



This document was endorsed by a public meeting of the Palisades Citizens Association on November 5, 2019.

KEY PUBLIC SURVEY FINDINGS

Following the presentation of concept plans (www.bit.ly/34sj2EV) from the Trammel Crow Company (TCC) regarding the future of the former Palisades Safeway site, the Palisades Citizens Association sponsored a community survey which collected the opinions of 732 respondents. Complete survey results are available at www.bit.ly/33cypRE. Summary findings include:

- Dedicated retail space (“a major priority”) and enhancing the adjoining public spaces (“very important”) are the most prioritized benefits for the site.
- Regarding a future retail tenant(s), a grocer/food market is of interest to 98% of survey responders followed by a restaurant/café at 49%.
- Over 70% of respondents believe it’s a major priority (44%) or very important (27%) that the community has a say and/or control over any retail tenant(s) chosen in the short and long term.
- The most prioritized public space benefits are (1) public café tables & chairs along Macarthur Blvd., (2) room for farmers market expansion along Macarthur Blvd., (3) 48th Place improvements for the farmers market and better pedestrian access, and (4) extended sidewalk corners at area crosswalks.
- A unified streetscape design along the adjacent blocks of Macarthur Blvd. is of interest to 80% of respondents.
- 55% of respondents are interested in a terraced design approach along Macarthur Blvd. and 48th Place as a means to achieve a lower height profile from street level (another 34% of respondents said it depends on the design).

NOTE: The presented concept drawings from TCC did not show the projected building profile in relation to other neighboring structures, and so this question was asked without full context to answer.

- 76% of respondents are interested in elevating the private courtyard for building residents above street level to make room for desired retail spaces and/or a reduced overall height profile (another 21% of respondents said it depends on the design).
- 72% of respondents are interested in moving the current Bike Share station to U Street (across from CVS) if space is needed for other community benefits (another 23% of respondents said it depends on the design).



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- Over 60% of respondents are concerned about traffic planning (62%) and parking (61%).

FACT FINDING QUESTIONS

Recognizing that our understanding of the proposed project has been limited to date, we seek answers to the following questions:

- Where is the front of the building and the height measuring point? What is the expected height of the building along Macarthur Blvd. and 48th Place?
- In what has been called the “Matter of Right” (MOR) scenario, what zoning relief, if any, is sought from the Board of Zoning Adjustment? Will the requested relief be variances or special exceptions?
- How would you accommodate what we understand may be a required 15-foot rear setback along Macarthur Blvd., if the front of the building is designated as V Street?
- In the MOR scenario, do you plan to build within the 35-foot transition zone?
- What is the exact expected location of the curb cut in relation to the current curb cut on 48th Place? What is the basis for this change given the adverse impact on the farmers market?
- When are you planning to conduct a transportation demand management plan, and with whom at DDOT are you coordinating this process? What is your overall parking, traffic and delivery plan for the site (including emergency vehicles)? Do you plan to ensure that employees, residents and guests are not using external street parking, and if so, how? Have you factored the partial closure of 48th Place during farmers' market hours?
- What does the overall design plan (both “MOR” and BZA) look like? Can you provide detailed plans and elevations like those to be submitted to the Office of Planning and the Board of Zoning Adjustment for any proposal? These drawings should show the proposed structures, including as part of the surrounding neighborhood so that we can appreciate the relative scale of the structure?
- TCC has mentioned potentially following both paths (“MOR” and BZA) simultaneously. Have you spoken to anyone at the Office of Zoning, Office of Planning, or the Office of the Attorney General about the validity of this approach? What is the anticipated timing of these applications?



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COMMUNITY PRIORITIES

These requests are applicable to any development plan/approach for the site

- Dedicated retail space sufficient to accommodate an urban grocery (e.g. Streets Market & Cafe – www.streetsmarket.com) and an additional retail tenant such as a restaurant, including a codified structure to ensure the long-term retention of the grocery tenant.
- A codified structure to ensure the long-term retention of the grocery tenant (e.g. guaranteed subsidy with community input and/or control over tenant choice)
- Enhanced public space in front of the TCC site and in front of Addy Bassin's to include:
 - Room for the Farmers Market to expand along Macarthur Blvd (i.e. a T shape layout), while preserving a minimum of 385 linear feet to protect current farmers market operations
 - Fixed public cafe tables
 - Coordination with DDOT to implement sidewalk extensions (aka “bulb-outs”), and a unified street front design at the adjoining corners
 - Coordination with DDOT to implement the planned “Shared Street” envisioned for 48th Place in the recently-completed Rock Creek Far West Livability Study – <https://rockcreekfarwest.com/final-report-and-appendices/> (page 61)
- A solution to overall building height concerns along Macarthur and a potential loss of air and light along 48th Place (e.g. terracing the highest level along these roads and/or a setback along 48th Place).
- A parking plan to ensure the building program can accommodate its own needs (employees, residents, guests) and the identification of any new public parking spaces to be created by the envisioned curb cut closings or other changes to public infrastructure.
- A traffic and delivery plan for the facility, including studying the efficacy of converting 48th Place into a one-way corridor.
- A construction plan that does not intrude into public space, mitigates noise and other impacts to the community, and considers the geologic challenges of the site, such as the presence of underground streams and bedrock excavation.

NOTE: Although undergrounding the adjacent electric lines was not ranked as a high priority, we recognize some enhanced public space amenities may not be achievable without this step.