

Good evening, Chairperson Hood and Commissioners. I appreciate the opportunity to testify. My name is Gavin Baker. I live four blocks from the project site. As a neighbor, I feel that this project would bring significant benefits to our neighborhood and the District as a whole, and I encourage you to approve the application. I also want to discuss some conditions that should be included in the approval related to pedestrian safety and parking.

Today, our neighborhood doesn't have many retail or cultural opportunities. This project would change that in a very positive way. I'm most excited about the grocery store, as well as the food hall and the potential for a neighborhood restaurant. Overall, the thoughtful design and mix of uses will bring vibrancy to the neighborhood. And that will extend next door, by bringing more customers to fill the retail space in Phase A, nearly half of which has not yet been leased.

I want to congratulate the applicants for all the community outreach and listening that they've done. And I also want to express my appreciation to the Lamond Riggs Citizens Association, of which I am a member, which has done a tremendous job soliciting feedback from the community and leading a productive engagement with the applicants and ANCs. That work has resolved many questions and concerns about the application. But there are a few important issues that I want to address in the April 3 traffic mitigation document, related to pedestrian safety and parking.

First, on pedestrian safety, neighbors have been working with DDOT on the South Dakota Avenue corridor. This project needs to move that issue forward in a way that works for both the development and the neighborhood as a whole. **I support the proposal in this document to install a traffic light at the intersection of**

**Ingraham and South Dakota, and I urge the Commission to require that it operational before the project opens. And I appreciate the clarification that the developer is NOT proposing to remove the crosswalk at Jefferson, and I urge the Commission to require that it NOT be removed unless and until the signal is installed at Ingraham.**

**Second, I support the proposal in this document to provide 780 car parking spaces, a reduction from previous proposals. Given its prime site at the intersection of 3 Metrorail lines, numerous bus lines, and the Metropolitan Branch Trail, that's plenty of parking and it still exceeds the minimum. With regard to the condition that "spaces will not be leased to outside groups with exceptions for district services," I would recommend that be clarified to allow sharing parking with visitors to the D.C. Public Library. There is a library directly across the street, it's being rebuilt at the same time as this development, if there's an opportunity for them to share parking, I think that's a win-win. I'm also concerned that this proposal, given its location, doesn't have enough bike parking for the future residents. I urge the Commission to require at least a 1:1 ratio of bedrooms to long-term bike parking in the residential portion of the project.**

Thank you for your consideration, and I'd be glad to discuss if you have any questions.