Testimony of Cheryl Parker Hamilton

Vice President, A&R Development Corp.

Rhode Island Metro Center Project

May 26, 2005

Madam Chair, members of the Zoning Commission, for the record my name is Cheryl Parker Hamilton, Vice President of A&R Development Corp. Thank you for the opportunity to present what we believe is a wonderful re-use of an open surface parking lot.

With me this evening are other members of the development team.

- Vicki Davis – President, Mid-City Urban (Partner)
- Calvin Jackson – Development Manager, A&R Development
- Steve Gang – Architect of Record, Lessard Group
- Cullen Elias – Transportation Planner, O.R. George & Associates
- Joe Plumpe – Landscape Architect, Studio 39

Others are Kapres Meadows and Tony Jutchess, both of A&R Development.

Our presentation this evening will be as follows:

1. Project Overview
2. Community Outreach (Calvin Jackson)
3. Architecture Design (Steve Gang)
4. Landscape Design (Joe Plumpe)

I will start with the project overview.

In 2001, WMATA issued a solicitation for the redevelopment of the Rhode Island Metro Station. Mid-City and A&R formed a partnership (Rhode Island Metro LLC) and we were awarded this project in 2002. Mid-City Urban has a 40+ year track record and some of

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of their recent projects in the Washington DC area are: Henson Ridge and Arthur Capper Carrollsburg – projects which have been before this commission. A&R Development has been in business for 27 years and recent area projects include: Wheeler Creek, Capitol Gateway and Eastgate (of which the Senior Building was just before you this past Monday).

For the past 3 years, we have been in a series of negotiations with WMATA and the City. We were able to reconcile various business points with WMATA early on, including initial pricing, ground lease of 60 years and other points. However, the most serious and lengthy negotiations were between the City and WMATA concerning the size of the WMATA garage. After several go rounds, which included the Deputy Mayor's Office and WMATA, the resolution was that the replacement number of parking spaces would be 200, plus 15 kiss and ride spaces. It was not until March 31, 2005 that the Joint Development Agreement was signed. Because of the uncertainty of the project for so many years, we have not done many of the studies, plans, etc that we would have desired to at this point due to cost considerations, although we have already spent more than $1M to get where we are today.

As I am sure you are aware, the project is located on Rhode Island Avenue, near the intersection of 7th Street, N.E. in the Ward 5 District. In addition to the WMATA garage – which is not subject to this PUD application, the 7.3 acre development will consist ~~of~~ 271 apartments, which will be 1, 2 and 3 bedrooms. The ground floor will consist of retail. Parking will be provided for the retail in both the garages in building 2; and on the street. Parking for the residential portion will be provided in both buildings and the parking will be secured and separated from the retail parking (building 2). The design theme of this development is "Main Street Concept" which the Architect will go into much more detail later.

The development is oriented around the Rhode Island Metro Station (redline) and we believe it exhibits many of the transit oriented development principles as articulated by the City:

- Mix of uses
- Attractive architecture and design
- Pedestrian-friendly, safe environment
- Parking management
- High quality public realm and amenities
- Orientation and connectivity

As part of this redevelopment, 20% (or 54 units) will be reserved for families earning 50% of the Area Median Income (which is now $89,300 – for a family of 4). The affordable rents range from $975 to $1,355 for ones, twos and three bedrooms. The market rate rents range from $1,295 to $2,650 for ones, twos and three bedrooms. The highest rent currently proposed is $93,315 for a three bedroom which is about 104% of the AMI.

Since we have just reached the stage where the Joint Development Agreement has been signed, we will again start the process of lining up retail tenants for the center. However the types of tenants that will be sought are:

- Sit down restaurants
- Coffee shop
- Book store
- Clothing/Shoe store
- Drug store
- Electronic store
- Bank
- Video Store
- Dry cleaners
- Specialty stores

Many members of the development team attended the retailers convention in Las Vegas this week and we anticipate to have several letters of intent in the near future. This project was presented to the Mayor and Deputy Mayor in Las Vegas and I understand that it generated a lot of excitement. So much so that today I received several emails and calls from the Deputy Mayor's Office, requesting updates for this project.

We have a preliminary schedule which indicates that the project will be completed in June 2008.

• JDA Executed	March 2005
• 1st Stage PUD	May 2005
• End of Feasibility Period	June 2005
• 2nd Stage PUD	Oct/Nov 2005
• File for Building Permits	Oct/Nov 2005
• Finance Closing	March 2006
• Construction Start – WMATA Garage	March/April 2006
• WMATA Garage Complete	March 2007
• Residential/Retail Buildings Complete	June 2008
• Project Close-out	September 2008

The WMATA garage will be constructed first, allowing some of the current commuter parking to remain on the surface lot until the garage is completed. Once the garage is completed, then construction of the residential/retail buildings will commence. We are in negotiations with Whiting Turner – who provided this construction schedule.

Amenities for the project will include a community room, pool, parking for each unit, and well landscaped common areas and quick and easy access to public transportation and retail and personal service needs.

Public benefits for the neighborhood and City will be the enhancement of a destination outside of downtown in the neighborhood. Other benefits are:

- A new mixed use town center with a pedestrian friendly Main Street
- Shopping and restaurant uses for the neighborhood and metrorail patrons
- Expansion of the housing supply with 271 apartments, including 20% affordable units
- Attractive architecture and urban design in place of an existing surface parking lot
- Shops and restaurants will reinforce and support the adjacent big box center
- Ample, but not excessive parking

The ample, but well blended parking will be provided, thereby increasing the potential for national retailers to be located at this location; and reducing the problem of retail/residential customers parking in the surrounding neighborhoods.

In conclusion, our team is very proud of this project and feel that once completed, it will be a gem in this area of the City, and one that further spurs revitalization along the Rhode Island Avenue Corridor.

We have been meeting with the ANCs and other civic associations since 2002. I will now turn the presentation over to Calvin Jackson, Development Manager for A&R to discuss the more recent community meetings and outreach. Thank you for you attention.