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OFFICE OF PLANNING STAFF PRESENT:

JENNIFER STEINGASSER, Deputy Director,
Development Review & Historic Preservation
PAUL GOLDSTEIN

DISTRICT DEPARTMENT OF TRANSPORTATION STAFF
PRESENT:

JAMIE HENSON
JONATHAN ROGERS

The transcript constitutes the
minutes from the Public Hearing held on
December 12, 2013.

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

6:36 p.m.

CHAIRMAN HOOD: Good evening Ladies and Gentlemen. This is a public hearing of the Zoning Commission of the District of Columbia for December 12, 2013, 6:30 p.m. We're located in the Jerrily Kress Hearing Room.

My name is Anthony Hood. Joining me this evening are Vice Chair Marcie Cohen and Commissioner Robert Miller, Commissioner Peter May and Commissioner Michael Turnbull. We are also joined by the Officers Only Staff - Ms. Sharon Schellin, Office of Planning Staff - Mr. Goldstein, the District Department of Transportation - Mr. Henson, and Mr. Rogers. Also we're joined by Ms. Steingasser from the Office of Planning.

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

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Notice of today's hearing was published in the D.C. Register and copies of that announcement of relevant are to my left on the wall near the door. Again tonight is Zoning Commission Case Number 08-34C. This is the Capitol Crossing IV, LLC. An Archdiocese of Washington, Holy Rosary Church - Second Stage PUD at Square 566.

The hearing will be conducted in accordance with the revisions of 11 DCMR 3022 as follows: Preliminary Matters, Applicant's Case, Report of the Office of Planning, Report of Other Government Agencies, Report of the ANC, Organizations and Persons in Support, Organizations and Persons in Opposition, Rebuttal and Closing by the Applicant.

The following time constraints will be maintained in this meeting. The Applicant has up to 60 minutes. I see they're going to start with 30 minutes. Organizations five minutes. Individuals three minutes.

The Commission intends to adhere to the time limits as scripting as possible

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in order to hear the case in a reasonable period of time. All persons appearing before the Commission are to fill out two witness cards. These cards are located to my left on the table near the door.

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

The decision of the Commission in this case must be based exclusively on the public record. To avoid any appearance to the contrary, the Commission requested persons present not engage the members of the Commission in conversation during any recess or at any time.

The staff will be available throughout the hearing to discuss procedural

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questions. Please turn off all beepers and cell phones at this time so not to disrupt these proceedings.

Would all individuals wishing to testify please rise to take the oath. Ms. Sheldon, would you please administer the oath.

MS. SCHELLIN: Please raise your right hand. Do you solemnly swear or affirm that the testimony you will give this evening, will be the truth, the whole truth, and nothing but the truth?

(Whereupon all persons present to testify were sworn.)

MS. SCHELLIN: Thank you.

CHAIRMAN HOOD: Okay, thank you Ms. Schellin. Ms. Schellin do we have any preliminary matters?

MS. SCHELLIN: We have a couple proffered experts. And we did receive very, or we gave the Commissioners this evening an ANC 2C report and support. And that is all we have. We have received the Affidavit of Maintenance. It is in order.

CHAIRMAN HOOD: Okay, thank you

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Ms. Schellin. Good evening Ms. Shiker.
Let's go over the expert witness. I think
we don't need to talk about Ms. Milanovich.
I'm not sure who's standing in for Mr. Sher.

MS. SHIKER: Good evening
Chairman, members of the Commission. My
name is Christine Shiker with the law firm
of Holland & Knight.

We do have two expert witnesses
this evening. We have Jamie Milanovich, our
traffic consultant, who has appeared before
you numerous times and been accepted as a
witness, or as an expert. We also have Rod
Garrett from SOM Architects. And he has
also been accepted before this Commission as
an expert witness. And his resume is in the
prehearing submission behind Exhibit --

CHAIRMAN HOOD: Behind Exhibit D.

MS. SHIKER: Exhibit D, thank
you.

CHAIRMAN HOOD: It's already been
accepted. I don't have it in my notes, but
we've already done it. Does any object?
Okay.

So we don't usually re-rehash if

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we've already done someone. Okay, so do we have anything else?

MS. SHIKER: Nothing from us.

CHAIRMAN HOOD: Michele, are we ready to move into the case? Okay, you may proceed.

MS. SHIKER: Okay, thank you.

Good evening, I'm Christie Shiker again with the law firm of Holland & Knight. I'm joined by several people to my right who are going to help me present the case tonight.

I have Sean Cahill from Property Group Partners. He is representing the Applicant. We have Rod Garrett from SOM Architects and Jamie Milanovich, our traffic consultant. We're also joined tonight by Cynthia Giordano, representing the Archdiocese of Washington, which is the owner of the Holy Rosary Church and those facilities.

We are here again before you to present the Capitol Crossing project. It is the development of the air rights above the I395 Center Lake Freeway between Mass Avenue and E Street Northeast, between 2nd and 3rd

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Streets Northeast.

It was originally approved as -- Northwest, thank you. It was originally approved as First Stage PUD, a consolidated PUD and a zoning map amendment and zoning case. Zoning Commission Case 08-34. And the development creates three new city blocks with the extension of F and G Streets through the project, really reconnecting this part of the city in northwest.

The north block as I said, was approved in the consolidated PUD. We returned last year to have a Second Stage PUD for the office portion of the south block. And we are here tonight to present the Second Stage PUD for the rectory and the annex for the Holy Rosary Church.

These facilities will replace the existing rectory and annex, which sit within the former F Street right-of-way. And it's necessary for us to relocate these facilities in order to open up the F Street right-of-way.

The intent of this application is to relocate the facilities in a similar

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orientation to that which existed prior to the construction of the freeway in the 1960s. Mr. Garrett's going to describe in detail the history of those facilities and how we propose to relocate them.

We've worked closely with the Office of Planning and are pleased to have their support for this application. We've also worked closely with D-DOT, and understand that they have no objection to this proposal. There were a few questions and clarifications requested in their report, and Ms. Milanovich will go through those in detail to help you better understand that there is no impact by the elimination by the S Street driveway.

We are also pleased to have unanimous support from ANC 2C. As you may know, the Ward boundary now divides our property in half. So we are both in Ward 2 and Ward 6. This portion of the property is in ANC 2C. And we presented to them, and as you noted in the report, they voted to unanimously support it.

We've worked very closely with

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ANC 6C over the years. And we reached out to them and offered to present this case to them. They declined saying that it's not within their jurisdiction because it's on the other side of the Ward line. So that is why they are not participating tonight. But we have reached out and talked to them and they've received copies of all of our filings.

At this time I'd like to ask Mr. Cahill to go ahead and talk. Thank you.

MR. CAHILL: Thank you Christie. Again Sean Cahill with Property Group Partners. We have been working on this project for eight years.

So we are very excited to be here again in front of the Commission. You have seen most of what we have that we'll be presenting here, or I will be showing you, previously when we did the south block, Second Stage PUD at the end of 2012, beginning of 2013.

We have up for you, if we go back one, we have up for you the existing conditions. What we are looking at today

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deals with the Holy Rosary Church, which is located in this portion of the site. Again I want you to make note of how the ramps look today both on the east side as well as the west side. We are also doing a reconfiguration over here at the park.

Next. Thank you Rod. This is the approved PUD. Again we are focusing on Holy Rosary Church. I show you this slide because in the First Stage PUD, we had the exit ramp for northbound I395 up in the northwest quadrant. We also had an on ramp coming in on 3rd Street. And we had the swosh, as we call it, running through the park.

On the final NEPA -- next slide Rod, thank you. The NEPA moved this exit ramp, northbound exit ramp back to the center block. It eliminated the ramp at 3rd Street, and moved it into the center of Mass Avenue, making 3rd Street a much more prominent entrance to the north block buildings.

We also straightened out H Street as it was in the L'Enfant Plan. And are

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opening 3rd Street, again as it was in the L'Enfant Plan.

We have worked very closely, as Christie said, with the ANCs, with D-DOT, and with the Archdiocese of Washington and Holy Rosary Church. Our schedule, just very quickly. We are looking to commence with utility relocations and all of the work on the grid of the city in the first quarter of 2014. This is a very large piece of the work to kick this project off. You will have pristine water, sewer, electrical, gas, all within this three to four block area.

Our design for the platform itself is about 70 percent complete. Again we meet with D-DOT on a weekly basis. These are working sessions, roll up your sleeves and get the work done.

The construction of the deck itself will commence in the end of the second quarter, or beginning of third quarter 2014. And then we will be on our way with sewing this part of the city, or reknitting this part of the city back together. 2014 will be the commencement of

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the deck itself.

The amenities benefits and benefits for the City of Washington have not changed from our first PUD approval. And just as a reminder, those amenities include infrastructure in excess of about \$110 million of streets, bridges, tunnels, reworking of the street grids, as well as the utilities that are around the site. Not only servicing our site, but the adjacent sites to our east, west, north and south.

We are very, very excited to be starting the project in the next few months. We are certainly very thankful to have been working with all of the city agencies to get us to this point over the last eight years. And with that I will turn it over to my colleague, Rod Garrett.

MR. GARRETT: Thanks Sean. So, if we could just zoom into the site for a second. I want to reorient, remind -- oops, let me back up just a second here. So here we are, the Holy Rosary Church existing, the annex for orientation as was mentioned earlier, of course our goal and our proposal

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is to open up F Street as it has always been for the Stage One PUD. And this is one of the enabling acts that allows that to happen.

Let me just click to a site plan that is a little easier to see. The existing conditions, as you can see the right-of-way from the original L'Enfant Plan for both G and F Street. And our goal of course is to maintain and reestablish those street walls and the right-of-way across the highway. And of course cover it up so that you don't know it's below.

We have two components here, the annex and the existing rectory that lay within that right-of-way itself. Here you can see the existing church and what's called the Casa Italiana which is here. So it's a two story structure, again existing.

Our proposal is as we reinstall the at-grade crossing of F Street and the landscaping and associated components with that, that we would put the rectory more or less where it was before, and I'll go through that in detail, prior to the highway

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coming in. In other words to return that to its location and orientation as it was before and in addition to that, build a new annex behind.

And then there is a courtyard as per the Phase One PUD, a courtyard that is part of the Holy Rosary complex and one level of parking below that. And I'll go through the floor plans shortly.

Before we do that, I wanted just to go through a little bit of the history that we investigated of what was there before so we knew what was the right direction to go back. Here's the original church plan. They had several properties. This is the 1939 base map.

F Street as it was continuing on, and of course those same L'Enfant Street wall lines established in the pink here. And then of course you can see the larger buildings, the apartment building, etcetera beyond.

And if we look at some of the photos, this was the original church. The church actually was built in 1923, and about

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15 years later, the bell tower and the annex was built. But all of the same style. And so when you're there, you really couldn't distinguish the time frames.

Here's that elevation along F Street, so the tower is actually -- this is pre-tower -- the tower is actually built right here, again 15 years later. So here's a view before the highway was installed, looking down F Street, you can see the continuation of the street wall. There's that apartment building I mentioned earlier, and here's the original annex and rectory. At that time all under one structure, and of course their program has somewhat changed now.

Here's another view, you can see a little bit more of that annex extension. The idea that F Street was open back then and we would open that back up and have that view back down all the way, there's Union Station down at the end.

Here's the way it is now. Of course the annex and the rectory, the rectory and the annex beyond blocking that

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view. And then of course also abutting against the bell tower of the church. So of course that's what we're removing.

When the highway was under construction, you can see this view. Of course again there's the annex. This is really an important view because it shows this line which we spent a lot of time understanding what was there on the existing bell tower and how we could respond to that with this larger new addition, yet respect and be compatible. And that connection right there became very important.

What's actually existing now, of course from the highway are all the ramps that Sean mentioned earlier. And then this piece here which is actually a -- is new, but it was a brick version.

There's about three feet of that old annex structure left. Just this little sliver right here, which is this brick, you're looking at it straight on in elevation. And then the rest of the existing annex and rectory which would come away when we open up F Street.

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So here back to the floor plan again as mentioned, the rectory, the annex, the courtyard, the new opening up of F Street along with it's associated landscaping. If we go through the floor plans to explain how that all works, it's intentionally broken up into smaller masses.

Now it's about a 33,000 square foot project that includes the parking, one level of parking. But we intentionally reduced the massing by breaking this up into smaller components.

And here you can see the roof of the rectory, the roof of the annex, what we call the connector piece. And that's important, because it links all the levels together, the new building as well as the floor levels of the church and the Casa, which you can imagine were built at different times and have different uses, different floor levels. This center connection is the pivot of this pinwheel, if you can imagine, that connects all that together. And then establish a new entry piece here.

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So here's the ground floor as you would come in. Have the entry, the elevators, the associate stairs that link all those different levels together. And then of course the parking that is below this courtyard. So the courtyard's one level up.

As Christine mentioned before, we had proposed in the Stage One PUD an F Street entrance into parking. We were able to eliminate that, which Jamie will go into. But by doing that, it makes the pedestrian and urban street-scape along F Street much more friendly.

We think this adds a lot to the benefit that we're trying to create in this lower scale development between the Holy Rosary Church and the future site of the JSH from the original PUD. That allows us to put a much more gracious stair that connects the sidewalk up to the Holy Rosary Church courtyard.

And as the floor plans go up you can see each level again, rectory and annex. Annex is typically the classrooms associated

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with the Casa. And the rectory from the second floor up is essentially the living quarters. The first and second floor of the rectory is essentially the administration component of the rectory.

And when we get up to the fifth level, it actually, you can see it stepping back. I'll show you a 3D in a second that creates a terrace, not only reduces the scale along F Street, but creates a terrace along that for the main living quarters at the top of the rectory.

There you can see in blue the existing Casa below and Holy Rosary Church below. And when you look at that in 3D you can see there's that blue zone all exiting. And then the massing, again intentionally a series of smaller pavilions to break down the scale and pay not only respect to the church, but also as the connector between the church and the larger development that would be to the east that will be in the future.

And we'll go through some of the components. As mentioned earlier, the

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rectory itself along F Street and the new public enhanced landscaping. This new connecting stair that's much wider, that allows you now to come up and have a direct connection to the courtyard. And then of the annex itself, which are the classrooms that look over the courtyard. And that connector piece that links all of those different massings together.

We also have an open air entry. This not only solves the need to have a connection directly off the street to the new building, but it also serves as the buffer between the tower and the much larger building as an open to the air, covered with roof, but open to create a front door gate. And then also to align with that edge that I mentioned earlier to sort of make up that shape, that scale between that scribe on the bell tower that was left over from the previous annex.

We're matching the materials. Slate roofs of the connector would match the existing slate roof. The roof line never aligned. I'll show you an elevation in a

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second. So we're matching the score line that's on the tower.

And then also matching the materiality. So the materiality of the limestone would come across from the existing church, which is an Indiana limestone. The detailing would be similar, although not identical, meant to be compatible but not copy.

The limestone would continue on along F Street as the face of the rectory. And then as that massing comes around, it would resolve itself, and then the two bars that face the courtyard itself, would be a limestone colored brick, which we'll talk about in a second. And then a slightly darker brick, again to differentiate and break down the scale of these buildings into smaller pavilions.

Here's the samples. I think you have the samples behind you there. Again it's an Indiana limestone. We did a lot of research with some stone masons to find out exactly what part of the quarry the Indiana limestone comes from. It's one of the buff

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versions versus the gray versions.

We worked closely with brick manufacturers to match that, for that rectory piece. And then pick a slightly different color, a neutral color for the annex. Again so that there's a reduction in scale between the pieces.

We've also been looking closely at all the metal work. All the windows and frames of the church are actually white. And we're actually looking to mimic that to some extent along F Street. And then change the material slightly as it goes into the courtyard itself.

So here's a view, and you're down on the street crossing the new F Street connection with the enhanced paving. Here you can see the church, our proposal to again, put back that view that was there before to hold the street wall. To hold that scale and let it step up as it goes on to the future massing.

And then of course ultimately open up that view to Union Station beyond. Here's a view from the other direction

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looking again at the new rectory. You can start to see here the scale of the windows. We're not trying to duplicate the windows from the church, but be in the scale so that this all is part of the family, although again not detracting from the original architecture of the church.

Here's the open air pavilion. We're continuing on the court in front that's there now. The garden with the statute of Columbus, and then of course that would continue on along the F Street edge. Here's that new stair that would connect you up to the courtyard.

I'll go through the elevations sort of quickly. You can notice here the step that I mentioned earlier, these two were never aligned. That's the line of the original annex, was never directly in line. So we're allowing that to be the connector between the church and the new annex.

And then of course here you can see that connector piece with the elevators beyond. So this combination of pavilion buildings again breaking down the scale.

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The stairs that connects up.

Here you can see also the section that would take you from F Street up the stairs to the courtyard level and the windows changing. So there's this sense that from the residential scale to the classroom scale and the courtyard phase, the windows would actually transition from a smaller punch to a much larger punch so the classrooms get the benefit of more light.

And then this area here which is actually the elevator lobby for the core beyond, so that that actually opens up directly into the courtyard.

Here's the sort of reverse of that elevation where you're actually in the ally. This is actually the existing Casa, this elevation here and existing church beyond. And you can see how we're butting up against the church and the Casa to allow for the courtyard here and then the classrooms to look down into that.

You're looking at the back of the rectory right here. And then of course way beyond in this ally that connects the two

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together.

So we really feel like this -- the intent of this design while we looked at varying options, is not only an appropriate massing along F Street, but it also has a really good connection between respecting the old, bringing the materiality together and then creating this great urban space with the enhanced landscaping that connects all of that together.

So this nexus of activity that's going to happen, we think will be a tremendously reenforced. And now that we're able to connect with a stair, a much broader stair, we actually think that the amount of traffic and other connectivity through this will be much more pedestrian friendly, which was part of our original concepts in the Phase One PUD.

With that, I think I'm going to hand it over to Jamie.

MS. MILANOVICH: Thanks Rod. Good evening. For the record, my name is Jamie Milanovich with Wells & Associates. We're the traffic consultant for the

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project.

As Sean had mentioned previously, once the preferred roadway network alternative was identified and the portals were established through the NEPA process. The project team began refining the plan. And at that time reassessed the access for the project.

Under the approved PUD access to the site was contemplated at three locations, which you can see on the screen. Access on 3rd Street north of G Street. Access on F Street and then access on 3rd Street south of F Street.

And as you can see here, those three driveways would provide a total of six lanes for ingress and egress. Three inbound, three outbound.

Next. As you can see from this slide, which shows a typical floor plan for the garage, the vast majority of the parking on each level is concentrated on the northern portion of the site and on the southern portion of the site. This slim piece in the middle really connects the two

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major areas of parking and provides very little parking itself.

The layout of the garage caused the project team to look at whether the F Street driveway was really necessary. And as a general rule of thumb, you need one driveway for about 500 parking spaces. So with a project total of 1140 parking spaces, we're right on the border between the need for two driveways and three driveways. Next slide.

So it's important to note that with the removal of the F Street driveway, the lane capacity at either driveways would not change. As you can see here, with the two driveways, we're proposing three lanes for the remaining driveways on 3rd Street.

So again, for a total of six ingress and egress lanes. So under the approved plan, six ingress/egress lanes, under the proposed plan six ingress/egress lanes. Therefore in further refining the plan, it was determined that the F Street driveway was not necessary.

The project team further

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recognized that the removal of the F Street driveway would allow for more intuitive flow of the parking throughout the garage. It would allow for greater efficiency of the parking. And it would better accommodate the blow grade parking proposed with the project.

Next slide. The removal of the F Street driveway would alter traffic patterns in the areas from what was originally studied as part of the approved PUD. We evaluated the impact of this rerouting. The areal on the screen now shows the AM peak hour intersection levels of service at the study intersections.

The level of service on the left shows the level of service for the intersection under the approved PUD, with the approved access. And the level of service on the right shows the level of service under the revised access scenario with the elimination of the F Street driveway. And as you can see, the level of service is equal to or at two locations better than the level of service under the

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approved access scenario.

Next slide. And this slide shows the level of service for the PM peak hour. Again, the level of service on the left is for the approved access scenario. The level of service shown on the right is for the revised access scenario. Again, the intersection levels of service are equal to or in one location in the PM peak hour, better than the levels of service under the approved access scenario.

And I should note that the levels of service for the revised access scenario do take into account the recommended improvements in the traffic impact study. And with that I'll turn it back over to Christie to close.

MS. SHIKER: Thank you. That concludes our direct presentation. We'd be happy to answer any questions that you have.

CHAIRMAN HOOD: Thank you very much for your presentation. I don't know if those young people were trying to come in here and see the hearing or listen to it. But we closed the door on them. It's always

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good to hear young people.

But anyway -- thank you all for your presentation. Let me just ask this right quick and I'll go to my colleagues.

Mr. Garrett I want to thank you for the history lesson. I always want to know how all that worked out in '68. I saw that. That was a very good history lesson. I appreciate that.

Okay, Commissioners, any questions or comments? Commissioner May

COMMISSIONER MAY: I'm always afraid if I don't raise my hand you're going to say okay, no questions. Anyway. I always have a question.

So first of all I just can't tell you how excited I am to hear that you're going to actually start constructing stuff next, what January, or whenever, next spring. I mean it's just so exciting.

And my history on the Zoning Commission on this site goes back at least ten years when we were trying to resolve the old PUD that had existed on this site. And I can't remember too much about the

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discussion back then, but to actually get you know, be ten years later and seeing something on the verge of construction, it's just very exciting.

So and this today I think we're dealing with a very small portion of it, so and it seems like now a very straight forward portion of it. I do have a couple of questions.

The new stairway that replaces the F Street driveway, is that -- does that mean it will be a very public open stair to an open courtyard? Is that what the plan is?

MS. SHIKER: At this point the courtyard is being programmed for Holy Rosary Church facilities. It is not a public amenities space of the project. It's for the church.

COMMISSIONER MAY: Right, okay. Well and that's why I'm wondering, because it's a very inviting thing. And you know people are going to want to go up there.

So is it, maybe it was apparent in the drawings, but I missed it. But is

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there a closure of some sort at the top of the stairs, or is it just -- it's open but not open?

MR. CAHILL: It is open. There are no gates, no closure at the top of the stair. I think as Rod said, there is a better opportunity for it to become a public space. But as with the First Phase PUD, it is programmed for Holy Rosary Church.

COMMISSIONER MAY: Okay. It will be interesting to see how that works out. Is there an access point from the other side at all? Is it going to be become a cut through or anything like that for other people?

MR. GARRETT: Not currently. Currently the main connection is from that connector piece that's another level connection. So that from inside the church and inside the Casa, all of those components can actually come out right directly onto that courtyard level. And then more to the north.

COMMISSIONER MAYS: Right. But then there's not another -- it doesn't, it

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wouldn't currently connect to something. In the future is it going to connect to something? When the full PUD is realized?

MR. CAHILL: When we bring and program the Second Stage PUD for the center block, that is an option that we are looking at. However we have to work again very closely with Holy Rosary Church and their program.

COMMISSIONER MAY: Absolutely. Right.

MR. CAHILL: So there is an opportunity there for that urban design, that connection to take place. But again we would work with our partners on that at the Holy Rosary.

COMMISSIONER MAY: All right. And I meant, don't mistake my questions for an advocacy for anything in particular. I'm just seeking information at this point.

So I have a strictly architectural kind of question. Okay, so maybe the view that's on 2.4 would be good. That sort of shows the same view but from the opposite direction. Yeah, that's it.

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It's hard to see it in that image, but in my you know, what's in front of me.

You've gone to some significant effort to make this new addition have a very compatible and classical kind of feel to it. You know, the window openings are reminiscent of what is occurring in the church itself with that inset around it. And certainly the -- having that, the element that separates the base from the middle, but then you get to the top and there's not top.

And I'm wondering why isn't there a top? I mean there's no -- you got base metal top, but you don't have the top? So what's going on?

MR. GARRETT: Well I think we actually talked and struggled with this a lot. There is a very subtle cap at the top.

COMMISSIONER MAY: Um-hum.

MR. GARRETT: But we didn't want to put a strong architectural cornice --

COMMISSIONER MAY: Um-hum.

MR. GARRETT: At the top. Because it's really not in the vocabulary --

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the church is very -- the detailing of the church is very subtle. There are very subtle plane changes. And we really struggled to keep ornamentation to a minimum. Because the second you put any significant, even a slight plane change, it immediately starts to call attention. We thought out of balance with the church.

I think your point is a good one. And we are looking at a small cap if you will. But not a significant cornice. I mean it was my intent -- I think your question is a completely fair question. But we've been -- it was my intent to --

COMMISSIONER MAY: Okay, well --

MR. GARRETT: Keep the massing simple so that we're not in competition with the church.

COMMISSIONER MAY: Right. So I can understand that. And I could easily see this as a very simple, modern kind of cube treatment where the relationship between that building and the church comes primarily from materials and from scale of openings and things like that.

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But then you introduce these other elements of ornamentation like the frame around the windows. And even to some extent the coursing of the stone, which is - - I mean maybe I'm not reading it right, but it seems to imply that it's -- that the narrower band is inset a little bit.

MR. GARRETT: Right, slightly articulated. That's right, yes.

COMMISSIONER MAY: Yes. So you've got this kind of rustication sort of feel to the entire facade, which again implies a more ornate structure. And then you get to the top and there's nothing there.

I'm not advocating for a lot there, I mean I can see the you know, the rest of the church except for things like the corning at the front corner. There isn't that much of the really kind of over wrought you know, Italian church work --

MR. GARRETT: Right, right.

COMMISSIONER MAY: Architecture. Over wrought, I don't mean that in a negative way. I mean it just sort of really

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muscular kind of feel to it. But it -- I either want it to be, the entire thing to be simpler, or I want there to be something at the top.

And it doesn't really -- I think the idea of the way you separate base from metal is interesting and unusual. I'm not sure if I see it well enough to really love it. Maybe I will. But it's certainly an unusual treatment. I expect it to be a you know, something that's projecting, but instead it's essentially a recess that's a steel piece, right?

MR. GARRETT: That's correct.

COMMISSIONER MAY: Yes.

MR. GARRETT: Yes.

COMMISSIONER MAY: So I mean I just think -- I feel like it needs something. Maybe all it is is making that -- doing some subtle treatment to the very top row of stone just to mark it. I don't know.

And you seem to do something like that on the portion of the building that's recessed, right? Behind the terrace there's

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a --

MR. GARRETT: Right, it also, the materiality changes, so it helps.

COMMISSIONER MAY: Right.

MR. GARRETT: Yes.

COMMISSIONER MAY: Yes. So I just -- it's just missing something. So that's like way too much time about a very small architectural detail. But that's all I got to talk about. So, that's it, I'm ready to pass it on.

CHAIRMAN HOOD: Okay, thank you Commissioner. The rest of you have any questions? You ever notice we always go in the same order. Mr. Turnbull you'll be next, Rob you'll be next, and I'll go next.

VICE CHAIR COHEN: Yes, I just have a few very minor questions. On the stairs, I didn't notice anything regarding ADA accessibility. I presume that you will take that into account?

MR. GARRETT: It is. Currently there's not a direct ADA connection from the sidewalk up, because it's part of the church's plaza, courtyard. But I think your

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questions a good one. So the church itself connects directly from one of the levels into the courtyard at sort of flush. But there's not currently a direct ADA connection from the sidewalk to the courtyard.

MR. CAHILL: But it is ADA accessible from --

VICE CHAIR COHEN: From the church inside.

MR. CAHILL: Inside the church. Yes. So you can come from the sidewalk, through the church and get to the plaza.

VICE CHAIR COHEN: Okay.

MR. GARRETT: At the second floor.

MR. CAHILL: Right.

MR. GARRETT: It's right there.

MR. CAHILL: Yes.

MR. GARRETT: Flush.

VICE CHAIR COHEN: There's always -- everybody says you know, whatever you do, do no harm. But I was hoping to see there would be improvements in the flow of traffic. And you know maybe Ms. Milanovich,

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you can walk me through why we're not seeing any improvements, things remain the same.

I just would like to understand that a little bit better because I think that for some reason in my own mind -- and I'm not a traffic engineer by all means. But I just thought it would be a greater flow now that you're opening up several streets.

MS. MILANOVICH: Well I think -- so the level of service that I presented in my testimony -- I mean we are seeing some improvement in levels of service. Like I said with the improvements that are recommended in the traffic study that are tied to this removal of the F Street driveway.

In terms of the overall project, I mean there was a lot of time and study done through the NEPA process. There was an interchange modification study that was done that looked at the network you know with the project in total, with the access to 395. And there are significant changes in the roadway network that came out of that NEPA

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process and the IMR in terms of the preferred alternative.

So you know, it's an urban condition. And there -- you know there's a lot of traffic in the area. And you know the levels of service do reflect that. But like I said, there's been a lot of time and effort studying what the right roadway network is. Where the right ramp connections are to 395. And a lot of effort in determining what is the best alternative for this area. And that's reflected in the results that I presented.

VICE CHAIR COHEN: Are we removing all the street parking then to that exist -- there is some street parking around there now, isn't there?

MS. MILANOVICH: Correct, and there will be street parking.

VICE CHAIR COHEN: It will remain?

MS. MILANOVICH: Correct.

COMMISSIONER MAY: What about all the double parking that occurs behind that -- no, I'm sorry. That's the marshals you

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can't stop them.

MR. CAHILL: The parking on the exit ramp will stop because it won't be there.

VICE CHAIR COHEN: Those are my questions.

CHAIRMAN HOOD: Thank you. Mr. Turnbull.

COMMISSIONER TURNBULL: Thank you Mr. Chair. I would like to say -- kind of echo Commissioner May's comments that it's going to be really nice to get this thing going in 2014. I think it's going to be a much welcomed start to a major project. So thank you.

I guess what I wanted to understand is if I look at the garage entry off of -- what is it, let me go to the page -- off of 3rd Street. I'm looking at 1.13. Is there loading in there? Where is -- how do you load into the?

MR. GARRETT: The loading for the entire project is below grade for all three blocks. And the loading entrance and exit is designated separately from all of the

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parking entrances and exists on E Street.

COMMISSIONER TURNBULL: And the trash then?

MR. GARRETT: All of that comes out on E Street. So the only thing coming through the entry and exit for parking on 3rd are the cars that park there.

COMMISSIONER TURNBULL: And so how does the church get trash up -- I mean how do we -- is there a connection, and I -- is there an elevator then that goes down?

MR. GARRETT: Yes there is.

COMMISSIONER TURNBULL: To the level?

MR. GARRETT: Yes sir, there is. There is parking -- there is an elevator that goes down to the P1 or P0 level which is the first parking level, as well as the loading dock level for the entire project.

COMMISSIONER TURNBULL: Okay, so there is a trash room on the plan here. And then the plan -- the trash is then wheeled to the elevator and taken down to the lower level.

MR. GARRETT: That's correct. In

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fact, the way it works just in detail, bear with me just one second. So there's an elevator located in the entry here on the ground floor that for the Holy Rosary Church, that elevator goes directly down into the below grade parking and loading levels. That's the connection that comes directly down from -- it's -- all of the office, all the projects go down and connect to that central -- you probably remember from the Phase --

COMMISSIONER TURNBULL: Right.

MR. GARRETT: One PUD. All that connects down to that P1 level, which is a central loading for all the buildings above. And in this case, you can this bank of elevators, two of which are for the -- to go up into the multiple levels of the annex and the rectory.

COMMISSIONER TURNBULL: Right.

MR. GARRETT: And one elevator, the one that's here, actually goes down. The one to the far part.

COMMISSIONER TURNBULL: Does that only go down then?

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MR. GARRETT: That only goes down. That connects the parking and loading levels down.

COMMISSIONER TURNBULL: So that's a service/passenger elevator?

MR. GARRETT: That's correct. That's correct.

COMMISSIONER TURNBULL: Okay.

MR. GARRETT: For only for the Holy Rosary Church though.

COMMISSIONER TURNBULL: Only for the church.

MR. GARRETT: Right.

COMMISSIONER TURNBULL: Okay. And you're going for lead -- what level? I mean I think I saw your scorecard in there, but I just want to get it for the record.

MR. GARRETT: This project is a LEED silver.

COMMISSIONER TURNBULL: LEED silver.

MR. GARRETT: Our score is slightly above that now. But we're targeting LEED silver.

COMMISSIONER TURNBULL: Okay. I

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didn't see any color elevations of the courtyard. I just see black and white elevations. We've got the sample, but I'm trying to get -- what I was looking is like -- well my things gone on the fritz here. Let me try to -- I think my pointer is acting up.

But as you turn the corner with the limestone --

MR. GARRETT: So as you turn the corner --

COMMISSIONER TURNBULL: Right, as you turn the corner there, and then there's a separation, and then you must turn to like a buff brick?

MR. GARRETT: That's correct sir. That's correct.

COMMISSIONER TURNBULL: And then the buff brick goes around the corner.

MR. GARRETT: That's correct.

COMMISSIONER TURNBULL: And then you change to a gray brick?

MR. GARRETT: That's correct. The window size and the material of this -- of the annex massing changes. The window

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scale changes and the materiality changes. But buffering those two is this piece, which is the lobby of the connector that goes all the way down.

So you never get a situation where one brick is abutting another. You always have this sort of transparent connector between the two.

COMMISSIONER TURNBULL: Yes.

MR. GARRETT: That's right.

COMMISSIONER TURNBULL: Court we get for the record a color elevation of those facades?

MR. GARRETT: Sure, yes. Yes.

COMMISSIONER TURNBULL: I think I'd like to see those. And then even as you turn the corner again -- I'd like to see all the sides with a color elevation.

MR. GARRETT: Yes.

COMMISSIONER TURNBULL: As to what it's going to really look like.

MR. GARRETT: Absolutely.

COMMISSIONER TURNBULL: I would appreciate that. And I think -- I think Mr. Chair that's it.

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CHAIRMAN HOOD: Thank you.

Commissioner Miller.

COMMISSIONER MILLER: Thank you Mr. Chairman. Yes, I share the excitement this project moving forward, which is going to be really fantastic for this area. And it's a very attractive preservation and relocation of the church's rectory and annex. That it does open up the F Street grid here. And you're opening up the G Street grid elsewhere. So that's really all wonderful elements of this project.

So yes, I had a -- just to follow up on the LEED question. I was confused by the chart that did show the score was -- it looked like the score was almost platinum. And you had no points for platinum, but you're targeting silver, what does that mean? You just want to lower the expectations so that when you come in at platinum we all say -- be even more pleased?

MR. GARRETT: Not exactly, but I think we have a target of silver as a baseline. And as the project becomes developed, we see what points are

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achievable. It has a unique program, so it's a little more difficult to immediately pin down all the components in order to hit a higher -- so the answer is we have a target of silver, but we are right now you know, we're well into gold.

And if we could do that, we'll continue to achieve that.

COMMISSIONER MILLER: All right.

MR. CAHILL: Just to very quickly follow on to that. The highway -- having the highway underneath the buildings, and some of our infrastructure on the east side of the highway, this being on the west side of the highway. And our inability to bring some of that infrastructure over, above the tunnels, makes it a challenge.

So those are still pieces that we're working through. If we can get that connection, then everything on the site for Holy Rosary Church and for Jewish Historical Society, would have that opportunity to plug into that infrastructure, which mostly sits on the east side of the highway.

COMMISSIONER MILLER: Looking at

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that picture -- well the one that was on 2.4 showed it. But there was a door next to the stairs that go up, a door to the back. Is that a -- maybe you said this, is that an exit door from the service -- from the parking lot or?

MR. CAHILL: That's exactly what it is. It's a required exit from below grade to come up at that level.

COMMISSIONER MILLER: So it's not an entry level for anybody.

MR. CAHILL: No, no.

COMMISSIONER MILLER: And it's a -- okay. Then the only other -- what was the only other question that I have? Oh, did this -- is this church -- is the church a historic landmark?

MS. SHIKER: It is not a historic landmark.

COMMISSIONER MILLER: So this did not have to go through HPRB?

MS. SHIKER: No, but we did take the opportunity to meet with David Maloney and have input on the location of the connector and how the property was being put

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back together. And he was an office planning -- so he was very supportive of what we were doing. But it is not a historic landmark and thus does not require Historic Preservation Review Board.

COMMISSIONER MILLER: Well I'm sure it would have gotten a very favorable review there if it had been required. The church will be able to stay in operation during all the construction?

MR. CAHILL: Yes, the phasing would be that we bring the platform back up to the backside of the church. They would continue to use the existing rectory and annex until the new facilities are built. They would move into the new facilities, get themselves settled and then we would demolish their existing facilities.

And there would be a -- it's not a spring easement, it's a -- the title would go -- the right-of-way would come back to the District at that point, for F Street.

COMMISSIONER MILLER: Right. And just out of curiosity, what is their typical congregation on a Sunday?

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MR. CAHILL: This is the largest Italian/Catholic parish in Washington, D.C. They -- I cannot tell you the exact number. I believe that there are over four or six hundred parishioners that I believe are part of the parish.

And they obviously have the learning center. It's actually a great facility. They do a lot of programing there. And they do it very successfully.

COMMISSIONER MILLER: Right. I'm familiar with some of them. Thank you very much.

CHAIRMAN HOOD: I just -- again I know it's been said more than once. I want to associate myself with everyone who's glad to see this moving forward. In my tenure here, I've heard about the air rights, and the air rights, and the air rights. But now we're starting to get some movement and I would associate myself with their comments. And I'm glad to starting it -- to jump start and get it going.

The only thing I have is when I look at, from the -- looking at 1.6 from the

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west, looking towards the west. You have an actual picture of existing conditions. What I would like to see is the new structure in the different positions placed here so I can see it looking to the west as you have here in 1.6, unless there's somewhere else. I didn't see it.

I'd like to be on the other side of 395 looking in the same direction you have there. But I'd like to see the positioning of the structures. That would be very helpful to me. Okay? And I guess you still use CAD. Are they using CAD now, or are they using something different now? They're probably using something different now.

MR. GARRETT: Equally and more complicated, but we can do it.

CHAIRMAN HOOD: Oh, okay.

MR. GARRETT: We can do it, that's a --

CHAIRMAN HOOD: I figured you could just drop it in there and let me see how it works. It probably take you what about a minute?

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MR. GARRETT: Something,
something -- maybe two.

CHAIRMAN HOOD: Two minutes?
Okay.

MS. SHIKER: We can certainly
provide that. That will in the future
though, there will be the office building on
the immediate west, excuse me, the immediate
east side of the rectory and annex.
Building of the courtyard and then you have
the office building that will ultimately be
there. But we can still provide you with
it.

CHAIRMAN HOOD: If you can move
to the left a little. I just want to see
the positioning and how it looks now. What
I'm going to see now. Not what's going to
happen in later developments.

MR. GARRETT: Sure, okay.

CHAIRMAN HOOD: Yes, that's all I
have. Anybody else? Commissioner Turnbull?

COMMISSIONER TURNBULL: Yes, Mr.
Chair I just had one question. From a
property standpoint, the road comes back, is
the annex officially part of the church? Is

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there a transfer of rights? I mean how does that -- because you've got everything going on underneath, which is common. But all the stuff up on top, the actual, the court -- how does that work? Is there a --

MS. SHIKER: There are detailed agreements --

COMMISSIONER TURNBULL: Yes, I was going to say --

MS. SHIKER: On how this is going to work. And there will be a transfer of land on the surface to Holy Rosary Church. And there will be lots created for that. The below grade --

COMMISSIONER TURNBULL: I'm sure it's complicated, yes.

MS. SHIKER: So Holy Rosary Church will own it's land weather it be in an air rights lot, or in a fee lot for it's facilities. Property Group Partners continues to own its property, and the city will have its --

COMMISSIONER TURNBULL: Okay.

MS. SHIKER: Its street, or an easement for the street.

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COMMISSIONER TURNBULL: Okay.

MR. CAHILL: The city will own the street is the way that it has been set up. Both in the LDA and the MOU in the final agreement that we're in negotiations with the Archdioceses. So the church will own from two inches below the ground to the heavens above. And then we own -- would own from that point below.

COMMISSIONER TURNBULL: Do you own the parking area where the church, or I mean where that is or?

MR. CAHILL: No, the parking area is for the church. Not part of our 11 --

COMMISSIONER TURNBULL: The other, okay.

MR. CAHILL: Spaces and that footprint is theirs.

COMMISSIONER TURNBULL: Okay, all right. Thank you.

CHAIRMAN HOOD: Thank you. Any other questions? Do we have any representative of ANC 2C -- Clinic Cross? Okay, I'm not seeing them present and we have a letter we'll discuss later.

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Let's go to the Office of Planning and DDOT and we can just hit the highlights. Mr. Goldstein.

MR. GOLDSTEIN: Good evening Mr. Chairman and members of the Commission. The Office of Planning recommends approval of the application. And with that I can rest on the record and take any questions that you may have. Thank you.

CHAIRMAN HOOD: That was definitely right to the highlights. Thank you Mr. Goldstein. Okay, Mr. Rogers?

MR. ROGERS: Good evening. Jonathan Rogers with the District Department of Transportation. DDOT has worked with the Applicant for multiple years on a disposition of air rights, redesign of an interchange and the associated environmental processes. And we are currently working with the Applicant on detailed elements of design.

DDOT has no objection of the modifications from the Holy Rosary Church Development Program. With respect to the proposed site access change, the roadways in

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the vicinity are expected to be highly congested especially during peak periods. Such congestion is typical of downtown settings and cannot be fully mitigated.

The Applicant is proposing to modify the site access plan by removing F Street parking garage access. This change could result in increased congestion and vehicle queuing in the vicinity, which could cause delays for vehicles entering and exiting the site.

The Applicant has proposed several mitigations, which will need to be verified during final design. We understand the need to facilitate auto access to and from the site, but DDOT is not likely to consider non-standard curb cut designs in order to achieve this.

The propose curb cut design appears to be a non-standard and raises some potential operational concerns. We will continue to work with the Applicant on final design of the curb cuts.

CHAIRMAN HOOD: Thank you Mr. Rogers and also Mr. Goldstein.

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Commissioners any questions of either DDOT or Office of Planning? Commissioner May.

COMMISSIONER MAY: For DDOT. So I'm a little confused. There seems to be a disconnect. We heard from the Applicant that this proposed modification to the garage entrances is going to be no worse or slightly better at a couple of intersections. And you're saying that there's a risk that this is going to make things worse.

So does that mean that you disagree with their analysis? Or are you talking about different things somehow and I'm missing it? I'm also not a traffic engineer.

MR. HENSON: Well let's see. Jamie Henson from DDOT. Basically in round terms, there are a couple of hundred trips in in the am and out in the pm that are going to have to be redistributed. Those trips have to go somewhere. They're going to go on the network. They're going to cause increased delay. How much? Some. How bad? Probably not that bad. Not

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necessarily perceptible.

I think where the difference comes in is that the Applicant is proposing mitigations that we are not necessarily 100 percent content with yet. Which if I've understood correctly is why the level of service improves. I think that's.

COMMISSIONER MAY: Yes, they're proposing to change plus some mitigations. So I guess I still have to go back to the original -- I mean your description of things, of the situation seems to indicate that you know, it seems to be based on the idea that they're adding all of these vehicle trips. But really what they're doing is redistributing these vehicle trips. Right? Okay.

Well I guess the Applicant can respond further to the question of the mitigations and what needs to be negotiated. And I'm also curious about the statement that there was a non-standard entry, or curb cut design or something like that being proposed. Do you want to explain that a little bit further?

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MR. ROGERS: Certainly. So what is shown earlier this evening was three lanes of traffic at both of the two remaining curb cuts. And given the geometry needed for each lane of traffic and DDOT's policies and standards on curb cuts, it's expected that three lanes of traffic would exceed the standards for curb cut widths.

And additionally there are also some operational concerns with having three lanes of traffic, that would mean either two in or two out at each of the intersections - - or excuse me, each of the access points. And because 3rd Street is one way, there could be potential operational concerns, safety concerns with either two in or two out.

COMMISSIONER MAY: 3rd Street is one way --

MR. ROGERS: Southbound.

COMMISSIONER MAY: Southbound close to Mass Ave?

MR. ROGERS: Right.

COMMISSIONER MAY: And that's where one of the entrances is. So three

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lanes there isn't necessarily going to get you anything. It's going to wind up -- you're going to wind up with two lanes of vehicles trying to come out, is what it -- is probably the bigger -- well, maybe the bigger concern.

And with all of the work that was done in the NEPA, which seems to have moved the ramps around again for the third time that we've seen I think, but probably many more have been considered. Is that -- was there any consideration that actually 3rd Street might become two way in that section?

MR. HENSON: So the moving of the ramps is both a blessing and a curse. It makes Massachuset Avenue much, much, much better. You get rid of a ramp and allow for pedestrian movements that really just can't exist today.

There's really, if I've remembered correctly, there's no free time that a ped can cross Mass Avenue at the entrance of that ramp without some sort of conflicting vehicle movement. So you address that issue. But what you do is you

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put an awful lot of cars down the street behind us having to move through.

So you get benefit in one area and you pay for it on the other. So yes, there's going to be a lot of congestion down 3rd Street. Is it going to -- in the pm -- well actually the am and pm is most likely it will be very congested in both and cue significantly.

But we get benefit on Mass Ave. So it's a trade off. I mean it's an urban area. It's -- there's --

COMMISSIONER MAY: So maybe I needed to rephrase my question.

MR. HENSON: Sure.

COMMISSIONER MAY: Is there any chance that 3rd Street's going to become two way all the way to Mass Ave?

MR. HENSON: Probably not.

COMMISSIONER MAY: Okay.

MR. HENSON: We'll look through the details. But just because of how you would lose time and the difficulty the signals are going to have moving all the traffic of H Street across, it's unlikely.

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COMMISSIONER MAY: Because of H
and Mass --

MR. HENSON: It may -- it's
possible, I guess it's possible that it
could be right only at Mass. But I'm not
sure that we've explored that. And that
puts other issues with the driveway and
being able to get folks easily in there.

COMMISSIONER MAY: Right. I'm
sure here are advantages and disadvantages
of being on a ramp on a one-way street. So
I mean, this is a pretty fundamental issue.
I mean if you're not going to agree to a
three lane driveway, then that's really
going to set the Applicant back on this
particular proposal, would it not?

I mean maybe the Applicant can
respond to that, but I'm thinking that if
you're not going to go along with that, then
gee, they've got to come back and put a ramp
back through the stairs.

MR. HENSON: I can't speak for
the Applicant, but generally what we do in
these sorts of situations is it needs some
level of design waiver, which would be

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signed off by the chief engineer. Obviously the Applicant's working very closely with us on a variety of design issues.

So I don't necessarily think it's outside the realm of possibility that that could be worked into it, but I mean if it's consistent with any other design that we've seen, it's not consistent with our standards. And it's incumbent on us to make sure that we point that out here.

COMMISSIONER MAY: Okay, that's it for me. Thank you.

VICE CHAIR COHEN: Do we have any similar three lane in and out in downtown? Any similar that we can point to?

MR. HENSON: They're all over the place. The one that I think about is on E Street that I ride past every day, at the Building of the Americas, facing north Capitol, just two blocks that way on E Street.

VICE CHAIR COHEN: Oh yes, sure, sure. Okay.

MR. HENSON: Is the one that I think about. So they're all over the place.

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But the concern that we have with them is that it's a lot of lanes of traffic crossing a pedestrian facility. And we want to make sure that the pedestrians indeed do have priority and that it's a beautiful space. And not only beautiful, but also safe for pedestrians.

So when you start having multiple lanes of vehicles coming out, whether it's in or out, you end up with conflicts that are a little more difficult for peds to face. So we don't like to see it. Can it happen? Yes. Does it happen all over the place? But that's not our preference.

VICE CHAIR COHEN: Obviously I don't park downtown, I have no idea that they exist.

MR. HENSON: Nor do I.

COMMISSIONER MAY: I just want to comment. I ride by that and drive by that entrance all the time. Never even noticed that. And so I guess that's the difference. I mean I'll drive by you know, awful looking buildings and just be struck by you know, by the building. But then you drive by an

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awful traffic condition and say, oh my God. Anyway.

MR. HENSON: Every day with the 11 year old, I take the D6 by there and see it.

COMMISSIONER MAY: Wow. Okay.

CHAIRMAN HOOD: Any other questions? Does the Applicant have any cross? Oh, I'm sorry, you had a question? Commissioner Miller.

COMMISSIONER MILLER: I just had quick question for DDOT. And I'll look forward to hearing the Applicant's response to that issue of the three lanes/two lanes out.

And I can understand why you're concerned about 3rd Street and you noted it and why it was incumbent of you to note that. But it seems like you issued a report that gave a little bit of short shrift to the improvement to F Street in terms of not having a curb cut and pedestrian/vehicle complex on a street that we're opening up for the first time. I didn't see anything in your report that gave any credit to that.

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And I just thought that there might be --
that should be a balancing that goes on.

MR. HENSON: No fair point. The Applicant has taken a curb cut off of F Street. It's going to be a beautiful street. And this is one of the difficulties that we're in.

I mean normally if I have an applicant come across the table in front of me and say, you know Mr. Henson I'd really like to take a curb cut away. I'm jumping up and down thinking this is a major victory.

But you know, when it's a large facility, it's a little bit different. But now in fairness, the Applicant's done a good job of being very conservative as far as the traffic projections. The building is not likely to achieve the traffic projections.

So from a traffic perspective, it's probably not going to be as bad. Which is typical. I mean most of the folks that are coming and talking to you are giving you the absolute worst case. It doesn't get that bad. And it's typical here.

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But that being said, it does cause a little bit of a problem. It is a -- it surely is a benefit. It's going to be a beautiful walking facility on F Street. But we want to make sure we cut to the chase and point out where there is potentially a problem.

CHAIRMAN HOOD: Any other questions up here? Okay. Any cross examination of either OP or DDOT?

VICE CHAIR COHEN: No. Thank you.

CHAIRMAN HOOD: Okay, thank you again. We've heard the DDOT report. Oh, let me go to ANC.

ANC basically says the Commissioners please with the development of this area and the breath of life this will bring to the area, the Commission voted unanimously three, zero, zero, to support this Second Stage of this project. And this is signed by Kevin Wilsey, I believe is how you pronounce his name.

And this is a letter that's been in the record dated December 6 from ANC 2C.

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So they are highly enthusiastic in support.

The next item is, we do have some letters from the -- it's always good when we get a letter from the police department. I want to commend Mr. Goldstein again and also DC Water, which basically says that the final determination and plans will be submitted to DC Water at a later time for review.

The Chief also mentions that she supports, her and Commander Hickson, she supports his assessments and serves as the service that will provide to the citizens of the District of Columbia.

And this is a letter in support. I have also reviewed the plans and concur with Commander Hickson's assessment. Thank you for the opportunity to provide comments on matters that impact the Metropolitan Police Department.

So it's always good when we hear from our subject matter experts. I think that's all we had from other government officials as well as ANC.

Is there anyone in the audience

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who'd like to testify? Organizations and persons in support? Organizations and persons in opposition? I think you might have one rebuttal issue. Something to respond to. And then we'll have the closing by you.

MS. SHIKER: Yes, thank you. We would like to have Ms. Milanovich talk -- address the redistribution, the fact that our numbers are very conservative, the mitigation that we're proposing and how, as we've testified, we work weekly with DDOT, so that mitigation will be coordinated with them. And I'll let her testify to that.

I'll also ask her to talk about curb cuts. Standard versus non-standard. And then the typicality of a three lane driveway throughout the city and how those are handled.

MS. MILANOVICH: Sure, thanks Christie. So a couple of issues. First with regard to the distribution of trips and the impact of the removal of the driveway.

Commissioner May you're exactly right. We're not increasing the number of

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trips. We're simply rerouting the trips because of the elimination of the driveway. As DDOT noted both in their testimony this evening and in their report, they believe, and we agree, that the trip generation that we've used is very conservative to provide a worst case scenario.

The improvements that we've recommended by in large are timing adjustments. And the timing adjustments are necessary because of that rerouting of trips. You know a good example is at the 3rd Street and F Street intersection.

Before you implement the recommendations, when you look at the level of service, the westbound approach improves to a level of service A. That's because we've removed all of the westbound trips by elimination of that driveway. So it would only make sense that we would want to adjust the signal timings to give less time to that westbound approach and apply it to one of the other approaches where we've added some vehicle trips.

And in the context of the much

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larger improvements that are coming out of the NEPA process and you know, establishing the portals and the roadway network changes, these timing modifications are very, very minor and easily can be accommodated within the scope of that project. I mean there will be significant timing changes with those roadway network changes.

So these timing changes can be absorbed in those timing changes. We're not talking about significant roadway improvements to accommodate a redistribution of traffic.

With regard to the curb cuts, as was testified to, there are many, many locations within the District where there are curb cuts that facilitate three lanes. But there are ways to accomplish this without having wider curb cuts.

You can have two lanes at the curb cut and have it actually widen to three lanes once you get beyond the sidewalk as you're heading down into the garage, and that's also a common occurrence. And so, you know while we're saying that the

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driveways are going to increase to three lanes as opposed to two, that doesn't necessarily have to translate to a wider curb cut.

The other thing with regard to the curb cuts, you know I think one of DDOT's concerns is always, not just on this project, but other projects, those pedestrian/vehicle conflicts that are created any time you introduce a curb cut. And so you know, I think this is a good case of where we're able to limit those pedestrian/vehicle conflicts because we're able to in this particular case reduce the number of conflicts from three down to two.

Obviously we're going to continue to work with DDOT during the public space process. I'm confident that we'll be able to work out a design for the curb cuts that meets the needs of the Applicant and the project as well as satisfies DDOT. You know as we mentioned previously, the Applicant's meeting with DDOT on a weekly basis, they're used to rolling up their sleeves and resolving issues working along side DDOT.

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And I think, I hope that clarifies those couple of issues. I think that's all I wanted to add.

COMMISSIONER MAY: I'd like to ask a follow up question on that. So it sounds like that one solution for DDOT's concern about the non-standard curb cut would be this you know, a two lane curb cut, but then a three lane ramp if you will.

So in that circumstances, is there a significant loss in the capacity of those entrances? I mean we talked before about 500 cars per driveway.

MS. MILANOVICH: Right. So there's two things we look at with the capacity of the driveway. One is the physical capacity of the intersection at adjacent street and whether there's enough gaps in the adjacent street traffic stream for cars to get in -- to get out and also to turn in. And based on our analysis, there is sufficient capacity such that cars will be able to get in and out without excessive delay.

The other piece of the capacity

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issue is looking at the equipment. The parking control equipment in the garage itself, and what type of control is there. You know, if you have a machine that spits out a ticket, if you have to pay on exit, or if you pay on foot.

And so the three lanes that are needed, are not needed at the street level capacity. The three lanes that are needed are needed for the parking control equipment to ensure that the cars can be processed fast enough to get through the controls without impacting the adjacent street.

COMMISSIONER MAY: So in essence the answer is no. There's no real reduction in the capacity if you have a two lane curb cut --

MS. MILANOVICH: Correct.

COMMISSIONER MAY: And a three lane ramp.

MS. MILANOVICH: Correct.

COMMISSIONER MAY: Okay. It's always helpful to hear the no as well as the explanation of why.

MS. MILANOVICH: Sorry.

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COMMISSIONER MAY: It's okay.

Thank you. That's it.

CHAIRMAN HOOD: Okay, any other questions or comments? Okay. Ms. Shiker, do you have any closing?

MS. SHIKER: With that we believe that the testimony and the filings before you meet the requirements for a Second Stage PUD. We're very excited that this project is moving forward and coming to fruition and with that we'd ask the Commission to take it under consideration at it's earliest convenience.

CHAIRMAN HOOD: Okay.

Commissioners I have not heard anything that would prevent us from taking a first vote on this tonight. I don't think I've heard anything substantive that is a hold up. And there are some things that I know that we -- one or two things that we've asked for, maybe three that I can recall.

And before we take the vote, I would -- if we would like to take a vote tonight, first before, I would like to hear from Ms. Schellin on what we asked for. And

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then make your minds up whether you would like to proceed tonight or not. Ms. Schellin.

MS. SCHELLIN: Yes sir.

Commissioner May asked that they take a look at the top of the new building. Said that he thought it, I believe it was very plain. That maybe it needs a little something more.

Commissioner Turnbull asked for a color elevation of the courtyard area. And Commissioner Hood, and I'm not sure I quite got the direction of this, but he asked them to provide a photo of the current conditions with the building looking from the west. Is that correct or?

CHAIRMAN HOOD: I actually want them to provide the different positionings of -- and I understand about the office building -- different positionings of what's being proposed, just like they have the existing conditions here.

MS. SCHELLIN: Okay.

CHAIRMAN HOOD: Okay.

MS. SCHELLIN: So building --

CHAIRMAN HOOD: And I actually

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agree with Commissioner May, but I'm scared -- I put myself on the line now, I actually agree with him on this one. But I hope it doesn't come back worse than what we have because --

MS. SCHELLIN: So from different angles then.

CHAIRMAN HOOD: I'm starting to think that sometime we can -- we mess things up, but anyway.

MS. SCHELLIN: So from different angles then. Okay. And then I thought Commissioner Miller, and I'm not sure if they explained it or not, that you wanted a response regarding the three lanes and the two lanes. They explained that. Did that take care of you? Okay, so I can delete that.

So it's just the three items is all I have down.

CHAIRMAN HOOD: Yes, I thought it. Anything else.

MS. SCHELLIN: Was there something else.

CHAIRMAN HOOD: Okay. Would

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somebody like to --

MS. SCHELLIN: So that was it.

COMMISSIONER MAY: Mr. Chairman I'd like to make a motion. Can I make a motion?

CHAIRMAN HOOD: Sounds good.

COMMISSIONER MAY: And before we vote I do want to make a comment on one thing. But I make a motion that we approve Zoning Commission Case 08-34, Capitol Crossings -- sorry, 08-34C, Capitol Crossings IV, LLC and the Archdiocese of Washington, Holy Rosary Church, Second Stage PUD at Square 566.

CHAIRMAN HOOD: Okay, it's been move and is there a second?

VICE CHAIR COHEN: Second.

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

COMMISSIONER MAY: Yes, Mr. Chairman I think that you know, given the concern that we had about this case, and whether the additional height necessitated a modification to the first state of the PUD, I think we, you know, since we made an issue

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of that, we ought to at least discuss it. And I -- you know, based on what we have seen, and the way the measuring has now been described, and we were talking about a 2.7 feet increase over what was approved in the First Stage, then I think that it's still significantly -- I don't know what the exact wording is, but it's -- I believe it's still generally consistently with the stage one PUD and I'm comfortable with going ahead without modifying the stage one.

CHAIRMAN HOOD: Okay. Anyone else want to comment on that? Okay. All right.

COMMISSIONER MAY: Thank you.

CHAIRMAN HOOD: Any other -- anything else? Any other discussion? All those in favor?

CHORUS OF AYES.

CHAIRMAN HOOD: Any opposition? Not hearing none, Ms. Schellin would you record the vote.

MS. SCHELLIN: Yes. Staff records the vote five to zero, to zero, to approve proposed action in Zoning Commission

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Case Number 08-34C. Commissioner May moving, Commissioner Cohen seconding. Commissioners Hood, Miller and Turnbull in support.

Now if we could set some dates with the holidays in consideration. If the Applicant can provide the additional responses by January 6 and the ANC would have until January 13 to provide a response thereto. And if we could have the draft Findings of Facts and Conclusions of Law by then. And then we can take up a final action at the January 27 meeting.

MS. SHIKER: I'm sorry, I missed the date for the Findings of Fact. Is it also the 6th?

MS. SCHELLIN: The 13th.

MS. SHIKER: The 13th. Thank you.

MS. SCHELLIN: Yes. And are you needing them to go through the best and final offer for this one? I don't know that there were any -- I don't think there were any changes to the proffers and amenities. I don't think so. Okay, just want to make sure before we close it out. So you don't

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need to go through that process since it's a modification.

CHAIRMAN HOOD: Do we call it best and final now? Is that what we all it? It's 24 -- whatever it is.

MS. SCHELLIN: It's still their final proffers and conditions.

CHAIRMAN HOOD: Okay, no I think we're good. Anything else Commissioners? Ms. Schellin do we have anything else?

MS. SCHELLIN: No.

CHAIRMAN HOOD: Okay, I want to thank everyone for their participation tonight. And this hearing is adjourned.

(Whereupon, the hearing on the above entitled matter was concluded at 7:57 p.m.)

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