1 urban planning and good design. That's what  
2 I'm reading into this. And I don't buy that.

3 I think you need to have good urban  
4 planning. You can have the densities, but  
5 you've got to make it work. And I think the  
6 Vice Chair has got a very good point about  
7 building a premier development in a premier  
8 spot that everybody that -- and I praise you  
9 for all that you have done.

10 But if this is going to be a  
11 premier development, you have to get into the  
12 urban planning and the good design of what  
13 this thing is going to look like. That's just  
14 for your next phase.

15 MR. BRAUNOHLER: We understand that  
16 and we agree. I mean --

17 COMMISSIONER TURNBULL: Okay.

18 MR. BRAUNOHLER: -- because we want  
19 a premier development more than anyone.

20 COMMISSIONER TURNBULL: Well, let's  
21 talk about the North Block. Who is your  
22 market for retail? Who is coming there? I

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1 mean, I guess, I think his concern was the  
2 placement of the residential building in that  
3 Center Block and why not the end building on F  
4 Street?

5 I'm just guessing that if you have  
6 a development going up that's all commercial,  
7 is it going to die at 5:00 at night? And I  
8 think it was, I'm going back here to my notes,  
9 Mr. Roche that said "This is a place where you  
10 want to meet your friends and neighbors.  
11 This is the community space, life into the  
12 community."

13 I just think that for this first  
14 phase, wouldn't you want residential in that  
15 space to be able to have the vitality, to have  
16 people brought there that is going to sustain  
17 this office complex?

18 I mean, are you hoping that people  
19 from four blocks away are coming? I guess, I  
20 don't know who is coming to that North Block.

21 MR. BRAUNOHLER: Well, we have a  
22 letter that I would like to direct your

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1 attention to. Oh, it hasn't -- oh, okay. It  
2 hasn't been filed yet, sorry.

3 A letter from Asadoorian Retail  
4 Solutions, who have worked with us to develop  
5 the plan that you see. There is a  
6 considerable gap in the retail offerings in  
7 the City between Union Station and the Verizon  
8 Center. And we are right smack in the middle  
9 of that gap.

10 So we have an opportunity to draw  
11 from the 5,000 plus residential units that  
12 have been built within four blocks. We have  
13 3,000 Georgetown University Law Center  
14 students right next door. We have 8,000  
15 people that will be working in the Return to  
16 L'Enfant three blocks of buildings. We have  
17 all the visitors to the U.S. Courts that are  
18 right next door. All the FBI buildings, this  
19 building, all the buildings that are within a  
20 block.

21 We have a lot to draw from, even in  
22 the first phase. And there is a real dearth

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1 of retail in this neighborhood today. Our  
2 strategy is to provide food and neighborhood  
3 serving retail for that under-served  
4 population.

5 COMMISSIONER TURNBULL: Is this  
6 going to be a destination or is it just a  
7 neighborhood?

8 MR. BRAUNOHLER: I think this is  
9 going to be primarily neighborhood and -- but  
10 it could be -- it will -- our plan is to make  
11 it a destination in terms of food or oriented-  
12 retail.

13 COMMISSIONER TURNBULL: Okay.  
14 Thank you.

15 CHAIRMAN HOOD: Okay. Commissioner  
16 May?

17 COMMISSIONER MAY: Okay. Thanks.  
18 I agree with you, there is a dearth of retail  
19 between -- you know, right in this space,  
20 because we are in that same space and I worked  
21 in this building for years and it is just  
22 there is not very much around here.

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1                   And it is hell trying to get dinner  
2 before like the Zoning Commission meetings.  
3 So I look forward to a future of having some  
4 options hopefully.

5                   I want to pick up on the density  
6 question. The density in the North Block was  
7 reduced from a little over a million square  
8 feet to 900,000 and something, did you say,  
9 980?

10                   MR. BRAUNOHLER: Yes, something  
11 like that.

12                   COMMISSIONER MAY: So it shows 940  
13 or so in the OP report. But the density in  
14 the South and Center Blocks increased as a  
15 result or in part of that moving things  
16 around. So, you know, once we start seeing  
17 subsequent blocks, you're not necessarily  
18 going to have that flexibility.

19                   And just looking at this plan,  
20 there is definitely a finer-grain to what we  
21 are seeing in the North Block than on the  
22 Center and South Blocks. So I share some of

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1 the concern about the density of the Center  
2 and South Blocks.

3 The first question. Will F Street  
4 actually be dedicated as a public street?

5 MR. BRAUNOHLER: It is owned by the  
6 District. We are not acquiring F Street.  
7 That is not part of the transfer.

8 COMMISSIONER MAY: Okay. So it  
9 still --

10 MR. BRAUNOHLER: It's a public  
11 street.

12 COMMISSIONER MAY: -- exists as a  
13 public street?

14 MR. BRAUNOHLER: Yes.

15 COMMISSIONER MAY: Okay. And so,  
16 presumably, that means that the area of F  
17 Street is not part of the FAR calculation,  
18 right?

19 MR. BRAUNOHLER: That's correct.

20 COMMISSIONER MAY: What about G  
21 Street?

22 MR. BRAUNOHLER: Same.

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1 COMMISSIONER MAY: Okay. Good.  
2 Now, did you do individual calculations of  
3 each of the blocks, in terms of FAR?

4 MR. BRAUNOHLER: Yes, we have that.  
5 Rod will bring that up. It will be easier.  
6 Yes, the answer is on the North Block we have  
7 an FAR of 8.79. On the Center Block we have  
8 an FAR of 8.1. And on the South Block we have  
9 an FAR of 9.85.

10 COMMISSIONER MAY: Okay. The 9.85  
11 is the one that is kind of jumping out there.

12 So I think that my Fellow Commissioners have  
13 a right to be a bit concerned about that.

14 For the Center Block, what street  
15 are you using to actually get the height of  
16 130? Because the way I look at it, it doesn't  
17 actually --

18 MR. BRAUNOHLER: 3<sup>rd</sup> Street. We  
19 are using 3<sup>rd</sup> Street on the center.

20 COMMISSIONER MAY: How can you do  
21 that? It doesn't touch 3<sup>rd</sup> Street.

22 MR. BRAUNOHLER: With the combined

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1 lot development with the Holy Rosary Church,  
2 we are achieving that.

3 COMMISSIONER MAY: Okay. That's  
4 why I asked the question. Okay. I probably  
5 need some further explanation of that, but not  
6 necessarily in this -- not necessarily right  
7 here and now.

8 The -- is the site close enough to  
9 the Metro to be eligible for any kind of  
10 reduction in parking? I'm moving into  
11 traffic.

12 MR. WELLS: That's a good question.  
13 The Metro Stations are, as the crow flies,  
14 about 700 feet to 2,000 feet. Judiciary  
15 Square is the closest station and that's 700  
16 feet, which is the closest to this site.

17 COMMISSIONER MAY: I forget, how  
18 close do you have to be to qualify for any  
19 kind of reduction or can you in this?

20 MR. SHER: It would be 800 feet and  
21 you have to be at least 800 feet from an R-4  
22 or whatever, which I think we are. So we

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1 could, conceivably -- a piece of the site is  
2 within 800 feet, portions of the site are far  
3 further than 800 feet.

4 COMMISSIONER MAY: Right. Okay.  
5 It would be interesting to know that answer  
6 with a little bit more specificity, because,  
7 first of all, the DDOT report makes reference  
8 to the Zoning Commission being concerned about  
9 the number of parking spaces. I certainly did  
10 not express that concern.

11 And the Department of  
12 Transportation, of course, is always trying to  
13 push down the number of parking spaces for  
14 whatever reason. About the only thing I could  
15 understand being a legitimate reason would be  
16 the proximity to Metro actually qualified it  
17 for that reduction. So I would like to know,  
18 I think, more specifically whether, in fact,  
19 it can and how much it could be reduced as a  
20 result.

21 Does the -- maybe you don't know  
22 this and maybe I need to ask the Office of

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1 Planning, but does Georgetown actually own the  
2 rights of way for F and G Street east of 2<sup>nd</sup>?

3 MR. BRAUNOHLER: They own the G  
4 Street right of way between 1<sup>st</sup> and 2<sup>nd</sup>, but not  
5 the F Street.

6 COMMISSIONER MAY: So they just  
7 lease it?

8 MR. BRAUNOHLER: It's a license  
9 agreement, I think.

10 COMMISSIONER MAY: License  
11 agreement. Okay. I guess I'll ask Office of  
12 Planning about what they see for the future  
13 for F Street. That's good to know that F  
14 Street is not owned by the university.

15 Okay. You said that there was no  
16 D.C. money in the project or, I'm sorry, the  
17 Deputy Mayor's Office, I guess, testified to  
18 that.

19 Will there be any Federal Highway  
20 funds involved in any of the roadway changes?

21 MR. BRAUNOHLER: No.

22 COMMISSIONER MAY: Okay. And what

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1 is happening on 3<sup>rd</sup> Street between Mass and G?

2 It is a rather contorted reconfiguration of  
3 the road there. Can we zoom in on that a  
4 little bit? I mean, it seemed to me that you  
5 had the opportunity to make 3<sup>rd</sup> Street two-way  
6 all the way through there. And it looks like  
7 it is still one-way southbound from Mass Ave.  
8 and the ramp has to kind of curve in.

9 The ramp seems like it is really  
10 long as it is dropping down. It cannot get  
11 underground faster and leave you with a more  
12 normal street?

13 MR. GARRETT: Well, that's -- I'll  
14 start with this Marty and then you can add on.

15 In order to get the ramp below-  
16 grade where it goes through here, it is  
17 starting to curve down and the way that the  
18 ramp edges work, we have to circumvent this  
19 building here, which we don't own. We have to  
20 go around that building.

21 COMMISSIONER MAY: Right.

22 MR. GARRETT: So the ramp is

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1 cutting through here. We looked at several  
2 options of how to extend that ramp. In order  
3 to get rid of the curve, it has to back up  
4 and, therefore, get closer to Mass Avenue,  
5 which is the worst problem.

6 COMMISSIONER MAY: Yes.

7 MR. GARRETT: So this is sort of  
8 the best of --

9 COMMISSIONER MAY: You struck the  
10 right -- the best balance you could here.

11 MR. GARRETT: That's exactly -- in  
12 order to allow the G Street pedestrians to  
13 crossover --

14 COMMISSIONER MAY: Yes.

15 MR. GARRETT: -- there is -- and to  
16 allow us access points into the garage entry  
17 and exit out, we have, essentially, an at-  
18 grade road that goes around, another at-grade  
19 road that goes around and then the two lanes  
20 that go in and duck down into the highway ramp  
21 access point.

22 COMMISSIONER MAY: Okay. That

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1 road, that access ramp, as it is right now, as  
2 I recall, is only one lane.

3 MR. GARRETT: It's --

4 COMMISSIONER MAY: Is it becoming  
5 two?

6 MR. GARRETT: -- two at its entry  
7 point and then down below where it has to hit  
8 the highway at the same location --

9 COMMISSIONER MAY: Yes.

10 MR. GARRETT: -- it goes down to  
11 one. So that we allow -- well, go ahead,  
12 Marty, you may want to add that --

13 MR. WELLS: It, essentially, merges  
14 to a single lane.

15 COMMISSIONER MAY: Yes.

16 MR. WELLS: Where it merges onto  
17 southbound I-395.

18 COMMISSIONER MAY: So with Federal  
19 Highway, are you pursuing the prospect of it  
20 being only a single lane from the beginning?

21 MR. WELLS: All matters related to  
22 the modification to the freeway will be

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1 reviewed in great detail with the Federal  
2 Highway Administration.

3 COMMISSIONER MAY: I'm sure it will  
4 be reviewed in great detail, but my question  
5 is are you going to pursue reducing it to one  
6 lane? Is that an objective that you have?

7 MR. BRAUNOHLER: Well, it's  
8 currently one lane and the merge happens  
9 before you get on it on 3<sup>rd</sup> Street.

10 COMMISSIONER MAY: Yes.

11 MR. BRAUNOHLER: So right now, what  
12 we have shown on the plan is a two lane ramp  
13 where the merge happens further -- closer to  
14 the highway.

15 MR. GARRETT: If I can just add,  
16 what that is doing is it's giving us a little  
17 more queuing space before you get down into  
18 the highway itself. So it is, essentially,  
19 trying to mitigate --

20 COMMISSIONER MAY: So you have  
21 twice as many cars on the street idling near  
22 your lovely new retail?

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1 MR. GARRETT: Well, it's a  
2 tradeoff.

3 COMMISSIONER MAY: I mean, this is  
4 what I'm -- what I'm getting at is what your  
5 desires are for trying to change that? I'm  
6 not necessarily saying that having a single  
7 lane entrance ramp going in there is going to  
8 be a better thing. I'm just trying to feel  
9 out whether it is something that you are  
10 trying to pursue.

11 So did you look at the possibility  
12 of 3<sup>rd</sup> Street becoming two-way around that  
13 ramp, so that, you know, you actually have  
14 northbound traffic again?

15 MR. WELLS: We felt the orientation  
16 of the driveway more towards Massachusetts  
17 Avenue to the north, rather than from the  
18 south, was the --

19 COMMISSIONER MAY: Oh, I see.

20 MR. WELLS: -- most convenient  
21 access for the eventual users of these  
22 buildings.

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1 COMMISSIONER MAY: Yes.

2 MR. WELLS: But your idea is a  
3 clever one.

4 COMMISSIONER MAY: Okay. I'm up to  
5 Question No. 9. I've got about 15. Okay. So  
6 I guess we covered already 2<sup>nd</sup> Street. What's  
7 driving the space between the three north  
8 building, that diagonal cut? I mean, what's  
9 the logic there? I shifted into architecture  
10 now with one second. We can come back to  
11 that, if you want.

12 Mr. Chairman, do you want to just  
13 move on?

14 CHAIRMAN HOOD: Did you ask a  
15 question?

16 COMMISSIONER MAY: I asked a  
17 question.

18 CHAIRMAN HOOD: You might as well  
19 go ahead and ask it, unless you want to wait.

20 COMMISSIONER MAY: Just what is the  
21 -- what is driving that angle or that slice?

22 MR. ROCHE: Well, we are running

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1 parallel to Massachusetts Avenue.

2 COMMISSIONER MAY: Yes.

3 MR. ROCHE: Which allowed us to  
4 create two buildings, essentially, the same  
5 size in the 30,000 square foot range.

6 COMMISSIONER MAY: Yes.

7 MR. ROCHE: Now, if you went  
8 straight across, obviously, you couldn't begin  
9 on 2<sup>nd</sup> Avenue, come straight across, because  
10 you wouldn't have any space for the building.

11 COMMISSIONER MAY: Yes.

12 MR. ROCHE: We didn't want to get  
13 back to the two building arrangement again, so  
14 this is really the only opportunity we had to  
15 be able to get a third building in and get the  
16 kinds of space that we needed to get for a  
17 first class building.

18 COMMISSIONER MAY: Yes. Okay.  
19 Thanks.

20 CHAIRMAN HOOD: Okay. Mr. Wells,  
21 let's go right to -- I want to watch, I don't  
22 want to get in trouble. Let's go right into

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1 reconnecting the grid. I want to be cautious  
2 about how I say it or Mr. Turnbull will get  
3 me.

4 But you mentioned F and G Street  
5 and you mentioned one was for vehicles,  
6 pedestrians and bicycles and then the other  
7 one was for -- help me. Go back over that for  
8 me again.

9 MR. WELLS: F Street would be built  
10 between 2<sup>nd</sup> and 3<sup>rd</sup> Street and it would be open  
11 to -- it would be a complete street, in  
12 effect, motor vehicles, cars, trucks, buses.

13 CHAIRMAN HOOD: So bicycle lanes?  
14 We're looking at bicycle lanes on this street?

15 MR. WELLS: Bicycles could be  
16 accommodated either in mixed traffic or  
17 depending on the specifics of the design. I  
18 don't know if there will be bike lanes. I  
19 don't think they are featured on the plan  
20 right now.

21 CHAIRMAN HOOD: Okay.

22 MR. WELLS: But, of course, there

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1 are well-appointed sidewalks would be built  
2 within this 100 feet of right of way also. So  
3 it's possible to -- for a car to travel  
4 northbound on 2<sup>nd</sup> Street, turn left onto F  
5 Street, then travel onto 3<sup>rd</sup> Street or continue  
6 on on F. And it is part of the fabric of the  
7 network of the street system.

8 We are not proposing, as part of  
9 this plan, of extending F Street through the  
10 Georgetown University Law School Campus. If  
11 that were done, if somebody other than this  
12 applicant would successfully argue for that to  
13 be done, F Street could possibly extend to  
14 North Capitol Street where motorists would be  
15 forced to turn right onto North Cap.

16 CHAIRMAN HOOD: Let's move to G  
17 Street, because I want to make sure -- I want  
18 to lead by example. Let's move to G Street.

19 Now, G Street is going to be  
20 pedestrian and bicycle only?

21 MR. WELLS: Correct. We simply  
22 can't connect it for vehicles because of the

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1 driveway to this Federal Building. There is  
2 stuff in the way. We can't make the  
3 connection.

4 CHAIRMAN HOOD: Okay. Now, did  
5 that happen by -- well, that's there. That  
6 situation exists. Because I'm looking at the  
7 ANC letter where they actually ask you to  
8 consider the former F and G Streets between 2<sup>nd</sup>  
9 and 3<sup>rd</sup> Streets, N.W., for pedestrian use and  
10 the remainder of the area for public purposes,  
11 such as street vendors.

12 So, basically, we're achieving what  
13 the ANC has asked for here, I think.

14 MR. WELLS: They are public  
15 streets.

16 CHAIRMAN HOOD: Right. But I'm  
17 saying they are asking for it to be -- at the  
18 beginning, they were asking for pedestrian-  
19 friendly streets, for pedestrians only. So in  
20 other words, we are achieving that here on G  
21 Street now.

22 MR. WELLS: Certainly.

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1                   CHAIRMAN HOOD: Okay. Let me look  
2 at the -- okay. They are also asking, and I'm  
3 taking this straight from the ANC letter, that  
4 we include more residential in the years going  
5 forward.

6                   Has this applicant made a  
7 commitment? I think, let me not put words in  
8 their mouth. The Commissioners also stated  
9 two aspirations for the project, including  
10 more residential in the years going forward,  
11 if the opportunity arises, and consider the  
12 former F -- okay, we did that part.

13                   But their aspiration is to look at  
14 more residential. Is that agreeable? Are you  
15 agreeable to that?

16                   MR. BRAUNOHLER: Well, that was  
17 stated in the context of if the world changes  
18 and residential land values become closer to  
19 office land values, would you consider it?  
20 And the answer to that is yes, if the  
21 residential land values become closer to  
22 office, we would consider it.

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1           But we, at this point, given the  
2 realities of the value of residential versus  
3 office, need to have a very high predominance  
4 of office density in order to make this  
5 project financially. And so that's why we  
6 asked for the mix that we have asked for.

7           CHAIRMAN HOOD: Right. But I guess  
8 in your discussions with the ANC, you,  
9 obviously, told them that you would look at  
10 that if things change?

11           MR. BRAUNOHLER: If things change,  
12 we would look at that.

13           CHAIRMAN HOOD: Okay. Okay. There  
14 was one other thing I have highlighted here.  
15 It says "ANC-6C Commissioners voted unanimous,  
16 6-0, to support the PUD-related Zoning Map  
17 Amendment with the caveat that the applicant  
18 make a good faith effort to explore methods of  
19 increasing the retail space height along the  
20 four corners of the north building central  
21 retail corridor."

22           MR. BRAUNOHLER: And we have done

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1 that. I think we have responded to the ANC on  
2 that.

3 CHAIRMAN HOOD: All right.

4 MR. BRAUNOHLER: A lot of high  
5 ceiling space on the North Block.

6 CHAIRMAN HOOD: Okay. I have seen  
7 a version of this some years ago. It was a  
8 different owner, I believe, at the time. But  
9 what I seem to know is that there were more  
10 people down here besides who I have.

11 I have the Archdiocese of  
12 Washington, obviously, the latest letter, I  
13 believe, from Commissioners is July 21<sup>st</sup>. It  
14 looks like they have four remaining issues  
15 they would like to address or you all could  
16 work out.

17 MR. BRAUNOHLER: We have an updated  
18 letter from the Archdiocese as of today, I  
19 think.

20 MS. SHIKER: Yes, the Archdiocese  
21 filed a letter in support with no conditions  
22 today in late afternoon.

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1                   CHAIRMAN HOOD:   Okay.   All right.  
2   Well, anyway, so that's the end of that.  
3   Thank you.   But let me go back to my first  
4   point.   There were a number of churches in  
5   that area and I don't know whether the  
6   churches moved since the last case or what  
7   happened.

8                   And I specifically don't see it and  
9   I don't see members of that church here, so I  
10   won't call the name of the church, because,  
11   obviously, you have been working very  
12   diligently.   The Jewish Historical Society of  
13   Greater Washington, obviously, has a letter in  
14   support, correct?   Okay.

15                  MR. BRAUNOHLER:   That's right.

16                  CHAIRMAN HOOD:   Now, let me ask  
17   this.   I'm trying to envision this.   I  
18   actually like this real live example, that's  
19   what I like to look at.

20                  Now, will this look something  
21   similar to when I go down Iverson Mall, 23<sup>rd</sup>  
22   Parkway, I mean, I know that's a smaller

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1 version going up under the underpass. Is that  
2 something similar to what we are talking about  
3 here? Iverson Mall on 23<sup>rd</sup> Parkway. You guys  
4 don't frequent?

5 MR. BRAUNOHLER: I'm not sure.

6 CHAIRMAN HOOD: Okay. You all  
7 don't get out of the City. Okay. Well,  
8 anyway, let me see. Again, one of my  
9 colleagues has already mentioned about DDOT's  
10 parking spaces about 300. And again, I'm not  
11 sure we actually mentioned that, but they are  
12 asking that you look at reducing your parking.

13 So I don't know if you had a  
14 chance, Mr. Wells, to look at the DDOT letter?

15 MR. WELLS: Yes. I received it  
16 this afternoon and did read it, of course. I  
17 guess our position is we -- that this  
18 applicant feels we have the right number of  
19 parking spaces.

20 The most tangible way I can express  
21 it is to say that what the applicant is  
22 proposing is one parking space for every eight

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1 workers.

2 So if going down the line here, if  
3 Mr. May were still in his seat, we could take  
4 the four staff on your right, my left, the  
5 four Zoning Commissioners and you would have  
6 one parking space.

7 Now, DDOT, and they will speak for  
8 themselves, of course, they think that is too  
9 many parking spaces. They think, in effect,  
10 that we should add Ms. Schellin, the Court  
11 Reporter and one other person and the 11 of  
12 you can share one parking space. We think  
13 that is thin. That will not meet the  
14 demonstrated market demand for parking here.

15 CHAIRMAN HOOD: Okay. Just for the  
16 record, Mr. Wells, the Commissioners, right  
17 now, we share zero parking spaces.

18 MR. WELLS: I appreciate that and I  
19 won't ask you to take a poll of how many of  
20 you drove tonight.

21 CHAIRMAN HOOD: Okay. They also  
22 mentioned the TDM being robust. Do you think

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1 your TDM is robust enough?

2 MR. WELLS: We think it is. There  
3 still are discussions that need to be had  
4 between this applicant and DDOT. We have  
5 attempted to do that and they have met with us  
6 several times. We have more work on that, but  
7 we think we do have a good TDM program.

8 CHAIRMAN HOOD: Okay. And trying  
9 to get an orientation where it is going to  
10 cross the 395, the freeway, are you familiar  
11 with where the speed cameras are?

12 MR. WELLS: Yes. In fact, I think  
13 I have been photographed by one.

14 CHAIRMAN HOOD: Okay. Is that the  
15 area? That's kind of where we are talking,  
16 right?

17 MR. WELLS: That's correct.

18 CHAIRMAN HOOD: What is going to  
19 happen with the speed cameras?

20 MR. BRAUNOHLER: We're going to  
21 remove that speed camera.

22 CHAIRMAN HOOD: All right. I am

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1 finished with my round, but that's a good  
2 answer. Thank you. All right. Let's do our  
3 second round. Do we think we need 10 minutes,  
4 Commissioners, or eight minutes?

5 VICE CHAIRMAN SCHLATER: I'll be as  
6 quick as I can be.

7 CHAIRMAN HOOD: Okay. Okay. Let's  
8 try eight minutes.

9 VICE CHAIRMAN SCHLATER: All right.

10 CHAIRMAN HOOD: Okay. I'm hearing  
11 five minutes. Let's do five minute rounds.  
12 We'll start with the Vice Chair.

13 VICE CHAIRMAN SCHLATER: Just on  
14 the topic of the parking, I just want to say I  
15 think this project is a model and I think DDOT  
16 should be embracing it as a model of having --  
17 it's at a parking minimum, at this point. And  
18 for them to be arguing that the applicant  
19 should be going below the parking minimum,  
20 does a disservice, because this is an  
21 extremely progressive proposal. And I think  
22 you should be applauded for accepting the

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1 amount of parking.

2 I think there is other people who  
3 might have come in here and put podium-parking  
4 in here, because they thought more parking  
5 spaces would be needed. So I just want to  
6 applaud the applicant for that.

7 On the topic of retail heights. I  
8 know in the DD Overlay the Zoning Commission  
9 likes -- I think we have a requirement that  
10 retail heights be a minimum of 14 feet. And  
11 in your testimony today, you were saying there  
12 were some spaces that were as low as 10 feet.

13 I'm wondering (A) do you think 10  
14 foot retail heights are sufficient to provide  
15 good retail spaces? I would be concerned that  
16 they are not tall enough.

17 MR. BRAUNOHLER: Well, we actually  
18 have -- I think our minimum is 11 something,  
19 but we are achieving that by depressing the  
20 first floor slab by a foot or a foot and a  
21 half, which is about as much as we can depress  
22 it, given the fact that the highway is

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1 underneath.

2 VICE CHAIRMAN SCHLATER: Because  
3 you are trying to preserve the office floors  
4 above?

5 MR. BRAUNOHLER: We want to  
6 preserve as much as we can of the office  
7 floors above. Now, in some areas, we have  
8 eliminated the office floor above and we have  
9 20 feet of height.

10 VICE CHAIRMAN SCHLATER: In order  
11 to get to the 14 feet minimum throughout the  
12 development, what would the ceiling heights  
13 need to be in the office?

14 MR. BRAUNOHLER: Well, you  
15 basically would give up a floor of office.  
16 Instead of a 12 story building, you would have  
17 an 11 story building.

18 VICE CHAIRMAN SCHLATER: What are  
19 you programming as ceiling heights now?

20 MR. BRAUNOHLER: We are programming  
21 on the areas where we are not removing the  
22 second floor, we are programming the retail

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1 height of about 11.9, I believe.

2 VICE CHAIRMAN SCHLATER: The  
3 office, what would --

4 MR. BRAUNOHLER: Oh, the office?

5 VICE CHAIRMAN SCHLATER: Yes.

6 MR. BRAUNOHLER: We are -- well, it  
7 is really -- you know, it all depends on how  
8 big the plenum is.

9 VICE CHAIRMAN SCHLATER: What's a  
10 slab-to-slab?

11 MR. BRAUNOHLER: The slab-to-slab  
12 is 10.9, I believe. 10.9.

13 VICE CHAIRMAN SCHLATER: And what  
14 do you think the achievable ceiling heights  
15 are there?

16 MR. BRAUNOHLER: So we hope that in  
17 the perimeter we can achieve 8.6 and in the  
18 interior of the building 8.2 to 8.4. In the  
19 Building No. 3, we have made the decision to  
20 eliminate one of the floors, so we will hope  
21 to get 9 foot ceilings in Building 3 with a 14  
22 foot retail on the first floor.

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1                   VICE CHAIRMAN SCHLATER:    Have you  
2                   provided a map that shows the retail heights  
3                   of all the different spaces?

4                   MR. BRAUNOHLER:    Yes.

5                   VICE CHAIRMAN SCHLATER:    I'm sure  
6                   you have.    There is a lot before us.

7                   MR.   BRAUNOHLER:        Yes,  it's  in  
8                   there.

9                   VICE CHAIRMAN SCHLATER:    You know,  
10                  an inch of floor gets you another foot.  And I  
11                  know --

12                  MR. BRAUNOHLER:    Right.

13                  VICE CHAIRMAN SCHLATER:    -- you are  
14                  trying to create the nicest office space.  You  
15                  want to make it marketable.

16                  MR. BRAUNOHLER:    Right.

17                  VICE CHAIRMAN SCHLATER:    So that  
18                  this project can move forward.  But I also --  
19                  you know,  this retail space is going to be  
20                  there forever.  We all want to see it leased  
21                  up,  because it activates the ground floor.  I  
22                  would like to see if there is any possibility

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1 we can get the minimum higher than 10 feet up  
2 to 12 to 14 feet, that's just a hope,  
3 aspiration.

4 In terms of -- you know, OP  
5 expressed, I think, a concern on the overall  
6 retail strategy about the location of the  
7 retail. I don't want to get into it much, but  
8 you have said we have a letter from Asadoorian  
9 Retail Solutions.

10 MR. BRAUNOHLER: That's right.

11 VICE CHAIRMAN SCHLATER: Have they  
12 just been brought on or is this -- have they  
13 been part of the team throughout?

14 MR. BRAUNOHLER: They have been  
15 brought on relatively recently.

16 VICE CHAIRMAN SCHLATER: Okay. I  
17 guess I'll have to read that letter and I may  
18 have further questions about the retail  
19 strategy and why certain locations were picked  
20 for retail.

21 One last question on the  
22 residential building. Their share of loading

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1 between the retail and the residential, is  
2 that typical?

3 MR. BRAUNOHLER: Well, all the  
4 loading is below-grade. So, I mean,  
5 everything is going to be loaded from the  
6 single facility below-grade.

7 VICE CHAIRMAN SCHLATER: I think I  
8 read somewhere that you are actually sharing a  
9 loading dock between the residential and the  
10 retail.

11 MR. WELLS: The proposal is to  
12 share the 55 foot berth.

13 VICE CHAIRMAN SCHLATER: Is that  
14 typical?

15 MR. WELLS: Typically, we are  
16 before you or the BZA arguing that the  
17 residential building doesn't need a 55 foot  
18 berth.

19 VICE CHAIRMAN SCHLATER: I'm not  
20 saying it needs a 55 foot berth.

21 MR. WELLS: Yes.

22 VICE CHAIRMAN SCHLATER: I'm just

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1 wondering, you know, if I'm driving in with my  
2 U-Haul and I'm competing against, you know, a  
3 retail loading truck, how that is going to  
4 work? You don't have to get into it now. It  
5 might be something worth addressing, because I  
6 haven't seen it before here.

7 MR. WELLS: Very well.

8 VICE CHAIRMAN SCHLATER: The last -  
9 - Mr. Chairman, I needed more time.

10 CHAIRMAN HOOD: Well, when you are  
11 finished, just talk to Mr. Turnbull. Go ahead  
12 and finish. Go ahead and finish, because I  
13 took Mr. Turnbull's suggestion of five  
14 minutes, so why don't we do seven minutes. Is  
15 that good enough?

16 VICE CHAIRMAN SCHLATER: I'll limit  
17 it to two more questions.

18 CHAIRMAN HOOD: Okay.

19 VICE CHAIRMAN SCHLATER: The  
20 applicant is requesting a more extensive list  
21 of flexibility in its approval of the PUD than  
22 we normally see. And I think part of that is

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1 because you have a lot of concurrent approval  
2 processes going on at the same time.

3 One of the requested areas of  
4 flexibility is with respect to the NEPA  
5 process, that if NEPA says do something  
6 differently, that you are going to -- you may  
7 have to change the plans.

8 How much flexibility does that  
9 grant you? I guess, I'm a little concerned.  
10 Are we going to see a different massing of the  
11 buildings as a result of this flexibility --

12 MR. BRAUNOHLER: We think --

13 VICE CHAIRMAN SCHLATER: -- with  
14 respect to NEPA?

15 MR. BRAUNOHLER: -- that NEPA's  
16 concerns are going to be much more focused on  
17 the ramp geometry.

18 VICE CHAIRMAN SCHLATER: Yes.

19 MR. BRAUNOHLER: And the geometry  
20 of the highway.

21 VICE CHAIRMAN SCHLATER: Well, and  
22 I think that's fine. That's not our

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1 expertise. I think we just need to play with  
2 the language in the flexibility just so that  
3 it doesn't give the applicant carte blanche to  
4 change the site just because the Federal  
5 Department of Transportation asks for it.

6 The last thing is a design  
7 question. I really like the direction the  
8 design is headed on the Consolidated northern  
9 portion of the block. The thing that I don't  
10 particularly like are these canopies and  
11 arcades.

12 I'm just -- I don't know. I would  
13 like to understand the thinking behind having  
14 these covered walkways. I don't -- maybe I  
15 can't articulate it. But it feels like a  
16 project when it is all connected together like  
17 that and when it is covered. It feels a little  
18 less urban. And there is something that I  
19 don't love about it.

20 So maybe you could explain why we  
21 have the canopies. I understand that we need  
22 a covered connection between all the buildings

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1 to maintain the 130 feet height. So I  
2 understand that there will have to be some  
3 connection. I'm just trying to understand why  
4 the particular on the canopies.

5 MR. ROCHE: Well, the only portion  
6 of the north/south and east/west arcade is  
7 actually covered and that is to, you know,  
8 recognize the fact that it does rain  
9 occasionally here. And that it does give you  
10 an opportunity to get a kind of outdoor retail  
11 kind of a -- for probably six to eight months  
12 of the year, which if you didn't have it,  
13 would be a problem.

14 And then there is one other aspect  
15 to it. It more or less contains the space and  
16 gives you an environment which is more  
17 intimate, I think, than if it was all  
18 completely just in the full height of the  
19 building.

20 VICE CHAIRMAN SCHLATER: How wide  
21 are those arcades?

22 MR. ROCHE: The arcade at the base,

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1 the north/south arcade at the base, is 60 feet  
2 wide.

3 VICE CHAIRMAN SCHLATER: And how  
4 about the east/west?

5 MR. ROCHE: It's 30 feet wide.

6 VICE CHAIRMAN SCHLATER: 30 feet  
7 wide.

8 MR. ROCHE: Now, on the north side,  
9 we step in 10 feet, so it's 40 feet above.

10 VICE CHAIRMAN SCHLATER: Yes.

11 MR. ROCHE: Above the 20 foot mark.

12 But you have, in effect, a 60 foot wide  
13 street all the way down.

14 VICE CHAIRMAN SCHLATER: Yes.

15 MR. ROCHE: And then a 30 foot wide  
16 intersection.

17 VICE CHAIRMAN SCHLATER: Okay. One  
18 thing I would like to see seems like an  
19 important part of the design that hasn't been  
20 addressed is this eco-chimney. Is that design  
21 going to be more fully formulated before we  
22 give our approval of that?

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1 MR. GARRETT: Yes. If we have  
2 time, we could show you a couple more images  
3 of it that we have submitted.

4 VICE CHAIRMAN SCHLATER: Oh, we  
5 have images in our package? If we do, then  
6 I'm --

7 MR. GARRETT: I believe.

8 MS. SHIKER: They are images that  
9 we have worked on. We could show them now.

10 VICE CHAIRMAN SCHLATER: That's  
11 fine.

12 MR. GARRETT: And then, I guess, we  
13 can submit them afterwards. Okay. Let's see.

14  
15 VICE CHAIRMAN SCHLATER: While you  
16 are searching for that, I have another  
17 question on the environmental sustainability  
18 angle, which I think the package of  
19 environmentally sustainable features of the  
20 project is outstanding and you are to be  
21 commended for pushing above and beyond.

22 There was some mention of a

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1 cogeneration plant. Where is this industrial  
2 plant going to be located?

3 MR. GARRETT: Well, we have located  
4 it at the highway level, that eastern edge  
5 that I mentioned where we have the cisterns.

6 VICE CHAIRMAN SCHLATER: Yes.

7 MR. GARRETT: We have located an  
8 area so that as the City starts to develop  
9 these Eco-Districts, which I'm sure you are  
10 familiar with, that the ability to locate  
11 cogeneration in those areas to have a large  
12 catchment area is reserved and the  
13 infrastructure is put in place.

14 And without answering a long  
15 question, the goal here is to put in the  
16 infrastructure. We only get to do it once.  
17 We only get to get on the highway once. We  
18 only get to put in the catchment for water,  
19 all of that needs to happen the first time.

20 So we are putting in the  
21 infrastructure to support those cogen  
22 opportunities at that eastern edge of the

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1 highway.

2                   Here is the eco-chimney. It's  
3 going to be a little bit difficult to see.  
4 But as you can see, basically, what the eco-  
5 chimney is is a system, it's called a  
6 phytoremediation system, which is essentially  
7 using plant media to filter the bad stuff out  
8 of air.

9                   And from our parking garages and  
10 loading docks, the air is coming from that  
11 area, passing through this media and then  
12 filtered out. And these are essentially  
13 greenhouse like structures that go up on top  
14 of the ventilation and naturally filter the  
15 air before it hits the atmosphere.

16                   And this is a system that we have  
17 been developing. There are actually a couple  
18 of commercial systems you can buy. We have  
19 actually been developing one in-house that we  
20 are proposing for the project.

21                   VICE CHAIRMAN SCHLATER: What is it  
22 going to look like on the outside? Is it

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1 going to look like a greenhouse?

2 MR. GARRETT: It's essentially like  
3 a greenhouse. It has a glass system that  
4 could be accessed and maintained. And it has  
5 a plant media within it, a green wall plant  
6 media that the air is pulled through.

7 VICE CHAIRMAN SCHLATER: Okay. I  
8 think that's really exciting. And I also  
9 think it's important that that concept be part  
10 of the approval. Just so I understand, you  
11 are not proposing to put a concrete chimney  
12 there or, you know, a brick chimney? But it's  
13 important that it has a certain character. So  
14 it would be good to get that as part of our  
15 materials.

16 Mr. Chairman, thank you for the  
17 time.

18 CHAIRMAN HOOD: Mr. Turnbull?

19 COMMISSIONER TURNBULL: Do I get  
20 20?

21 CHAIRMAN HOOD: Is that how long it  
22 took?

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1                   COMMISSIONER TURNBULL:    I think,  
2                   yes, but that's okay.  Actually, I don't mind  
3                   the arcades.  I think parts of the arcades  
4                   look very interesting and exciting.  There are  
5                   some parts that I think, and maybe it's just a  
6                   drawing, that doesn't look quite as exciting  
7                   as the others, but there are parts of it.

8                   I mean, I can remember when I first  
9                   went to Toronto and going in Eaton's Mall,  
10                  which is built right in the downtown, and  
11                  suddenly it's this huge vast cavern.  This is  
12                  not anywhere like that, but some of those  
13                  spaces can be kind of exciting, suddenly  
14                  coming out of a building and going into that.

15                  But so I'm not as -- I think there  
16                  is some work that needs to be done.  And since  
17                  Kevin is not here, we can talk about it more.

18                  But I think there is some work that could be  
19                  done on that.  I think it's an exciting  
20                  concept, but I think it needs to be worked out  
21                  a little bit more.

22                  I guess my other question is you

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1 talked about this is going to be heavily  
2 office and so I'm a dad and I've got my  
3 quintuplets. Is there a daycare going to be  
4 planned in here somewhere? Is it possible?  
5 Has anybody thought about that, a daycare  
6 facility for all these office workers?

7 MR. BRAUNOHLER: Oh, yes, I mean,  
8 I'm sure that there will be daycare. I mean,  
9 we have a fair amount of open space on G  
10 Street. We have the potential. I mean, you  
11 know, we added daycare after the fact for the  
12 SEC down at Station Place.

13 COMMISSIONER TURNBULL: Yes.

14 MR. BRAUNOHLER: And, you know,  
15 it's very possible.

16 COMMISSIONER TURNBULL: I'm just  
17 thinking, you know.

18 MR. BRAUNOHLER: Yes.

19 COMMISSIONER TURNBULL: You know,  
20 there is a lot of mom and dads who are both  
21 going to work and they need -- you know, I see  
22 them every day and they are dropping off kids,

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1 you know, left and right. So I'm just  
2 thinking this is going to be a heavily office  
3 area. It will be nice to have a daycare.

4 And again, you need the outdoor  
5 space, too --

6 MR. BRAUNOHLER: Right.

7 COMMISSIONER TURNBULL: -- for a  
8 play area.

9 MR. BRAUNOHLER: I think we have  
10 plenty of outdoor space for that purpose.

11 COMMISSIONER TURNBULL: Okay. I  
12 want to get back to what the Vice Chair talked  
13 about earlier, which is on page 20 of your  
14 Exhibit 30, which is the flexibility.

15 There is about seven items listed  
16 under flexibility, which, basically, if I -- I  
17 don't want to be cavalier about my statement,  
18 but it's almost like you want us to approve  
19 this, but with the flexibility, but guess  
20 what, it's all going to change. So you really  
21 -- you are nodding your head, but it's going  
22 to come back different. And I guess that

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1       bothers me a little bit on the amount of  
2       flexibility you are really asking for.

3               Design issues and changes and  
4       materials, it's a little -- I think we are  
5       going to need to talk about that amongst  
6       ourselves here, too. I think it's a little  
7       steep on a lot of different things.

8               MS. SHIKER: Many -- I would say a  
9       substantial majority of the items in here are  
10      very traditionally found in PUDs, such as the  
11      first one, you know, changing the structural  
12      slabs. It's because your buildings are not  
13      fully designed, at that time, and so as you go  
14      through the design process, you are usually in  
15      concept not even schematic designs at the time  
16      we give you the 11 x 17 plans.

17              So things do change and that gives  
18      you flexibility on a minor nature. You don't  
19      go in and change your entire building based on  
20      your general flexibility at the end of your  
21      PUD order.

22              Another, we do have some specific

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1 flexibility in here due to the other approvals  
2 that are required. For example, the NEPA  
3 process, which Commissioner Schlater talked  
4 about.

5 COMMISSIONER TURNBULL: Yes, right.

6 MS. SHIKER: We also have an  
7 overlapping approval by DDOT through the  
8 Public Space Division for the public rights of  
9 ways and the streetscape. So we are giving  
10 ourselves flexibility in the event that DDOT  
11 approves something that was slightly different  
12 than what we presented here to you.

13 We will present what we present  
14 here to you to DDOT, but they ultimately have  
15 that power to issue the permit for  
16 construction. And those were really the two  
17 more unique natured.

18 I know that there have been a  
19 variety of PUDs approved with all of the other  
20 language. It was not created new for this PUD  
21 today.

22 COMMISSIONER TURNBULL: I guess the

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1 one, No. 7, although you are relating it to  
2 the D.C. Building Code, you are talking a lot  
3 about architectural design elements that could  
4 change, which I think we would like to, since  
5 this is a very significant and premier  
6 project, and it is in very visible, be able to  
7 have a certain degree of confidence that what  
8 we approve is going to go forward.

9 I mean, I look at my fellow  
10 colleagues, but I think that we would like to  
11 feel that once we have nodded our head and you  
12 have nodded your head that we would like to  
13 sort of feel assured that that is what we  
14 think is coming.

15 MS. SHIKER: Again, that provision  
16 has been traditionally found in PUDs to give  
17 minor changes in the event that the Building  
18 Code requires you to do something that is not  
19 what is shown on your PUD plans.

20 COMMISSIONER TURNBULL: Then I  
21 think we can change the language of the order  
22 to read minor.

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1 MS. SHIKER: Okay.

2 COMMISSIONER TURNBULL: Rather than  
3 just blanket approval changes. Okay. Thanks.

4 CHAIRMAN HOOD: Okay. Thank you,  
5 Mr. Turnbull. Commissioner May?

6 COMMISSIONER MAY: Thanks. Okay.  
7 Back to the eco-chimney for a second. Has  
8 that been done somewhere else? Have you done  
9 it somewhere else?

10 MR. GARRETT: We are currently  
11 doing it on a project in New York.

12 COMMISSIONER MAY: Yes.

13 MR. GARRETT: That is the New York  
14 Call Center in New York.

15 COMMISSIONER MAY: Yes.

16 MR. GARRETT: In fact, the images  
17 that I showed up there earlier are from that  
18 project.

19 COMMISSIONER MAY: Right.

20 MR. GARRETT: There are also other  
21 -- this is slightly -- the answer is yes, it  
22 is new technology.

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1 COMMISSIONER MAY: Yes.

2 MR. GARRETT: But like all new  
3 technologies, you know, it has to be done  
4 somewhere first. We have an installation in  
5 the New York PSAC Project and also there are a  
6 couple of manufacturers that make a version of  
7 this that you can just purchase.

8 COMMISSIONER MAY: Okay. Do you  
9 have anything where there might be an image of  
10 what one actually looks like? I mean, not a  
11 computer-generated one, but an actual  
12 photograph?

13 MR. GARRETT: An actual  
14 installation?

15 COMMISSIONER MAY: Yes.

16 MR. GARRETT: We will have to do  
17 some research for you.

18 COMMISSIONER MAY: If you can do  
19 that, I think that would be helpful, but it's  
20 just hard to imagine what it is based on what  
21 we have seen here. I mean, submit what you  
22 have got, but I definitely want to get a sense

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1 of what it really does look like up close,  
2 since it is going to be right, essentially, in  
3 the arcade, right?

4 MR. GARRETT: On the North Block,  
5 that's correct.

6 COMMISSIONER MAY: Yes. Okay. How  
7 do you access the retail or actually how do  
8 you access the eastern office building really  
9 from the one loading dock? I couldn't figure  
10 out how you can actually make that connection.

11 MR. GARRETT: Let me go back to the  
12 Site Plan for a second.

13 COMMISSIONER MAY: Because the  
14 loading dock is all under the -- well, it's in  
15 the -- it's adjacent to the freeway and the  
16 eastern building is all over the freeway,  
17 right? Right.

18 MR. GARRETT: Okay. This is a  
19 little difficult to see, but you can see the  
20 loading dock area is here. There is a service  
21 corridor zone that runs along here and then  
22 continues on to service elevators that are

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1 located, sorry, Marty, here and here.

2 So there is a series of three  
3 service elevators to bring up to the three  
4 blocks.

5 COMMISSIONER MAY: Okay. And the  
6 one at the North Block that furthest one to  
7 the left, actually reaches into the eastern  
8 building?

9 MR. GARRETT: The -- let's go to  
10 the --

11 COMMISSIONER MAY: Of the three, it  
12 goes into the third building.

13 MR. GARRETT: Let's go to the Floor  
14 Plan.

15 COMMISSIONER MAY: Yes, tell me  
16 where it comes up.

17 MR. GARRETT: Kevin, I'll let you  
18 talk to that as soon as I get it up here.  
19 Okay. Right there.

20 COMMISSIONER MAY: Oh, no, that  
21 is --

22 MR. GARRETT: Into the western

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1 building.

2 COMMISSIONER MAY: How does it go  
3 to the western building?

4 MR. GARRETT: Well, the -- let's  
5 see, these three bays are, essentially, the  
6 bays that span over the highway.

7 COMMISSIONER MAY: Right.

8 MR. GARRETT: And the service comes  
9 up through this building, Kevin, you can add  
10 in here, and it connects onto the service  
11 elevator here and then up.

12 COMMISSIONER MAY: So it has to  
13 cross the open space between the two  
14 buildings? So there is not a direct covered  
15 connection?

16 MR. GARRETT: You can't get that.

17 COMMISSIONER MAY: A conditioned  
18 connection, right.

19 MR. GARRETT: That's right.

20 COMMISSIONER MAY: And that's the  
21 only building that is sort of on its own like  
22 that. So that means all of the food going in

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1 and all the trash coming out has to come  
2 across the arcade there?

3 MR. GARRETT: That's correct.

4 COMMISSIONER MAY: Yes, okay. I  
5 just want to make sure I understood that  
6 correctly. And I don't know if there is any  
7 other way to do it, but I just want to  
8 understand what it is.

9 Okay. I share some of the concerns  
10 about the arcade or that whole sort of central  
11 shopping area, both from the point of view of  
12 the design of the canopies and the cover and  
13 all of that, and just the nature of the space,  
14 the viability of the retail there.

15 I'm wondering if there are some  
16 good examples that you can cite for us and  
17 maybe it would be helpful to have images of  
18 them where these sorts of things have worked  
19 where we have sort of this kind of pedestrian  
20 arcade. Because, unfortunately, the things  
21 that I can conjure in my head in Washington  
22 are all not very successful examples.

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1           You know, I'm thinking about what  
2 would have been 8<sup>th</sup> Street going between parts  
3 of Tech World or this little piece of C Street  
4 that is over there just to the west of 6<sup>th</sup>, I  
5 think. 6<sup>th</sup> or 7<sup>th</sup>. 6<sup>th</sup>. They are just not the  
6 greatest spaces.

7           And I'm really concerned that what  
8 you are going to be creating here is not going  
9 to be really great viable retail, particularly  
10 when you don't have a 24 hour population in  
11 really close proximity. You have some across  
12 3<sup>rd</sup> Street, but it is -- you are kind of on the  
13 edge. And there isn't a whole lot further to  
14 the east.

15           Are there other examples that you  
16 can think of in Washington that are really  
17 successful examples of this kind of thing?

18           MR. BRAUNOHLER: We don't have a  
19 specific example. What we have learned is  
20 that it is not the retail space that makes the  
21 success of a retail installation. It's the  
22 retailer. And the retailer is going to draw

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1 sort of regardless of the space and sometimes  
2 in spite of the space.

3 One example that we don't have in  
4 Washington, but does exist in New York is a  
5 50,000 square foot food-oriented retail  
6 complex called Eataly. And it just opened  
7 about a month or two ago and it is drawing  
8 incredible crowds in lower Manhattan.

9 COMMISSIONER MAY: Okay.

10 MR. BRAUNOHLER: And it is just,  
11 you know, that's the vision that we have. But  
12 we are not in Manhattan.

13 COMMISSIONER MAY: Right.

14 MR. BRAUNOHLER: But we think we do  
15 have an adequate base of people to draw  
16 to --

17 COMMISSIONER MAY: So you --

18 MR. BRAUNOHLER: -- that type of  
19 facility.

20 COMMISSIONER MAY: If you could  
21 provide information about that or other  
22 similar ones that have been successful, that

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1 might give me some greater comfort.

2 On some of the plans I have seen,  
3 the retail spaces categorized as office/  
4 retail. Does that mean that you are asking  
5 for flexibility for those ones to be office or  
6 retail?

7 MR. BRAUNOHLER: Where we have it  
8 as office/retail, we would like flexibility.  
9 We think that we have -- not knowing yet who  
10 the tenants of these are, you know, sometimes  
11 the tenant wants to have a reception area on  
12 the ground floor, wants to have some  
13 conference space, so we would like to reserve  
14 that kind of flexibility to be able to  
15 accommodate the tenant, because it is after  
16 all the office tenants that are going to drive  
17 the success of this whole project.

18 COMMISSIONER MAY: Okay. Mr.  
19 Chairman, I have just two quick questions, if  
20 I could finish?

21 CHAIRMAN HOOD: Yes. I'm going to  
22 cede you three of my minutes.

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1 COMMISSIONER MAY: Oh, thanks.

2 CHAIRMAN HOOD: You're welcome.

3 COMMISSIONER MAY: I don't think  
4 I'm going to need three. The phasing on this  
5 whole project is going to be fairly long, but  
6 I recall that the last project, at least that  
7 I saw here that you brought to us, was Station  
8 Place and that was a phased project, three  
9 phases as I recall.

10 And also as I recall, that actually  
11 wound up being built-out relatively quickly  
12 compared to what was in the phasing.

13 MR. BRAUNOHLER: Well, actually, it  
14 was interesting because we were approved by  
15 the Zoning Commission in 2001. And we are  
16 delivering the last space in 2010. So that  
17 was a nine year process for 1.7 million square  
18 feet.

19 COMMISSIONER MAY: And is that what  
20 you had anticipated from the beginning in the  
21 nine year range or was it --

22 MR. BRAUNOHLER: I think so, yes.

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1 I think that was pretty close to what we  
2 anticipated.

3 COMMISSIONER MAY: All right. And  
4 then the last question I had was the \$50,000  
5 toward the park just to the north. As I  
6 recall, that park is in pretty sad shape and  
7 I'm just wondering whether \$50,000 is going to  
8 do very much for it.

9 I mean, is there a real plan for  
10 what that is going to be? I mean, is buying  
11 trees simply going to be enough or does it  
12 need a lot more than that?

13 MR. BRAUNOHLER: Well, we are  
14 working with Casey Trees on that. My  
15 associate, Mr. Cahill, Sean Cahill, is on the  
16 board of Casey Trees. And he advises me that  
17 they have spent about \$16,000 on the park thus  
18 far on the plantings that have been put in  
19 recently and it already looks a lot better  
20 than it did.

21 So we are confident that with a  
22 tripling of that investment --

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1 COMMISSIONER MAY: Yes.

2 MR. BRAUNOHLER: -- we can really  
3 make a difference in that park.

4 COMMISSIONER MAY: Okay. I think  
5 we probably want to know very specifically  
6 exactly what it is going to buy, that \$50,000.

7 I think that's -- at the very least, because  
8 just seeing a raw number like that it's hard  
9 to see.

10 And it also would be helpful, I  
11 think, to actually get an image of what it  
12 looks like right now.

13 And then I would just like to have  
14 the material boards up here, if that's okay?

15 CHAIRMAN HOOD: Okay. Let me ask,  
16 Mr. Braunohler, hopefully I pronounced your  
17 name correctly.

18 MR. BRAUNOHLER: Braunohler.

19 CHAIRMAN HOOD: Braunohler, I'm  
20 sorry.

21 MR. BRAUNOHLER: Thank you.

22 CHAIRMAN HOOD: You have done a lot

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1 of projects in the City. Is that a fair  
2 statement?

3 MR. BRAUNOHLER: Yes.

4 CHAIRMAN HOOD: Okay. And I want a  
5 track record and, Ms. Shiker, you may be able  
6 to help me. I want to know how this company  
7 has done with our CBEs, what is it the 51  
8 percent and is it 35 percent CBE and 51  
9 percent First Source Agreement? I would like  
10 to see the track record, see exactly how  
11 successful we have been.

12 One of the major complaints I hear  
13 from the community is when they drive past  
14 these sites that are being developed, the tags  
15 are from New York, Boston and other places.  
16 So let's just see the track record.

17 MR. BRAUNOHLER: Yes, well, we  
18 would be glad to share that information with  
19 you. We were operating under First Source  
20 Agreements on Station Place and we had filed  
21 all the paperwork with DOES. And we would be  
22 happy to share all that.

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1           We met all our goals. We exceeded  
2 the goals of 35 percent on both of those  
3 projects, on all three of those buildings.  
4 And we take that commitment very seriously.

5           Personally, I'm on the board of an  
6 entity called D.C. Student Construction Trade  
7 Foundation and we are very committed to  
8 establishing vocational training in the  
9 construction trades in the District.

10           And we have a program, pilot  
11 program at Cardozo --

12           CHAIRMAN HOOD: Okay.

13           MR. BRAUNOHLER: -- where we have  
14 100 students signed up right now.

15           CHAIRMAN HOOD: I am familiar with  
16 that program.

17           MR. BRAUNOHLER: Great.

18           CHAIRMAN HOOD: Okay. Thank you.  
19 That's all I have. Commissioners, any other  
20 questions? Let me see, do we have anyone from  
21 the ANC-6C present? Are you representing the  
22 ANC? Come forward. Let me do this first

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1 before I go through all that.

2 Do you have any cross examination?

3 Cross examination where you just ask the  
4 applicant just like we -- okay, no cross  
5 examination. And also, I would ask if you  
6 could work with Ms. Schellin to make sure, do  
7 we have anything stated that he is going to  
8 represent the ANC? I have a letter? It's not  
9 in this letter. Do we have --

10 MS. SCHELLIN: Do you have  
11 something that authorizes you to speak on  
12 behalf of the ANC? You have to be on the  
13 mike.

14 CHAIRMAN HOOD: Okay.

15 MS. SCHELLIN: Is it in the letter?

16 CHAIRMAN HOOD: I'll tell you  
17 what --

18 MS. SCHELLIN: It's not in the  
19 letter.

20 CHAIRMAN HOOD: All right. Okay.  
21 It's not in the letter I have. We will deal  
22 with that when the time comes, but you have no

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1 cross examination, so we will have to deal  
2 with that later.

3 Let's go to the Office of Planning.

4 MS. BROWN-ROBERTS: Good evening,  
5 Mr. Chairman and Members of the Commission. I  
6 am Maxine Brown-Roberts representing the  
7 Office of Planning.

8 OP is very excited and supports  
9 this unique high density development with a  
10 mix of uses over the I-395 Highway. The  
11 proposal would benefit the city and the  
12 neighborhood in numerous physical,  
13 environmental and economical ways, as well as  
14 repair the scar in the land form along the  
15 historical and monumental Massachusetts  
16 Avenue.

17 Additionally, it will connect the  
18 street plan grade pattern above the highway  
19 with the reinstatement of F and G Streets  
20 right of way.

21 The Office of Planning is delighted  
22 with the innovated environmental sustainable

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1 features, such as the eco-chamber, auto  
2 recycling and green roofs.

3 In addition, the placement of  
4 parking, loading and service uses underground  
5 provides for good site design. OP is also  
6 pleased that the applicant has successfully  
7 come to an agreement with the Catholic  
8 Archdiocese and the Jewish Historical Society  
9 on the relocation of the buildings and how  
10 their properties can be successfully  
11 integrated into the development.

12 The applicant has had a number of  
13 meetings with the Office of Planning and we  
14 have raised a number of issues that needs  
15 additional information or clarification.

16 I would first like to address the  
17 Consolidated PUD. We are supportive of and  
18 think that the overall height and density  
19 proposed for the North Block is appropriate  
20 for this location.

21 However, we did express concerns  
22 regarding details of the original two building

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1 concept and questions regarding the current  
2 three building form remains.

3 We have suggested that addition  
4 analysis of options that allow the buildings  
5 to better address the permit of streets be  
6 done and that some modulation in the massing  
7 would help to alleviate a campus-like feel of  
8 the design.

9 The applicant has proposed floor to  
10 ceiling glass facades for all the buildings  
11 with horizontal cornice lines to emphasize the  
12 retail and building tops. We are not certain  
13 of how effective these embellishments are in  
14 creating a less monolithic appearance and  
15 would like to see more details regarding  
16 design of the facade at street level.

17 Attempts to maximize ground floor  
18 retail space with food and neighborhood-  
19 serving retail, active after hour uses and  
20 flexible retail sizes are commendable.

21 However, even with the latest  
22 submission from the applicant, they still have

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1 not addressed the challenges to successful and  
2 vibrant retail posed by concentrating the  
3 retail in an internal arcade, having limited  
4 residential on the site, limited visibility of  
5 retail for surrounding streets and the  
6 constraint of the on and off ramps.

7 Attempts have been made to activate  
8 the arcade space with concerns regarding its  
9 use and viability remains. OP is concerned  
10 that if the market does not materialize, the  
11 space may remain vacant or be filled with only  
12 daytime office retail uses.

13 Because the build-out of the  
14 development would be extended over a number of  
15 years, OP has recommended that the applicant  
16 provide a detailed retail strategy that  
17 examines the proposal and clarifies location,  
18 design and market-orientation to ensure  
19 sustained viable and successful retail over  
20 the entire development.

21 The applicant did provide  
22 renderings on the store fronts in the arcade,

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1 but not enough to demonstrate in detail how  
2 the store fronts or street arcade facade  
3 treatment will appear animated and urban  
4 throughout the arcade and the plazas.

5 The design should further  
6 demonstrate aligning the street level for  
7 pedestrians. We are uncertain of the arcade  
8 with a two-story high trellis and pedestrian  
9 walkway would attract sufficient customers to  
10 support the retail uses.

11 The plans show essential landscape  
12 feature, but lack detail. Additionally, the  
13 parents of the arcade where it penetrates the  
14 rear building into G Street needs further  
15 clarification.

16 The proposal highlights three plaza  
17 spaces which are defined by two-story metal  
18 glass canopy features. However, they seem not  
19 to create signature entrances to the arcades,  
20 which would attract pedestrians into the  
21 retail spaces.

22 OP would like to further design --

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1 would like to see further designs of G Street  
2 showing how it will compliment adjacent retail  
3 and residential uses, how the intersection of  
4 G Street and the pedestrian plaza and the west  
5 plaza would be designed and how G Street would  
6 accommodate pedestrians and bicycle uses  
7 across the site between 2<sup>nd</sup> and 3<sup>rd</sup> Streets.

8           Regarding the First-Stage PUD, the  
9 applicant has addressed the E Street sidewalk  
10 and we would be happy to work with the  
11 applicant on providing additional sidewalk  
12 space along E Street.

13           We have also highlighted the need  
14 for detailed information about the connection  
15 between the buildings in the Center and South  
16 Blocks, which are necessary for height  
17 purposes. And the applicant has acknowledged  
18 that additional detail will be provided at  
19 Stage 2.

20           The proposal is a PUD-Related Map  
21 Amendment and not a rezoning. With a proposed  
22 Map Amendment, the subject -- the project

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1 requires significant flexibility in density of  
2 2.48 FAR and an additional height of 40 feet  
3 afforded through the PUD.

4 In addition, the applicant has  
5 requested flexibility from the loading  
6 requirements. The benefits generated by the  
7 project is commensurate with the benefits  
8 provided. The applicant has also requested  
9 additional areas of flexibility.

10 We agree with Commissioner Schlater  
11 that the areas of flexibility need to be more  
12 defined. As combined, they could affect the  
13 overall design and character of the PUD.

14 The 2006 Comprehensive Plan and the  
15 future Land Use Map places the property in the  
16 high density commercial areas, which would  
17 neither -- which neither the proposed zoning  
18 nor the proposal is inconsistent.

19 As outlined in our report, the  
20 Comprehensive Plan text provides a  
21 considerable number of land use,  
22 transportation, environmental and urban design

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1 policy guidance which are applicable to the  
2 proposal in which they meet.

3           Again, the Office of Planning is  
4 supportive of the overall proposal and we  
5 believe it is a transformative project. The  
6 elements highlighted would serve to make the  
7 project better for those who will work and  
8 live here, as well as attracting persons to  
9 the site for the survival of the vibrant  
10 retail uses.

11           Regarding questions that came up  
12 from the Commission, regarding the G Street  
13 and its connection to the Georgetown  
14 University, the university owns the G Street  
15 easement. However, the F Street -- the  
16 university owns the G Street right of way.

17           However, the F Street, there is an  
18 easement over the F Street which a District  
19 can rescind at any time.

20           We are supportive of more retail on  
21 the site and would work with the applicant at  
22 the Second-Stage, if they so desire.

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1           The eco-chimney, we agree need to  
2 see more details and the concept, which would  
3 be integrated into the west plaza.

4           We would also support a daycare,  
5 but not at the expense of critical retail  
6 locations.

7           Thank you, Mr. Chairman, and we are  
8 open for questions.

9           CHAIRMAN HOOD:     Thank you, Ms.  
10 Brown-Roberts.   Commissioners, any questions  
11 of the Office of Planning?   Commissioner May?

12           COMMISSIONER MAY:   Yes, just to  
13 clarify.   On F Street, you say the City owns  
14 an easement and they could reclaim the --  
15 reclaim F Street at any time.   Is that what  
16 you said?

17           MS. BROWN-ROBERTS:   There is an  
18 easement with Georgetown.

19           COMMISSIONER MAY:     Oh, so  
20 Georgetown owns an easement?

21           MS. BROWN-ROBERTS:   Yes.

22           COMMISSIONER MAY:     That can be

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1 rescinded?

2 MS. BROWN-ROBERTS: Rescinded,  
3 correct.

4 COMMISSIONER MAY: Okay. And there  
5 is a notice provision or circumstances under  
6 which it can be rescinded or is it just as  
7 soon as the City wants it back, they can just  
8 write a letter and it's their's?

9 MS. BROWN-ROBERTS: My  
10 understanding is that it can be done at any  
11 time. The City notifies them and I suppose  
12 there will be some discussions, but it is up  
13 to the City.

14 COMMISSIONER MAY: Yes. I have had  
15 some dealings with the university. I believe  
16 that would be correct.

17 MS. STEINGASSER: And we have had  
18 several meetings with them early on when this  
19 project came through about -- at least two  
20 months ago.

21 COMMISSIONER MAY: Yes.

22 MS. STEINGASSER: And did advise

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1       them that we do intend to continue F Street  
2       through.

3                   COMMISSIONER MAY:   Well, good.

4                   MS. STEINGASSER:   And claim that.

5                   COMMISSIONER MAY:   Okay.  I think I  
6       share many of the concerns about the retail  
7       and also the further development of the design  
8       of the building.  I'm not sure what the right  
9       moves are.  I mean, there is just not that  
10      much you can do, essentially, with the glass  
11      box, but certainly the -- I don't know, some  
12      kind of further development of the arcades.

13                   I mean, it's just not really doing  
14      much for me.  It looks better seeing it in the  
15      model form, but, then again, the red brick  
16      building just to the south looks better in the  
17      model form, too, and I know what it looks like  
18      in real-life.  So I don't know, that's just a  
19      comment.

20                   MR. LAWSON:       Just to respond to  
21      that, I should just note that there were some  
22      additional drawings presented today that I

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1 hadn't seen before, that we hadn't seen before  
2 related to the retail design itself and the  
3 kind of approach towards the retail design,  
4 how the individual retailers would be  
5 designing the store fronts.

6 That's -- we talked about that with  
7 the applicant, but it hadn't been totally  
8 committed to. We really support that  
9 direction. We think that will be a good  
10 direction, whether the retail is on the street  
11 or on the arcades, it will lend kind of an  
12 additional sense of, I guess, vibrancy or play  
13 kind of at the pedestrian level.

14 So we would definitely support that  
15 design direction for the retail.

16 COMMISSIONER MAY: I'll ask a  
17 similar question to what I asked of the  
18 applicant. I mean, are you aware of other  
19 local kind of good versions of what they are  
20 trying to do here?

21 MR. LAWSON: I think it's a great  
22 question and we certainly discussed it a lot

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1 in-house and discussed it with our own retail  
2 expert. And to be honest, we couldn't. It  
3 isn't a particularly Washington scheme. The  
4 closest we could think of were some of the  
5 really tremendous retail arcades in, you know,  
6 some of the cities in Europe, which are great,  
7 that have populations serving them, you know,  
8 vastly greater than the population around this  
9 site.

10 COMMISSIONER MAY: Yes.

11 MR. LAWSON: So it's not that we  
12 think that it can't work. It's that we can't  
13 think of a lot of examples that work well.  
14 And we so far haven't been, I guess, convinced  
15 that in this location it would remain a really  
16 active and vibrant and, frankly, safe place  
17 during off hours, you know, when the office  
18 buildings aren't open. So that's our concern.

19 COMMISSIONER MAY: All right. Yes,  
20 and unfortunately the only examples that I can  
21 think of that are local are really not very  
22 successful ones.

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1 I'm also -- the particular  
2 architecture of the arcade is also reminiscent  
3 of, I think, some of the less attractive  
4 examples in Washington. So that's also, I  
5 think, a concern.

6 It looks better here, but it's kind  
7 of that -- even those forms are not  
8 necessarily the right kind of thing. I'm  
9 almost looking for something that is just  
10 really wild and different, the way we have  
11 actually seen in some other PUDs where there  
12 have been covered spaces.

13 MR. LAWSON: That's true. And I  
14 hadn't thought about this until now, but the  
15 only other example I can think of is the  
16 retail space that you debated extensively as  
17 part of the Florida Rock proposal.

18 COMMISSIONER MAY: Yes, that's the  
19 one I thought of.

20 MR. LAWSON: Yes, which is probably  
21 a much smaller space than this and leads from  
22 the street to the waterfront, so there is a

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1 clear destination --

2 COMMISSIONER MAY: Yes.

3 MR. LAWSON: -- at the -- kind of  
4 the beginning and the end, but that -- and  
5 that was a totally enclosed space, if my  
6 memory serves me right, that had the ability  
7 to be opened up.

8 COMMISSIONER MAY: Right.

9 MR. LAWSON: So it is similar in  
10 some respects, but it actually is very, very  
11 different.

12 COMMISSIONER MAY: Right. And I  
13 had questions about the viability of that, but  
14 most of it had to do with sort of the  
15 structural questions more than anything else.

16 I mean, this, obviously, works well from a  
17 structural point of view, but something a  
18 little bit more dynamic might be more inviting  
19 for the retail.

20 MR. LAWSON: Having said all that  
21 though, and I hope I'm not kind of saying too  
22 much here, if I am, the Chair can tell me to

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1 stop, but we do recognize that it is  
2 difficult, because it is such a large site.  
3 And normally in a block like this, you would  
4 see, you know, service alleys. You would see  
5 something breaking it up.

6 In this case, the applicant has  
7 done a really amazing job of taking all the  
8 loading and all the trash and all the parking  
9 and putting it underground, which is really to  
10 be commended. And so we are kind of left  
11 though with these kind of big blocks. And how  
12 do you deal with buildings that are of an  
13 appropriate massing and then, you know, still  
14 deal with that interior space?

15 I don't know that it is intrinsic  
16 that people have to get to the interior of the  
17 block. Most blocks people don't get to the  
18 interior. But it is important that something  
19 happen there. And so it's kind of, in this  
20 case, either what they have shown or, frankly,  
21 it's bigger buildings, because I'm not quite  
22 sure what else would be in there.

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1                   CHAIRMAN HOOD:     Mr. Lawson, I  
2 actually enjoyed your comments and your  
3 enthusiasm. I actually did. Okay. Any other  
4 questions? Commissioner Turnbull?

5                   COMMISSIONER TURNBULL: I hope it's  
6 not a troop of mimes or circus performers or  
7 something like that. I hope it's an  
8 architectural feature of some stores, rather  
9 than entertainers.

10                  But no, I think, Ms. Brown-Roberts,  
11 the planning report was very good. You didn't  
12 really come out in support or against in the  
13 report per se, but just now you are in  
14 support.

15                  But you are still looking for a lot  
16 more information on retail.

17                  MS. BROWN-ROBERTS: That's correct,  
18 Mr. Turnbull.

19                  COMMISSIONER TURNBULL: And as we  
20 have been talking about it here, are you -- to  
21 what extent do you want to see, that would  
22 convince you that this is a viable retail

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1 space?

2 MS. BROWN-ROBERTS: I thin we  
3 looked at it as over -- we are looking for an  
4 overall retail strategy on this site. It is a  
5 big site, with a lot of retail that is going  
6 to be developed over a number of years, 10  
7 years.

8 And so we want to make sure that  
9 the applicant has a strategy for looking at  
10 the retail, what type of retail, where it will  
11 be located and to have some confidence that  
12 that will stand the test of time.

13 COMMISSIONER TURNBULL: Well, I  
14 think you point out in your report that 50  
15 percent of the overall retail space is in this  
16 North Block. Did you say that? I think you--  
17 is that a correct assumption or am I wrong?

18 MS. BROWN-ROBERTS: I don't think  
19 we said that.

20 COMMISSIONER TURNBULL: Okay. I  
21 thought I read that somewhere. I thought  
22 there was a great portion of the retail is in

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1 this North Block.

2 MS. BROWN-ROBERTS: I think  
3 possibly. I don't know the percentage, but I  
4 think possibly.

5 MR. GOLDSTEIN: Yes, it's a little  
6 under. I'm sorry, Mr. Commissioner, my name  
7 is Paul Goldstein with the Office of Planning.  
8 The retail for the North Block, I'm looking  
9 at, is about 34,200, give or take, and about  
10 75,000 overall. So a little under 50 percent.

11 COMMISSIONER TURNBULL: Okay. And  
12 I guess my comment is are you concerned that  
13 that is not a -- are you concerned then about  
14 the rest of the project having enough?

15 MS. BROWN-ROBERTS: No. I don't  
16 think that we are concerned that it's not  
17 enough. I mean, we are concerned about the  
18 viability of it.

19 COMMISSIONER TURNBULL: The fact  
20 that it could be a 9:00 to 5:00 and then it  
21 dies?

22 MS. BROWN-ROBERTS: That's exactly

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1 right.

2 COMMISSIONER TURNBULL: Okay. All  
3 right. Thank you.

4 CHAIRMAN HOOD: Vice Chair?

5 VICE CHAIRMAN SCHLATER: When OP  
6 looked at this project, how did it approach  
7 its review of the overall mix of uses? If we  
8 read what we got from the ANC, they would like  
9 to see some more residential on the site. If  
10 you look in the Comp Plan, specifically what  
11 is called for for the air rights development,  
12 it calls for mixed land uses, including  
13 housing, office and ground floor retail.

14 Does OP think there is enough  
15 residential on this site to create a 24 hour  
16 atmosphere, to create a good mixed-use  
17 project?

18 MS. BROWN-ROBERTS: Go ahead.

19 MR. LAWSON: We are kind of looking  
20 back and forth to see who wanted to answer  
21 this one. And so Maxine may chime in as well.

22 We have to acknowledge, you know,

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1 the constraints of this property and the real  
2 expense of doing this amazing thing of  
3 building this platform. And so we certainly  
4 recognize the constraints that places on the  
5 applicant and that includes the constraints in  
6 terms of the appropriate use mix.

7 I think that's probably why we are  
8 seeing all office in the first phase to get  
9 that kind of return as part of the first  
10 phase.

11 We would absolutely support the  
12 addition of more residential on this property,  
13 if the applicant came to us and asked us if  
14 they could double the amount of residential,  
15 we would, you know, pat them on the back. And  
16 we think that the project, frankly, over the  
17 long-term would be a better project for it.

18 But the project has got to get  
19 built and so we acknowledge that you have got  
20 to or that the applicant has to weigh those  
21 factors out. I wouldn't be surprised actually  
22 if, in a perfect world, the market allowed it,

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1 if the applicant, themselves, wouldn't prefer  
2 more residential, because it does make the  
3 retail that much easier to do.

4 But as I said, if there is no  
5 project at all, there, you know, is no retail  
6 and no platform.

7 VICE CHAIRMAN SCHLATER: Okay. How  
8 do we, as the Commission, and this is a tough  
9 question, evaluate this? We are told that if  
10 any density is lost, that's going to  
11 jeopardize the project or if the mix of uses  
12 is messed with, that is going to jeopardize  
13 the project.

14 I mean, do we just have to take it  
15 as an article of faith that we can't mess with  
16 the mix and we can't reduce density, otherwise  
17 there won't be a project?

18 MR. LAWSON: I think that the  
19 Commission has to kind of look at what is  
20 presented to you and the place that is most  
21 defined is, obviously, the North Block. You  
22 know, that's where they are asking for

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1 consolidated approval.

2 The applicant will be coming back  
3 for the Center and the South Block and by the  
4 time they come back, things may change. And  
5 they would have an opportunity to request an  
6 amendment to the PUD, the First-Stage PUD, at  
7 that time, and to request a modification of  
8 the use mix.

9 The use mix also, at least to my  
10 understanding, conforms fully to the Land  
11 Disposition Agreement. And I think that, you  
12 know, that's an important factor as well in  
13 terms of how the Commission looks at this.

14 But as I said, we would certainly  
15 encourage additional residential if that is  
16 possible.

17 VICE CHAIRMAN SCHLATER: Thank you  
18 very much.

19 CHAIRMAN HOOD: Okay. Any other  
20 questions for OP? Commissioner May?

21 COMMISSIONER MAY: Yes. Did you  
22 have, in your various discussions with the

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1 further development of the consolidated  
2 portion of this, any discussions about doing  
3 something to make this more of a destination?

4 Because, you know, one of the  
5 things I'm struggling with and try to  
6 understand how all the retail is going to  
7 work, is what is going to bring people here?  
8 And unlike, you know, some other projects in  
9 some proximity, there just isn't enough in the  
10 close proximity to bring people here. It's  
11 not close enough to the Verizon Center and  
12 there are no movie theaters or, you know.

13 So there is nothing to bring people  
14 here in the evenings, except maybe zoning  
15 fans. But there are very few of those.

16 So I mean, did you talk about  
17 anything along those lines? And where there  
18 any, I mean, good ideas that may still be in  
19 the mix?

20 MR. LAWSON: We actually did  
21 discuss that a lot. Like this project, as you  
22 know, has moved forward really quickly. For a

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1 project of this size, it has moved forward at  
2 like a breakneck speed, at least by District  
3 standards.

4           So there hasn't been a lot of time,  
5 but the applicant has been very receptive to  
6 discussions we have had. And for example, one  
7 of the issues we had with some of the earlier  
8 iterations was that we felt that the building  
9 didn't have a strong enough presence on  
10 Massachusetts Avenue, kind of at the ground  
11 level.

12           And to some extent you can  
13 understand that, because, right now, people  
14 kind of speed by it and very few people walk.

15           We think over time that is going to change.  
16 There will be more people walking, more people  
17 biking and maybe traffic will be slower. I  
18 don't know.

19           But the applicant did make some  
20 changes to the design to kind of emphasize the  
21 Massachusetts Avenue facade, added more retail  
22 on the facade, including some of the retail

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1 that is dedicated retail, as opposed to the  
2 flexible office or retail space.

3 And they did that by moving the  
4 office lobbies to the interior of the arcade,  
5 which we thought would also help to enliven  
6 the arcade space. We kind of thought that was  
7 a win/win.

8 So it gave more of a presence to  
9 people going by. We kind of shared some of  
10 the concerns about the arcade and how  
11 welcoming that would be. Would it be  
12 welcoming or not? And we thought, and the  
13 applicant changed the design accordingly, that  
14 adding more retail space along Massachusetts  
15 Avenue would, at least, help that.

16 But certainly, you know, I think  
17 there will be other things that will happen  
18 through the streetscaping process to help to  
19 kind of knit this with the surrounding areas.

20 And certainly the changes to the -- some of  
21 the changes being proposed to the ramp network  
22 will help to make this feel more like part of

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1 a community, rather than an island, you know,  
2 in and amongst all this infrastructure.

3 So, you know, that's kind of a long  
4 meandering answer to a good question, in that,  
5 yes, we did discuss how are they going to kind  
6 of bring the rest of the world onto their  
7 site. And I think it's still a work in  
8 progress.

9 COMMISSIONER MAY: And it just  
10 makes you wonder whether there is more that  
11 could be done toward the south end of that  
12 northern parcel in conjunction with G Street.

13 And the configuration of buildings right now  
14 really doesn't lend itself to that.

15 I think the two building scheme  
16 might have lent itself to making more of G  
17 Street and now it is sort of cutoff. And I'm  
18 wondering, you know, if there -- is there an  
19 opportunity to make a more significant kind of  
20 public space within this, because, as I  
21 recall, there is something in the Comp Plan  
22 that references to, you know, public park

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1 kinds of ideas.

2 And since G Street can't become a  
3 street any time soon, is there an opportunity  
4 for it to be a more substantial public space  
5 where interesting and exciting things could be  
6 happening? So I don't know. Just guessing.

7 CHAIRMAN HOOD: Any other questions  
8 for Office of Planning? Vice Chairman  
9 Schlater?

10 VICE CHAIRMAN SCHLATER: One  
11 question. Since we have moved on from asking  
12 questions of the applicant, I'm just going to  
13 direct this your way in terms of the design on  
14 any modifications on the consolidated portion  
15 on that North Block.

16 I feel like because all three  
17 buildings are similar in character, I mean,  
18 they are all glass, floor to ceiling glass  
19 office buildings, that those interior arcades,  
20 they feel like entrances into the project, but  
21 it really makes it feel like one large  
22 project, because they all have similar

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1 facades.

2 And maybe making that south  
3 building different in some way would help  
4 minimize the feeling that that is a super  
5 block project feel and maybe it will feel a  
6 little bit more organic perhaps. I don't know  
7 if my Fellow Commissioners feel that way.

8 I like the glass on Mass Ave., but  
9 I think maybe the south building could use a  
10 different treatment.

11 CHAIRMAN HOOD: Did you want a  
12 response? Okay. Okay. Okay. So I guess in  
13 that fashion, if they come back with something  
14 different, then so noted. If not, we will  
15 deal with what is in front of us.

16 Okay. Does the applicant have any  
17 cross examination of the Office of Planning?

18 MS. SHIKER: We do not.

19 CHAIRMAN HOOD: Okay. What I'm  
20 going to do instead of everyone moving, I'm  
21 going to ask Mr. Roche and Mr. Wells if you  
22 could step back, because I have a few names to

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1 call. Actually, I only have two, but let me  
2 do this.

3 I'm going to ask the Commissioner  
4 to come up, because I think ANC-6C is in  
5 support, so I'm going to ask the Commissioner  
6 from 6C to come forward.

7 Is there anyone else present who  
8 would like to testify in support of this  
9 project? Anyone else?

10 Okay. Commissioner, if you can  
11 come up and introduce yourself? Also, if we  
12 could, and I know ANC-6C works very diligently  
13 on these projects, have Chairperson Wirt make  
14 sure she put in the letters from now on, so  
15 you can have the ability to cross examine and  
16 everything.

17 So if you have any questions you  
18 wanted to ask Office of Planning or the  
19 applicant, in your testimony, ask me and I  
20 will ask. Okay. You may begin.

21 MR. AMOS: Yes, my name is Rob Amos  
22 for ANC-6C. I'm also Chairman of the Planning

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1 and Zoning Commission for the ANC-6C.

2 Just a couple of things I wanted to  
3 bring up. We have worked very diligently with  
4 the planning group for this project and we  
5 have had multiple meetings of the last three  
6 to four years with them over this project.  
7 And we have been very happy with the type of  
8 involvement they have given the ANC and the  
9 Community Neighborhood Association, both the  
10 Mt. Vernon Square Association and all of 6C in  
11 our thoughts, our plans and our ideas for how  
12 we can make this a better project for all of  
13 us in the neighborhood for that.

14 In the letter that Chairman Wirt  
15 provided, the vote that she records talks  
16 about increasing the retail space height along  
17 the four corners. That was a recommendation  
18 that came from the Planning and Zoning  
19 Committee itself that we wanted them to  
20 increase the height, as you have been  
21 discussing, of those buildings.

22 Within a week from the Planning and

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1 Zoning Committee meeting to the following  
2 week, we had the Full ANC Commission meeting,  
3 they had come back to us and had actually done  
4 the increases of the height. We were only  
5 asking for it at the four corners to try to  
6 draw people into that arcade area.

7 And they went several steps further  
8 and increased the height throughout the area  
9 for us, which we are very happy with in that  
10 area.

11 The other area I wanted to discuss  
12 was the increasing of the residential area.  
13 We would always like to see more residential  
14 use at any of our properties. And we wanted  
15 to make it on the record that should any  
16 occurrence happen that would allow us to have  
17 increased residential, we would want that in  
18 this project.

19 CHAIRMAN HOOD: All right. Thank  
20 you very much, Commissioner. Let me see, any  
21 questions? What's your last name, Ames?

22 MR. AMOS: Robert Amos, A-M-O-S.

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1                   CHAIRMAN HOOD: Commissioner Amos.  
2           Any questions of Commissioner Amos? Does the  
3 applicant have any questions?

4                   MS. SHIKER: We do not.

5                   CHAIRMAN HOOD: Okay. Okay. Thank  
6 you very much, Commissioner, appreciate you  
7 coming down.

8                   MR. AMOS: Okay.

9                   CHAIRMAN HOOD: Okay. I'm going to  
10 opposition. I have Mr. Monte Edwards  
11 representing the Committee of 100. Is there  
12 anyone else here who is in opposition? Okay.  
13 We will end on Mr. Edwards.

14                   MR. EDWARDS: Chairman and Members  
15 of the Commission, my name is Monte Edwards.  
16 I'm representing the Zoning Subcommittee of  
17 the Committee of 100 on the Federal City.

18                   While I am called as a witness in  
19 opposition, I would like to state that, in  
20 general, the Committee of 100 is supportive of  
21 this project.

22                   The project will reconnect the

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1 L'Enfant Grid by building a platform over the  
2 canyon-like Interstate 395 roadway and will  
3 recreate three City blocks.

4 The areas in which we have  
5 differences with this project are only two,  
6 and they involve the Middle and South Blocks  
7 of the project. We take exception to the  
8 height that is being proposed for the Middle  
9 and South Block and we take exception to the  
10 proposed measuring point for the Middle and  
11 South Blocks.

12 Now, the Northern Block proposes to  
13 use Massachusetts Avenue as its measuring  
14 point and Massachusetts Avenue with the width  
15 of 160 feet, the proposed 130 foot height is  
16 both allowed under the PUD Regulations and  
17 under Section 5(a) of the Height Act.

18 However, the Middle Block that is  
19 2<sup>nd</sup>, G, 3<sup>rd</sup> and F Streets fronts on 2<sup>nd</sup> Street  
20 with the width of 90 feet. And Section 5 of  
21 the Height Act would limit structures in this  
22 area to 110 feet.

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1           The Section 5(a) of the Height Act  
2 provides that "No building shall be erected,  
3 altered or raised in any manner so as to  
4 exceed in height above the sidewalk the width  
5 of the street or highway in its front increase  
6 by 20 feet."

7           Likewise, the South Block, 2<sup>nd</sup>, F,  
8 3<sup>rd</sup> and E Streets fronts on 2<sup>nd</sup> Street and E  
9 Street, except for a small protrusion on 3<sup>rd</sup>  
10 Street associated with the Jewish Historical  
11 structure.

12           Now, both 2<sup>nd</sup> and E Streets are  
13 also 90 feet wide and, thus, taking the width  
14 of the street plus 20 feet would limit the  
15 height of that portion of the project to 110  
16 feet.

17           We acknowledge that 3<sup>rd</sup> Street,  
18 N.W., is 110 feet wide and if the project, in  
19 fact, faced 3<sup>rd</sup> Street, the Middle and South  
20 Blocks would qualify for the 130 foot height.

21           But when we look at Exhibit A, and I would  
22 ask you to turn to the past page of my

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1 testimony, this is Exhibit A of the  
2 applicant's presentation, page 2A, we see on  
3 that that the structures facing 3<sup>rd</sup> Street in  
4 the Middle Block are only two.

5 They are the Holy Rosary Church, an  
6 existing building, which they specifically  
7 acknowledge on this drawing is not a part of  
8 the PUD, and the Holy Rosary Casa Italia, also  
9 an existing building, which they acknowledge  
10 is not in the PUD.

11 Now, apparently, as part of the  
12 amenities, we understand the developers adding  
13 the Holy Rosary Annex and the Holy Rosary  
14 Rectory as additions to these existing  
15 structures and behind them.

16 The applicant appears to claim that  
17 while these existing buildings are not part of  
18 the PUD, they can be used to claim a part of  
19 the project fronts on the 110 foot right of  
20 way of 3<sup>rd</sup> Street and, thus, justify a height  
21 of 130 feet.

22 I cite in my testimony the Zoning

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1 Regulations about what is a separate building  
2 and what is a non-separate building. And the  
3 intent seems to be that if buildings  
4 physically touch, but have no internal  
5 communicating passageway, they are separate  
6 buildings.

7 The exception is common ownership,  
8 provided in the definition of structure that  
9 provides that "Any combination of commercial  
10 occupancy separated in their entirety, but  
11 erected or maintained in a single ownership  
12 shall be considered as one structure."

13 And this is fine and this is  
14 exactly what the applicant has done for the  
15 Northern Block.

16 But in order for the Center and  
17 South Blocks to be considered a single  
18 structure and, hence, allowing measurement  
19 from the height of 3<sup>rd</sup> Street, they must be  
20 erected or maintained by single ownership.

21 Nowhere in the application is there  
22 any indication that the applicant intends to

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1 own and then rent the rectory and annex. And  
2 even if these existing buildings that face 3<sup>rd</sup>  
3 Street were connected or under common  
4 ownership, the definition of building's  
5 height states that whenever you -- whatever  
6 you use for measurement must be selected as a  
7 street that the building fronts on.

8 The other issue is the measuring  
9 point the applicants propose for the Middle  
10 and South Blocks. The yet to be constructed  
11 bridge or platform that will reconnect 2<sup>nd</sup> and  
12 3<sup>rd</sup> Street.

13 Normal practice is to measure from  
14 natural grade and both 2<sup>nd</sup> and 3<sup>rd</sup> Street are at  
15 natural grade. There is no discernible  
16 advantage, in terms of increasing height, in  
17 specifying the yet to be constructed platform  
18 as the measuring point. It would not reduce  
19 the height of the project if the existing curb  
20 of 2<sup>nd</sup> or 3<sup>rd</sup> Street were specified as the  
21 measuring point.

22 But to depart from the longstanding

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1 practice of measuring from natural grade and  
2 allow the measuring point to be a manmade  
3 platform introduces a new and potentially  
4 troublesome concept.

5           What happens if a higher platform  
6 is introduced, such as what is proposed for  
7 the Union Station Air Rights Development? If  
8 such a platform is 30 feet above natural  
9 grade, and that is used for the measuring  
10 point to apply the Height Act maximum of 130  
11 feet, the result will be a towering 160 foot  
12 project and yet another 18.5 feet of  
13 penthouse.

14           The Committee of 100 urges the  
15 Zoning Commission to use this proceeding to  
16 reaffirm the historic practice of measuring  
17 height from natural grade. The Committee  
18 supports the basic element of this application  
19 return to the L'Enfant Street Grid.

20           But the L'Enfant Plan is much more  
21 than just a street grid. The values inherited  
22 from the L'Enfant Plan and the McMillian

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1 Commission give Washington its historic  
2 distinction and natural beauty.

3 And we have been able to respond to  
4 the challenges of development. The Committee  
5 of 100 believes these values can continue to  
6 do so through the 21<sup>st</sup> Century. Thank you.

7 CHAIRMAN HOOD: Thank you. And for  
8 the record, I let Mr. Edwards go on and finish  
9 his testimony. One, because I thought he  
10 brought up a good point and, most of all, he  
11 was the only one who was testifying. So it  
12 wasn't a crowd, the room was not crowded with  
13 people ready to testify, so I wanted to make  
14 sure --

15 MR. EDWARDS: Thank you, Chairman.

16 CHAIRMAN HOOD: -- I noted that for  
17 the record. Okay. Any responses, any  
18 questions of Mr. Edwards? Commissioner May?

19 COMMISSIONER MAY: Yes. Let's talk  
20 about the South Building for a second. I'm  
21 not sure why you are suggesting that that  
22 wouldn't -- you couldn't measure that off of

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1 3<sup>rd</sup> Street, because it has -- it does front on  
2 3<sup>rd</sup> Street. It may not be the front of the  
3 building, but there is not a requirement that  
4 -- the requirement is that you measure from  
5 the front of the building, not that you get  
6 your height from the front of the building.

7 MR. EDWARDS: I believe the only  
8 structure in the Southern Block that fronts on  
9 3<sup>rd</sup> Street is not part of this project, but  
10 it's the Jewish Historical Museum and the  
11 church that is being -- the synagogue that is  
12 being relocated. And they are not in the  
13 ownership or part of this PUD.

14 COMMISSIONER MAY: Okay. If you  
15 look at the model that is in front of you  
16 right there, there is a wing of the building,  
17 which I think actually sort of steps down. Is  
18 that -- that is part of what you are building  
19 and that's your ownership. Is that right?  
20 I'm seeing nods from the owner.

21 No, no, not the corner, the white  
22 building right next to that. You need to be

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1 on a microphone.

2 CHAIRMAN HOOD: You want to be on  
3 the mike. Do we have the hand-held?

4 MR. EDWARDS: I understand that  
5 that is being built as the historic -- Jewish  
6 Historic Annex. I may be wrong on that.

7 MS. SHIKER: I would ask Steve Sher  
8 to come up and testify, to stand up here at  
9 the thing, but the Jewish Historical Society  
10 will get their land. The requirement for a  
11 single structure, although Mr. Edwards points  
12 to one section in the regulations that deals  
13 with single structures, the definition of a  
14 building does not go to ownership.

15 And throughout the City, there are  
16 situations where you have a single lot of  
17 record with multiple assessment and taxation  
18 lots on it with different owners that are  
19 connected with a meaningful connection at or  
20 above the level of the first floor and they  
21 are considered a single building.

22 Mr. Edwards cites to only one

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1 section in the regulations that deals with it,  
2 not the one that is most commonly used  
3 throughout the District.

4 COMMISSIONER MAY: Okay. I've had  
5 to wrestle with that, all of those contortions  
6 and the logic there before, but that's not  
7 what I'm trying to focus on at this moment.

8 My focus is on it looks like there  
9 is a wing of the South Block building which  
10 actually extends to 3<sup>rd</sup> Street. Is that  
11 incorrect? Is that part of -- what is that?

12 MR. BRAUNOHLER: That's incorrect.  
13 The Jewish Historical Society is on the  
14 corner, the southeast corner of 3<sup>rd</sup> and F.

15 COMMISSIONER MAY: Okay. And it is  
16 the entirety of the development on that  
17 corner?

18 MR. BRAUNOHLER: It is part of the  
19 site that we are acquiring, but we are going  
20 to be deeding that piece to JHS.

21 COMMISSIONER MAY: So and it's not  
22 just the historic synagogue, but it's also the

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1 building that is next to it through which the  
2 garage is entered?

3 MR. BRAUNOHLER: Yes. The garage  
4 is being entered through the JHS site.

5 COMMISSIONER MAY: Okay. And they  
6 are going to own your garage entrance?

7 MR. BRAUNOHLER: They are going to  
8 own from the grade level up.

9 COMMISSIONER MAY: From the grade  
10 level up.

11 MR. BRAUNOHLER: And we are going  
12 to own below.

13 COMMISSIONER MAY: Okay. All  
14 right. At least I know what is happening in  
15 terms of ownership there.

16 Now, back to Mr. Edwards. Are you  
17 suggesting with your talk of measuring from  
18 the new platform, the new F Street that would  
19 be built, since that more or less connects two  
20 existing grades, wouldn't it be a reasonable  
21 assumption to suggest that the original grade  
22 would have been pretty close to where it would

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1 be on F Street?

2 MR. EDWARDS: I think that would  
3 be. And, in fact, if it were measured from 2<sup>nd</sup>  
4 or 3<sup>rd</sup> Street, I think there would be no  
5 difference in the sea level elevation.

6 However, this Commission was very  
7 clear, I think, in 02-35 that whenever you  
8 have a platform, a viaduct or a bridge, you  
9 don't measure from that if natural grade is  
10 available. And natural grade is available  
11 here.

12 COMMISSIONER MAY: Okay.

13 MR. EDWARDS: And that should be  
14 the measuring point.

15 COMMISSIONER MAY: So the measuring  
16 point could be 2<sup>nd</sup> Street for the Center Block  
17 is what I'm thinking about now. The measuring  
18 point could be 2<sup>nd</sup> Street, but the width of the  
19 street could still be drawn from F Street,  
20 right?

21 MR. EDWARDS: Yes, the width of the  
22 street could still be drawn from F Street.

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1                   COMMISSIONER MAY:    So it could be  
2    110 feet.

3                   MR. EDWARDS:    I believe F Street is  
4    --

5                   COMMISSIONER MAY:    I'm sorry, it  
6    could be -- it's going to be 100 feet, so it  
7    could be 120 under the Height Act.

8                   MR. EDWARDS:    120 feet.

9                   COMMISSIONER MAY:    Under the Height  
10   Act.

11                  MR. EDWARDS:    I would agree with  
12   that.

13                  COMMISSIONER MAY:    Yes, okay.

14                  MR. EDWARDS:    If --

15                  COMMISSIONER    MAY:            All   right.  
16   Well, so the fact that it changed from the  
17   original submission from 110 foot right of way  
18   down to 100 foot right of way is essentially  
19   what your issue is?

20                  MR. EDWARDS:    Yes.    But I believe  
21   that it also implicates the fact that what is  
22   a street?  And is a street at natural grade or

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1 does this come under the definition of a  
2 bridge or viaduct which --

3 COMMISSIONER MAY: That's just for  
4 measuring point. That's not the -- I mean,  
5 there are two different things that you have  
6 to think about. It's where do you get the  
7 street from which you measure you can  
8 determine the possible height of the building?

9 MR. EDWARDS: Yes.

10 COMMISSIONER MAY: And then there  
11 is a separate question of where you measure  
12 from.

13 MR. EDWARDS: Yes. There are  
14 separate questions and I agree, but --

15 COMMISSIONER MAY: So you can  
16 measure from 2<sup>nd</sup> Street and you can get your  
17 street width from F Street.

18 MR. EDWARDS: From F Street if  
19 Commissioner Turnbull will agree that F Street  
20 is -- qualifies as a street.

21 COMMISSIONER MAY: Well, it is  
22 still in the District's ownership as a right

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1 of way, right? So even if there is no actual  
2 roadway there, at that existing grade right  
3 now or that grade right now, the right of way  
4 still exists.

5 MR. EDWARDS: Yes, it does.

6 COMMISSIONER MAY: Yes, okay.  
7 Okay. We don't get into actual Height Act  
8 interpretations here, but it might be, since  
9 this is an issue, something that we want to  
10 get a little bit more information from the  
11 applicant about to at least get it on paper  
12 why they think that the combined lot  
13 developments or the, you know, various  
14 ownership circumstances entitle the  
15 measurement using 3<sup>rd</sup> Street as the street upon  
16 which the height of the building is going to  
17 be based.

18 CHAIRMAN HOOD: Okay. I would  
19 definitely concur with you, Commissioner May,  
20 because I was looking at Mr. Edwards' letter.

21 And I'm actually sure that the applicant may  
22 want to respond tonight. But I would like to

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1 see these points addressed on one page. So, I  
2 think, that would be very helpful.

3 But anyway, on all seriousness, I  
4 would like for these points to be addressed.  
5 And I know they may want to respond tonight,  
6 but at least as Commissioner May said, maybe  
7 we can get something in writing.

8 Okay. Anything else?

9 COMMISSIONER TURNBULL: No. Mr.  
10 Chair, I would agree, because I think I would  
11 also want OAG to weigh in on any comments,  
12 because the question is not going to go away.

13 As pointed out, we have another big project  
14 coming our way very similar.

15 CHAIRMAN HOOD: So we will proceed  
16 in that fashion with the letter and Mr.  
17 Edwards and Committee, we appreciate you  
18 bringing this.

19 MR. EDWARDS: Thank you.

20 CHAIRMAN HOOD: Before you go  
21 though, they may have some cross exam. Any  
22 other questions from us?

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1 Does the applicant have any cross  
2 examination?

3 MS. SHIKER: We do not.

4 CHAIRMAN HOOD: Okay. Thank you.  
5 Thank you very much.

6 MR. EDWARDS: Thank you.

7 CHAIRMAN HOOD: Okay. That's it,  
8 right? Oh, okay, closing. Okay. Do you have  
9 any rebuttal or any closing remarks? Somebody  
10 may have a mike on.

11 MS. SHIKER: Given the nature of  
12 the post-hearing submissions that I anticipate  
13 will be discussed, we will not put on any  
14 rebuttal, at this time, and put anything in  
15 writing with those post-hearing submissions.

16 We want to thank the Commission for  
17 their consideration and for their time for  
18 listening to our presentation. And we are  
19 happy to submit whatever the Commission needs  
20 to further understand and to decide this case  
21 favorably. Thank you.

22 CHAIRMAN HOOD: Okay. Thank you

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1 all very much. Let's go over that list. Ms.  
2 Shiker and Ms. Schellin, if you all could work  
3 on the list?

4 MS. SCHELLIN: I'll start the list.

5 Hopefully I captured most of it. I have that  
6 start with Commissioner Schlater's comments if  
7 possible to figure out a way to widen the E  
8 Street sidewalk. He also asked for examples  
9 where the space between the residential  
10 buildings and the office buildings are 30 feet  
11 or less.

12 Commissioner May asked for, and I  
13 think this followed up with what you guys just  
14 talked about, more explanation of how the 130  
15 foot height can be achieved, which I believe  
16 was off of the 3<sup>rd</sup> Street. How you can use 3<sup>rd</sup>  
17 Street to determine the height.

18 Commissioner May also asked can the  
19 parking actually be reduced as DDOT is  
20 requesting, maybe due to the proximity to  
21 Metro, not that he was necessarily asking for  
22 it, but can it actually be done?

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1           Commissioner Schlater, back to him,  
2 any possibility of increasing retail ceiling  
3 height?

4           Commissioner Schlater, how will the  
5 shared 55 foot dock between the residential  
6 and commercial building work?

7           Commissioner Schlater, again, more  
8 detail and/or pictures on the eco-chimney.

9           Commissioner Turnbull through 1N  
10 regarding the arcades, maybe a little more  
11 work on them. I'm not exactly sure what he  
12 was looking for, maybe pictures or a little  
13 more work.

14           Commissioner May asked for an image  
15 of the park.

16           And back to Commissioner Schlater,  
17 I think it was his night, with regard to the  
18 third building, south building on the  
19 Consolidated PUD portion of the request, maybe  
20 treat that building differently than the other  
21 two, maybe not glass.

22           And that's all I had, but I'm sure

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1 Mr. May is going to add something.

2 COMMISSIONER TURNBULL: Well, I  
3 think there was also a list of some  
4 outstanding items from the Office of Planning  
5 report. I think Office of Planning had some  
6 items that they wanted: Retail Strategy Plan,  
7 I think.

8 MS. SCHELLIN: I thought they  
9 addressed that in the filing they filed  
10 tonight.

11 COMMISSIONER TURNBULL: Did they?

12 MS. SCHELLIN: But maybe not. Did  
13 you address that?

14 COMMISSIONER TURNBULL: Well, that  
15 was a one page. I don't know if that  
16 satisfied Office of Planning. No.

17 MS. SCHELLIN: It did not, okay.

18 COMMISSIONER TURNBULL: Ms. Brown-  
19 Roberts is shaking her head, so I think she  
20 wants some more information.

21 CHAIRMAN HOOD: Okay. Anything  
22 else? Vice Chairman?

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1 COMMISSIONER MAY: Yes.

2 CHAIRMAN HOOD: I'm sorry,  
3 Commissioner May, go ahead.

4 COMMISSIONER MAY: Oh, sorry. Yes,  
5 with regard to the \$50,000 that would go to  
6 Casey Trees, some -- a list or something of  
7 exactly what that will buy for the park. So  
8 some more specific information on that.

9 Maybe you covered this, but some  
10 examples of successful arcades or kind of  
11 retail circumstances like this.

12 And then I was -- as we were  
13 discussing the height question and F Street  
14 and the right of way and so on, I was reminded  
15 of the letter that we had received that was in  
16 our package and it goes back to February 2009  
17 from Arnold and Porter regarding -- it says in  
18 there that "The F Street right of way was  
19 closed in 1967 and that the title to the land  
20 reverted to the Archdiocese, pursuant to a  
21 land exchange with the District of Columbia."

22 I'm guessing that is probably not

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1 correct. So I was wondering if we can get a  
2 response to either this or maybe you can tell  
3 me how this is incorrect right now or if you  
4 can --

5 MS. SHIKER: I could point you to  
6 your prehearing submission.

7 COMMISSIONER MAY: Oh, oh, good.  
8 Okay. So it's in there?

9 MS. SHIKER: And if you go to Tab 4  
10 of the prehearing submission --

11 COMMISSIONER MAY: Yes.

12 MS. SHIKER: -- it shows the F  
13 Street plat where most of F Street remains  
14 open. A small portion towards the western end  
15 was closed --

16 COMMISSIONER MAY: Right.

17 MS. SHIKER: -- reverted to the  
18 Archdiocese. The Archdiocese has agreed in  
19 their letter of July 2010 to open that portion  
20 of the --

21 COMMISSIONER MAY: Okay.

22 MS. SHIKER: -- street that was

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1 closed and reverted to them to be F.

2 COMMISSIONER MAY: All right. Very  
3 good. That's it.

4 CHAIRMAN HOOD: Vice Chairman  
5 Schlater?

6 VICE CHAIRMAN SCHLATER: Only we  
7 asked for revised language on the flexibility  
8 asked for around the NEPA and the public space  
9 changes, I think.

10 And then the last thing is to take  
11 a look at that South Block massing. I think a  
12 few of us expressed concerns on it and would  
13 like to see another go at it.

14 CHAIRMAN HOOD: And one of the  
15 things that I know I asked for is the CBE in  
16 the First Source track record. But I was also  
17 glad to hear that he is working with the  
18 program of Cardozo, so I'm expecting to see  
19 some great results.

20 Anything else? So are we all on  
21 the same page? Did we have a time line when  
22 things need to be in?

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1 MS. SCHELLIN: We will pick one. I  
2 imagine we are probably going to shoot for  
3 January. We could go to February, but January  
4 we will work with. January 10<sup>th</sup> or January  
5 24<sup>th</sup>, which one would you guys prefer?

6 MS. SHIKER: It appears there is  
7 the consensus that we can complete it by  
8 January 10<sup>th</sup>.

9 MS. SCHELLIN: Okay. So we need to  
10 allow time for the ANC to respond. So that  
11 would mean you need to have everything to me  
12 by December 27<sup>th</sup> and allow a week for the ANC  
13 to respond.

14 MS. SHIKER: I think we were under  
15 the impression you were saying our submissions  
16 would be due by January 10<sup>th</sup>.

17 MS. SCHELLIN: No, that's when our  
18 meeting is. I'm giving you an option of our  
19 January 10<sup>th</sup> meeting or January 24<sup>th</sup> meeting.

20 MS. SHIKER: Well, we will need to  
21 take the January 24<sup>th</sup> meeting.

22 MS. SCHELLIN: Okay. Then your

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1 submissions would be due by January 10<sup>th</sup>. We  
2 will make it January 10<sup>th</sup>. And then we will  
3 have the ANC respond by January 18<sup>th</sup>, because  
4 the 17<sup>th</sup> is a holiday.

5 CHAIRMAN HOOD: Well, let me ask  
6 this. Is the ANC -- I know we have new  
7 Members who are going to be sworn in on the  
8 2<sup>nd</sup>. Is the ANC going to be able to, I'm  
9 looking at you, Commissioner, have their  
10 meeting between now and then to be able to  
11 weigh in -- and when you get the submissions,  
12 to be able to weigh in?

13 Can you do me a favor? Even though  
14 you are not speaking, you are an ANC  
15 Commissioner, if you can come forward on the  
16 mike? Because here is what I don't want to  
17 happen.

18 I don't want us to get to the 10<sup>th</sup>  
19 and the ANC -- or the 24<sup>th</sup>, whatever the date  
20 is, and the ANC has not had a chance to weigh  
21 in.

22 MR. AMOS: The first ANC meeting in

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1 January will be January 12, which would give  
2 us time to meet to respond and get the  
3 feedback for your meeting, the meeting on the  
4 24<sup>th</sup>.

5 CHAIRMAN HOOD: Okay.

6 MS. SCHELLIN: So the ANC will  
7 respond by the 18<sup>th</sup>?

8 MR. AMOS: Yes, we can do that.

9 MS. SCHELLIN: Okay. All responses  
10 by 3:00 p.m. on those days. And then we will  
11 take this up at our January 24<sup>th</sup> meeting.

12 And I would say that if OP wants to  
13 respond, too, they could respond on the 18<sup>th</sup>  
14 also, if they want to respond to the  
15 additional filings.

16 CHAIRMAN HOOD: And also we have a  
17 response we are asking OAG to look at  
18 something. I forgot what it was. Mr.  
19 Turnbull?

20 MS. SCHELLIN: Well, they will  
21 respond in time for our meeting.

22 CHAIRMAN HOOD: Okay. Good. Okay.

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1 Ms. Schellin, do we have anything else before  
2 us?

3 MS. SCHELLIN: That would be it.

4 CHAIRMAN HOOD: I want to thank  
5 everyone for their participation tonight.  
6 Obviously, a lot of work has gone into this  
7 and I appreciate everyone's testimony.

8 And with that, this hearing is  
9 adjourned.

10 (Whereupon, the Public Meeting was  
11 concluded at 9:52 p.m.)

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