

---

ARNOLD & PORTER LLP

Nathan W. Gross  
Zoning and Land Use Specialist  
Nathan\_Gross@aporter.com

Not Engaged in the Practice of Law

202.942.5956  
202.942.5999 Fax

555 Twelfth Street, NW  
Washington, DC 20004-1206

July 20, 2006

Ms. Carol Mitten, Chair  
District of Columbia Zoning Commission  
441 4<sup>th</sup> Street, N.W.  
Suite 210  
Washington, D.C. 20001

#04-24A

Re: Second-Stage PUD Application  
Zoning Commission Case No. 04-24  
Rhode Island Avenue Metro Town Center

Dear Ms. Mitten and Members of the Zoning Commission:

Pursuant to § 3013 of the Zoning Commission Rules of Practice and Procedure, we are herewith submitting twenty (20) copies of the Pre-Hearing Submission on behalf of the applicant in the above-referenced case. This information includes the following items:

1. Twenty (20) copies of the second-stage Application and supportive material, including twenty (20) copies of reduced plans and one (1) set of a full-size plan.
2. A list of witnesses who will testify at the public hearing, a summary of their testimony, and an estimate of the time required for the applicant's presentation.
3. A set of mailing labels with the names and addresses of all property within 200 feet of the subject property.
4. Pursuant to §3013.3, the sole property owner in this case is the Washington Metropolitan Area Transit Authority.
5. Certification pursuant to § 3013.7: We hereby certify that all of the requirements of § 3013 have been complied with in this submission.

ZONING COMMISSION  
District of Columbia

CASE NO. 04-24A

EXHIBIT NO. 1

ZONING COMMISSION  
District of Columbia  
CASE NO.04-24A  
Denver  
EXHIBIT NO.1

Thank you for your consideration of this application.

Sincerely,  
ARNOLD & PORTER

*Cynthia Giordano*  
Cynthia A. Giordano

*Nathan Gross*

Nathan W. Gross, AICP

Damon Smith

Enclosures

District of Columbia  
Non Taxable  
Washington, DC 20002

United States of America Mid Atlantic Law Office  
400 Virginia Avenue, SW, Suite 650  
Washington, DC 20024-2755

G/W DC LLC Graimark/Walker Urban Dev.  
300 River Place Drive, Suite 2050  
Detroit, MI 48207-5068

Home Depot USA Inc  
c/o Property Tax Dept.  
P.O. Box 105842  
Atlanta, GA 30348-5842

106 111 20 111 11 02

D.C. OFFICE OF ZONING

RECEIVED

United States Postal Service  
475 L'Enfant Plaza SW  
Washington, DC 20260-0004

Patrick J. Keogh  
12315 Overpond Way  
Potomac, MD 20854-3040

District of Columbia  
1133 North Capitol Street, N.E.  
Washington, DC 20002-7561

Greater Mt. Calvary Holy Church Inc.  
610 Rhode Island Avenue, NE  
Washington, DC 20002-1233

D.C. Housing Authority  
1133 North Capitol Street, N.E.  
Washington, DC 20002-7561

Washington Metropolitan Area Transit Authority  
(WMATA)  
600 Fifth Street, NW  
Washington, DC 20001-2610

Clifton Ellis  
1000 Rhode Island Avenue, N.E.  
Washington, DC 20018-1736

John D. Chaplin  
1002 Rhode Island Avenue, N.E.  
Washington, DC 20018-1736

Alexander Duni  
1004 Rhode Island Avenue, N.E.  
Washington, DC 20018-1736

M. N. Real Estate Enterprises LLC  
1305 Mullins Street  
Silver Spring, MD 20904-1520

WMATA Addresses - Label 5662, 661206\_1.DOC

Real Estate & Improvement Company of Baltimore  
c/o CSX Tax Department J910  
500 Water Street  
Jacksonville, FL 32202-4423

## **SUMMARY OF TESTIMONY OF THE APPLICANT'S REPRESENTATIVES**

### **Zoning Commission Case No. 04-24 Rhode Island Avenue Metro PUD - Second Stage**

#### **Project Overview and Background:**

**Vicki S. Davis, President, Mid-City Urban, LLC**

**Anthony Jutchess, Kapres Meadows, Development Managers, A & R Development Corporation**

- I. Summary Background on the Owners and Applicants
- II. Project Overview and Goals, Economic Impact
- III. Evolution of the Project, First Stage to Second Stage PUD (General)
- IV. Development Planning, Financing, Timetable
- V. Community Involvement in PUD Planning

#### **Architecture and Site Planning:**

**Scott Delgado, Civil Engineer, Bowman Consulting Group, Ltd.**

**Steve Gang, Architect, Lessard Architectural Group, Inc.**

**Joseph J. Plumpe, R.L.A., Studio 39, Landscape Architects:**

- I. Presentation of the Site Plan and Architectural Plans for the PUD
- II. Landscape Plan
- III. Building Materials

**Estimated Time to Present Case: 60 minutes**

**APPLICANT'S STATEMENT**  
**RHODE ISLAND AVENUE METRO MIXED-USE TOWN CENTER**

**Second-Stage Planned Unit Development**  
**Zoning Commission Case No. 04-24**

**July 19, 2006**

**I. INTRODUCTION**

This is the application of Rhode Island Metro, LLC, a joint venture between A& R Development Corporation and Mid-City Urban LLC (the “Applicant”) requesting review and approval of a Second-Stage planned unit development (“PUD”) for a 6.93-acre property immediately to the east of the Rhode Island Avenue Metrorail station near 9<sup>th</sup> Street and Rhode Island Avenue, N.E.

The Zoning Commission granted first-stage approval with certain conditions in Zoning Commission Order No. 04-24, which became final on October 7, 2005. The first-stage order granted the requested zoning map amendment from M to the C-2-B District. Order No. 04-24 also set forth a number of approval conditions to be addressed in the second-stage case. These conditions are described herein, together with documentation and explanation as to how the second stage plans comply.

The Applicant has met several times with Office of Planning (OP) staff to address ongoing concerns as the plan has evolved. The Applicant has also met with many of the neighborhood associations and civic associations in an effort to keep the community informed and in order to receive feedback on various plan iterations. Advisory Neighborhood Commission (“ANC”) 5B and the Brentwood Civic Association have both taken formal action in support of this PUD, indicating that local stakeholders are highly supportive of the development. A copy of the ANC’s resolution is attached as *Exhibit A*.

### **A. The PUD Site**

The PUD Site consists of the existing Metrorail commuter parking lot, vehicular service lanes, and pedestrian walkways for the transit station. The site is generally bounded by Rhode Island Avenue, N.E. on the north, the access roadway to the Metrorail Station on the east and south, and the Metrorail and railroad tracks on the west. The site is situated on a fairly level plateau elevated above Rhode Island Avenue.

The Preliminary Subdivision Plat submitted herewith in *Exhibit B* indicates a proposed new record lot of 368,282 square feet (8.45 acres) of land. The lot is divided into Lots 1, 2 and 3. These divisions will be designated as Assessment and Taxation Lots (“A & T Lots”). Lot 1 is the PUD site north of Main Street, and Lot 2 is the PUD site south of Main Street. Together these lots comprise 301,771 square feet of land, or 6.93 acres (the “PUD Site”).<sup>1</sup>

Lot 3, immediately to the south of the PUD Site, comprises 1.44 acres (66,511 sf) and will be developed separately by WMATA as a 200-220-car parking garage under the existing M zone district to replace the existing commuter parking lot. The WMATA garage development is not part of the PUD. It needs to be owned and operated by WMATA as part of the station infrastructure and not be subject to the long-term ground lease that controls the PUD development.

### **B. The Applicants**

The Washington Metropolitan Area Transit Authority (“WMATA”) is the owner of the property and offered it for development in a Joint Development Solicitation. In the competition among developers, the partnership of A & R Development Corporation and Mid-City Urban,

---

<sup>1</sup> The new record lot is being formed from Lots 220 and 221 in Parcel 131.

LLC (“Rhode Island Avenue Metro, LLC”) was awarded the development rights for their proposed mixed-use town center development. The development will occur under a long-term ground lease from WMATA.

A&R Development Corp. was established in 1978 and has developed residential and commercial projects in both Washington, DC and Baltimore, MD. As a minority owned enterprise, one of A&R’s primary endeavors is urban development and revitalization.

Mid-City Urban, LLC has a proud 40-year history of developing and owning urban, mixed-income, mixed use housing and commercial developments in the Washington DC metropolitan area.

### **C. The Surrounding Neighborhoods**

The existing land use pattern in the four (4) quadrants surrounding the intersection of Rhode Island Avenue Metrorail Station/railroad tracks and Rhode Island Avenue reflects the historical industrial uses and zoning of this area. The area immediately surrounding the station consists of some continuing light industrial uses, vacant industrial structures and land, “heavy” commercial uses such as automotive repair, places of worship, and newer retail uses. The Brentwood Shopping Center, located immediately to the east of the PUD Site, is the largest recent development. A large postal distribution center is located south of the PUD Site. This core area around the Metro station is in turn surrounded by residential neighborhoods –Brentwood, Brookland, Edgewood, and Eckington.

## **II. THE PUD PROJECT**

The design vision for the Rhode Island Metro Plaza is to create a vibrant, mixed-use project that combines living, work, and retail spaces to promote a sense of community within the larger context of the surrounding neighborhoods north of the site. Located adjacent to the Metro

Station on the west and the Brentwood retail center with Home Depot and Giant Foods on the east, Rhode Island Metro Plaza will feature a “New Urbanist” Main Street lined with smaller scale neighborhood restaurants and shopping.

The street landscape will be designed with the pedestrian in mind, but will also feature easy access to short-term and long-term parking. Residents will live above the shops and restaurants, and will enjoy convenient public transportation access via Metro train and bus. Kiss and Ride facilities are also provided. This ease of pedestrian and commuter access will help knit the site into the fabric of greater downtown DC. The Rhode Island Metro, LLC vision for this project is to create a sense of place that combines time-honored old urbanist ideas with the new way people live, play and work.

The Development Team set three primary goals for the design of the Metro Plaza:

- 1) Create an urban, pedestrian friendly environment, designed with New Urbanist principles, that would also be easily accessible by other forms of transportation, including public transportation and automobiles.
- 2) Provide destination and specialty retail tenants to the Metro Plaza that would attract not only new and old residents, but also Metro commuters.
- 3) Provide a line of sight and linkage from the Metro station to the large-scale retail project being developed to the east, bordering Brentwood Road. This will increase pedestrian traffic through the Metro Plaza while providing the Brentwood project with more foot traffic and customers. By providing this linkage, traffic congestion is also reduced.

To achieve these goals, the Development Team has created a unique project within the boundaries of several established District neighborhoods including Eckington, Brentwood, Brookland and Edgewood. The new Metro Plaza will be very complimentary to the mixed-commercial and single-family uses across Rhode Island Avenue, offering another housing choice and fine retail amenities within walking distance.

**Major Economic Benefit.** As shown on the “Ten-Year Economic Impact Analysis” attached as *Exhibit C*, the Rhode Island Metro project brings great economic benefit to the District of Columbia and to WMATA. Over the course of construction, sales taxes are expected to exceed \$1.9 million. Once the project is complete, sales taxes in the first 10 years of retail operations are projected at over \$10 million while property taxes are approximately \$8.1 million. Land payments and other consideration to WMATA will exceed \$7.5 million while increased ridership will result in \$7.6 million in new revenue over 10 years. We expect that the project will create at least 225 new jobs in the District and generate over \$14 million in new income taxes. In total, we anticipate that the Rhode Island Avenue Metro project will generate over \$117 million in economic benefit to the District and WMATA.

### **III. EVOLUTION OF THE DESIGN AND COMPLIANCE WITH THE FIRST-STAGE PUD ORDER**

The decision conditions adopted in the first-stage PUD order, Order No. 04-24, serves as a framework for establishing compliance with that order and for describing the evolution of the project.

This second-stage application meets all of the requirements of the PUD process contained in Chapter 24 of the Zoning Regulations. It also meets the requirements of the Zoning Commission’s first-stage PUD Approval Order No.04-24. In the following paragraphs, each of the guidelines, conditions and standards of the Zoning Commission Order No. 04-24 is stated and addressed.

1. *The final design of the PUD shall be developed in accordance with the site plan and preliminary architectural and landscape plans submitted as Exhibit 14 in the record of this case, and as modified by the guidelines, conditions and standards of this order.*

Comment: The final design of the project is based on the plans submitted and approved in the Rhode Island Avenue first-stage PUD application. The plans submitted

with this application are a refinement, with some modifications, of the preliminary architectural and landscape plans in accordance with the guidelines, conditions and standards of the first-stage PUD order.

### **1. Proposed Site Plan, Functional Design and Landscaping**

The Rhode Island Avenue Metro development is designed to serve the needs of commercial tenants, residents, and Metro patrons. The current design also evolved from difficult space constraints and challenging land grades found on the site. WMATA also provided essential input in order achieve a site plan that meets their needs, including Federal Transportation Administration requirements.

A detailed site plan, showing the location and external dimensions of all building and structures, utilities and other easements, walkways, driveways, common areas and other open spaces is attached as part of the Project Plans in *Exhibit G*.

### **2. Landscaping**

The landscaping builds on New Urbanist principles. Main Street will have sidewalk treatments and trees selected to provide a warm inviting experience. Ample, attractive trees and shrubbery will accent the pool amenity area and minimize the appearance of retaining walls. The landscaping has also been designed with the safety of future residents and customers in mind.

Detailed landscaping, grading and drainage plans are included in the attached Project Plans, showing all existing contour lines, including graphic illustration of grades exceeding fifteen percent (15%) in five percent increments; landscaping to be retained, including an arborist-certified maintenance plan; grades and plantings; proposed drainage

for the site, including the location of building roads, sidewalks, water and sewer lines; and inlets, basis and connections to public water and sewer lines.

### **3. Floor Plans and Architectural Elevations**

Building plans reflect both the desire to meet functional requirements and the desire to create a visually appealing new structure. The built mass and plan are organized around the commercial, residential and WMATA requirements. The current design focuses enhanced architectural treatments in key visible areas in the development.

Building elevations are a mixture of cultured stone, hardi panel, vinyl siding, and stucco. The more expensive finishes are used in strategic locations: pedestrian and vehicular eye level areas and corner towers visible from long distances that serve as elegant gateways to the development. Typical floor plans and architectural elevations for each building, sections for each building, and the project as a whole are attached hereto in the Project Plans.

### **2. *The maximum building height in the project shall be ninety (90) feet, and the maximum aggregate gross floor area shall be 1.90 FAR.***

Comment. The current plans submitted for the second-stage PUD comply with maximum building height of ninety (90) feet and a maximum aggregate gross floor area of 1.90 FAR. The maximum building height is 60 feet, 7 inches (Building 1). Building 2 is 60 feet, 1 inch in height. Both are based on the measuring point on Rhode Island Avenue. The aggregate gross floor area for the PUD is 1.86 FAR, which is comprised of 1.07 FAR for residential uses (391,544 g.f.a.) and 0.79 FAR for

commercial/nonresidential uses (70,000 g.f.a. retail use, 169,219 g.f.a. parking garages).<sup>2</sup>

The WMATA garage is not included in these figures, as it is outside of the PUD.

3. *The project shall be a mixed use town center development generally as depicted in the preliminary plans submitted in this first-stage application. The project consists of approximately 271 rental apartments totaling approximately 354,860 square feet of gross floor area; 70,000 gross square feet of retail uses; additional ground floor uses on the Rhode Island Avenue frontage consisting of incubator space, community uses, artist studios, and similar uses; and 451 parking spaces.*

Comment. The proposed mixed use town center development in the second-stage plans is quite similar to the first-stage plans. The 2<sup>nd</sup> stage plans include 174 rental apartments, rather than the original 271, with the following unit mix:

- 1 Bedroom 103 units
- 1 Bedroom/Den 23
- 2 Bedroom 126
- 2 Bedroom/Den 8
- 3 Bedroom 14.

The residential gross floor area is 311,629 square feet. The retail gross floor area is 70,000 square feet.

A proposed change from the 1<sup>st</sup> stage PUD occurs in ground floor usage on the Rhode Island Avenue frontage near the underpass. In an effort to value engineer the project in order to maintain its feasibility in today's competitive construction market, the area that had been considered for two-story town homes with incubator space on the ground level needs to eliminate the incubator spaces. This section of Rhode Island Avenue near the underpass was found to be a sub par location because of no curb-side parking, fairly high vehicular speeds and poor visibility from passing vehicles. However, the developers remain committed to their initial decision to dedicate 10% of the retail

---

<sup>2</sup> See the Development Chart attached as *Exhibit D*.

space (currently 7,000 sf) to community businesses at full market rents and market lease terms. This will afford them the opportunity to participate in a high-quality development that their credit ratings would not otherwise allow them to qualify for.

4. *Twenty percent (20%) of the apartments (54 units) shall be made available and restricted for a period of (20) years as affordable housing for qualifying households having incomes not exceeding fifty (50%) of area median income (“AMI”).*

Comment. The developers are committed to having twenty percent of the apartments (54 units) available and restricted for a period of (20) years as affordable housing for qualifying households having incomes not exceeding fifty (50%) of area median income (“AMI”). The affordable units will not be overly concentrated in location.

5. *The ground floor of commercial space along Main Street and Rhode Island Avenue shall provide a ceiling height of no less than fourteen (14) feet.*

Comment. All ground floor commercial space in the development provides a ceiling height of no less than fourteen (14) feet, as reflected in the submitted second-stage PUD plans.

6. *The Applicant shall submit with the second-stage application detailed plans and elevations indicating the design treatment of the proposed PUD project, including but not limited to architectural and landscape details, building and landscape materials, color, and zoning data as required for a second-stage PUD application.*

7. *The Applicant shall submit the following additional plans with the second-stage PUD application.*

- a. *A preliminary subdivision plat showing dimensions of the proposed lot or lots, centerlines and width of proposed streets and access ways;*
- b. *A rough grading plan showing the proposed grading of the site, location of the retaining walls, and areas of critical slope;*
- c. *A utility plan showing the general location of utilities, including storm water management and BMP devices; and*

*d. Plans showing dimensions and treatment of open space and other common areas.*

These plans have been submitted as part of this 2<sup>nd</sup> stage PUD application.

*8. Traffic and parking analysis for the second-stage application shall include and address the following matters:<sup>3</sup>*

*a. A reevaluation of the allocation of parking spaces between uses;*

The parking plan provides 274 spaces for residential uses and 210 spaces for retail uses.<sup>4</sup> The 274 is a 1:1 ratio for the 274 apartments. For the 70,000 square feet of retail space, the 210 parking spaces equal a ratio of one space per 333 square feet. The residential parking exceeds the requirement of one space per three dwelling units in the C-2-B District, and the retail parking is slightly less than the 223 spaces required in zoning (subtract 3,000 sf, then 1/300). More importantly, in both cases the parking ratios provided are intended to provide adequate but not excessive parking for this Metro-oriented location.

*b. The need and feasibility of increasing the number of kiss-and-ride parking spaces shall be evaluated;*

The plans provide for 76 short-term surface parking spaces. These include 14 Kiss-N-Ride (down from 15 previously), 29 retail spaces on Main Street, 13 shared spaces (with Metrorail users) on Main Street, 14 perimeter shared spaces and 6 shared taxi spaces. Surveys show that there is excessive and undesirable use of this parking due to its low cost. In effect, the spaces are used as long-term parking. With the provision of

---

<sup>3</sup> Please refer to the traffic and parking study by O.R. George & Associates, attached as *Exhibit E*, "Site Access Circulation and Parking Assessment for Rhode Island Metrorail Station."

<sup>4</sup> See the comprehensive parking chart included with the Project Plans, detailing locations and specific types of parking.

effective controls and with parking along Main Street, opportunities will be created for shared use of the parking, by both retail and kiss-and-ride transit users.

- c. The number of parking spaces adjacent to the median on Main Street shall be reduced in a manner that increases pedestrian safety and amenity;*

The second-stage plans provide for curbside parking along the north side of Main Street and curb and median parking along the south side of Main Street. The north side therefore has parking on only one side and is better able to accommodate (inbound) bus traffic, which does not occur in the southern (outbound) lanes of Main Street. Parking on Main Street totals 42 spaces, of which 29 are short-term retail spaces and 13 are short-term shared spaces between retail and Metrorail patrons.

- d. The internal intersection formed by the Metrorail perimeter road, Main Street and the adjacent Brentwood Shopping Center shall be evaluated for operational, capacity and safety issues and for a signal warrant analysis;*

Under the proposed design, the central internal intersection becomes a key node with traffic movements radiating towards the various land use elements within the site and to the adjacent shopping center. This node will serve significant bus and truck traffic, in addition to the dominant passenger vehicles. Significant pedestrian volumes will also traverse this location. Because of the close spacing from the external intersection with Rhode Island Avenue, signalization will be necessary for safety and operational efficiency. The physical and operational concept for this location was addressed though extensive discussions with both WMATA and the D.C. Department of Transportation (“DDOT”). Accordingly, this intersection will be signalized.

- e. In relationship to 8d. above, the Applicant shall propose the most functional and attractive pedestrian connection feasible to the Brentwood Shopping Center to the east of the PUD Site and shall consult with the owners of the retail center regarding the connection;*

In addition to being signalized, the Main Street-perimeter road intersection will have pedestrian cross-walks that will facilitate safe pedestrian passage to the Brentwood Shopping Center. Pedestrians will thus be connected to the existing stairs and walkways, including the ADA compliant ramps, that lead to the Brentwood Center. Because of the significant change in grade at this location, no better connections could be produced.

- f. The feasibility of utilizing the second parking garage to provide overflow parking for the Metro Station; and*

The parking garage in Building 2 will include 153 shared parking spaces to accommodate vehicles of Metrorail passengers at WMATA's normal pricing. Together with WMATA's 200-car garage to be constructed adjacent to the PUD Site, this will provide 353 spaces to replace the 340 existing spaces in the surface parking lot. The shared parking agreement was negotiated with WMATA in order to meet the Federal Transportation Administration's ("FTA") requirement that 1:1 replacement parking be provided in the redevelopment.

- g. A traffic circulation plan that addresses the repeated requests of the Commission for greater detail, ignored by the Applicant during this proceeding."*

More detailed circulation plans are included in the Project Plans. In addition, the comprehensive traffic and parking study for the proposed development by O.R. George & Associates addresses circulation issues in detail, including the concerns of WMATA. The Applicant also offers the following discussion of on-site circulation.

The PUD site plan and circulation plans for various categories of traffic (commuter park-and-ride, short-term/kiss-and-ride, Metrobus, residential, retail and service) are submitted herewith by the Applicant. The plans also show the garage and

loading /delivery access points for the two proposed PUD buildings. Key elements of the traffic circulation schemes are as follows:

- a. Metrobus movements occur counter-clockwise from Washington Place, via Main Street and the perimeter road. (Washington Place is the District of Columbia-owned portion of the access road off of Rhode Island Avenue, approximately up to the intersection with Main Street.)
- b. The Metro garage is accessed primarily via the perimeter road.
- c. The residential uses in Building No. 2 are accessed primarily off Main Street, whereas the access to Building 1 is off the perimeter road.
- d. Items (a) through (c) provide for favorable reverse flow peak directional movements, and the efficient operation of the on-site roadways.
- e. Metrobuses and service vehicles (trucks) are provided with adequate turning radii and travel widths. Note that Metrobuses will no longer go through and turn around in the ground floor of the parking garage. This is because a too tight turning radius. There needs to be room for buses to stop, park and exit. The revised bus circulation plan resulted from a series of meetings between WMATA staff and the Applicant's team. Greater reliance now is made on using existing bus bays.
- f. The key intersections are outfitted with paved cross-walks, pedestrian crossing signage and appropriate traffic control devices. The main internal entry intersection is signalized and includes pedestrian count-down operation. The other locations are provided with stop-sign control.
- g. Main Street is designed with several traffic calming features, including bulb-outs as well as parallel curbside and median parking.

h. Adequate sidewalks are provided along the on-site roadways, providing for safe and efficient internal circulation as well as connections to Rhode Island Avenue and the adjacent “big-box”/Rhode Island Place shopping center.

Based on the above considerations and the transportation consultant’s report, it can be concluded that the circulation plans significantly mitigate potential vehicular-pedestrian conflicts, and provide a pedestrian friendly environment for current and future Metro users as well as the prospective residents, visitors and patrons of the proposed PUD uses.

***Construction Phasing and Interim Parking.*** The developer has proposed to WMATA maintaining 200 spaces in Interim Parking Facilities throughout the construction process, since this is the number of permanent spaces that WMATA approved prior to the FTA’s requirement that permanent Replacement Parking Facilities provide a 1:1 replacement of all current parking.

As shown on the Preliminary Construction Staging Plan, Phase 1 will include the WMATA garage construction, Main Street utilities and paving installation, site utilities installation and Building 2 excavation. Interim Parking Facilities will include the 130 long-term spaces currently existing on the southern portion of the site (south of the new Main Street) and 20 current Kiss & Ride spaces. These spaces will be accessed by the driving loop that begins at the site entrance. Pedestrians will be able to reach the station using the sidewalks that currently run along the loop. The remaining 50 spaces will be offsite, most likely rented from the largely vacant parking lot in the Rhode Island Avenue Shopping Center located slightly northwest of the development across Rhode Island Avenue. Per the developer’s Joint Development Agreement with WMATA, because

these offsite spaces are located well within 1,500 feet of the Metro station entrance, the developer is not required to provide shuttle service. It will ensure a safe pedestrian path from offsite parking to the station.

By Phase 2 of construction, the WMATA garage will be complete and operating, so all Interim Parking Facilities will be accommodated in the garage. Pedestrians will be able to exit the station directly onto sidewalks leading to the Metro station.

The previously-referenced Traffic and Parking study by O.R. George & Associates, Inc. analyzes and addresses the following matters:

- a. The reevaluation of the allocation of parking spaces between uses;
- b. The need and feasibility of increasing the number of kiss-and-ride parking spaces;
- c. The number and location of Main street parking spaces;
- d. A signal warrant analysis for the internal intersection formed by the Metrorail perimeter road, Main Street and the adjacent Brentwood Shopping Center;
- e. A feasibility study for utilizing the second parking garage to provide overflow parking for the Metro Station; and
- f. A traffic circulation plan.

The current parking plan is based on this analysis, on the shared parking agreement with WMATA and the results of meetings between WMATA, DDOT and the development team.

9. *The Applicant shall execute the following agreements prior to the adoption of the second-stage PUD in this case:*
  - a. *A First-Source Employment Agreement with the Department of Employment Services; and*

b. *A Memorandum of Understanding with the District of Columbia Office of Local Business Development ('LSDBE') to ensure minority vendor participation.*

A copy of the Applicant's First Source Employment Agreement is attached as *Exhibit F*. The Applicant is making progress as well on the Memorandum of Understanding for the LSDBE requirement.

10. *This first-stage PUD approval by the Zoning Commission shall be valid for a period of one (1) year from the effective date of this order. Within such time, the Applicant shall file a second-stage PUD application in order for this first-stage application to remain in effect.*

This Application is submitted prior to the October 7, 2006 expiration date of Zoning Commission Order No. 04-24.

11. *The Applicant is required to comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended, and this order is conditioned upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code Section 2-1401.01 et seq., (Act) the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, familial status, family responsibilities, matriculation, political affiliation, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination that is also prohibited by the Act. In addition, harassment based on any of the above protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action. The failure or refusal of the Applicant to comply shall furnish grounds for the denial or, if issued, revocation of any building permits or certificates of occupancy issued pursuant to this Order.*

The Applicant is in full compliance with the Human Rights Act of 1977, as amended, and is committed to remaining in compliance..

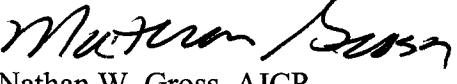
#### **IV. CONCLUSION**

For the reasons set forth in this statement, the applicant submits that the proposed PUD plan meets the standards of Chapter 24 of the Zoning Regulations and the guidelines, conditions and standards of the Zoning Commission Order 04-24.

Accordingly, the Applicant respectfully requests that the Zoning Commission schedule a public hearing to consider approving the second-stage PUD.

Respectfully Submitted,  
ARNOLD & PORTER LLP

  
Cynthia A. Giordano

  
Nathan W. Gross, AICP

Attachments

**Exhibit A: Resolution of Advisory Neighborhood Commission 5B**

Government of the District of Columbia  
*Advisory Neighborhood Commission 5B*

---

*Resolution*

*To: Mid-City Urban and A & R Development Corporation*

WHEREAS, *Advisory Neighborhood Commission 5B* is duly elected to represent their constituents on matters concerning the Single Member Districts under their jurisdiction; and

WHEREAS, *Advisory Neighborhood Commission 5B*, established a quorum of more than seven commissioners at a regularly scheduled public meeting, as dictated by the government of the District of Columbia;

WHEREAS, *Advisory Neighborhood Commission 5B* is aware that; *Mid-City Urban and A & R Development* are requesting responsibility for the development of the parcel of land on the southeast corner of *Washington Metropolitan Area Transportation Association*, also, known as the *Rhode Island Avenue Metro Station*;

WHEREAS, *Advisory Neighborhood Commission 5B* is aware that said project will include mixed-use residential, office and retail development on *Rhode Island Avenue, Northeast, Washington, District of Columbia*;

**THEREFORE BE IT RESOLVED,**

*Advisory Neighborhood Commission 5B* does hereby support, the concept of *Mid-City Urban and A & R Development Corporation Project* at *Rhode Island Avenue Metro Station* for the betterment of the *Brentwood Community, Ward 5*, and ultimately the *District of Columbia*, on this day of, *December 1, 2005*.



William C. Shelton, Chairman,  
Advisory Neighborhood Commission 5B



Raysean Wootton, Recording Secretary  
Advisory Neighborhood Commission 5B

**Exhibit B:      Preliminary Subdivision Plat**

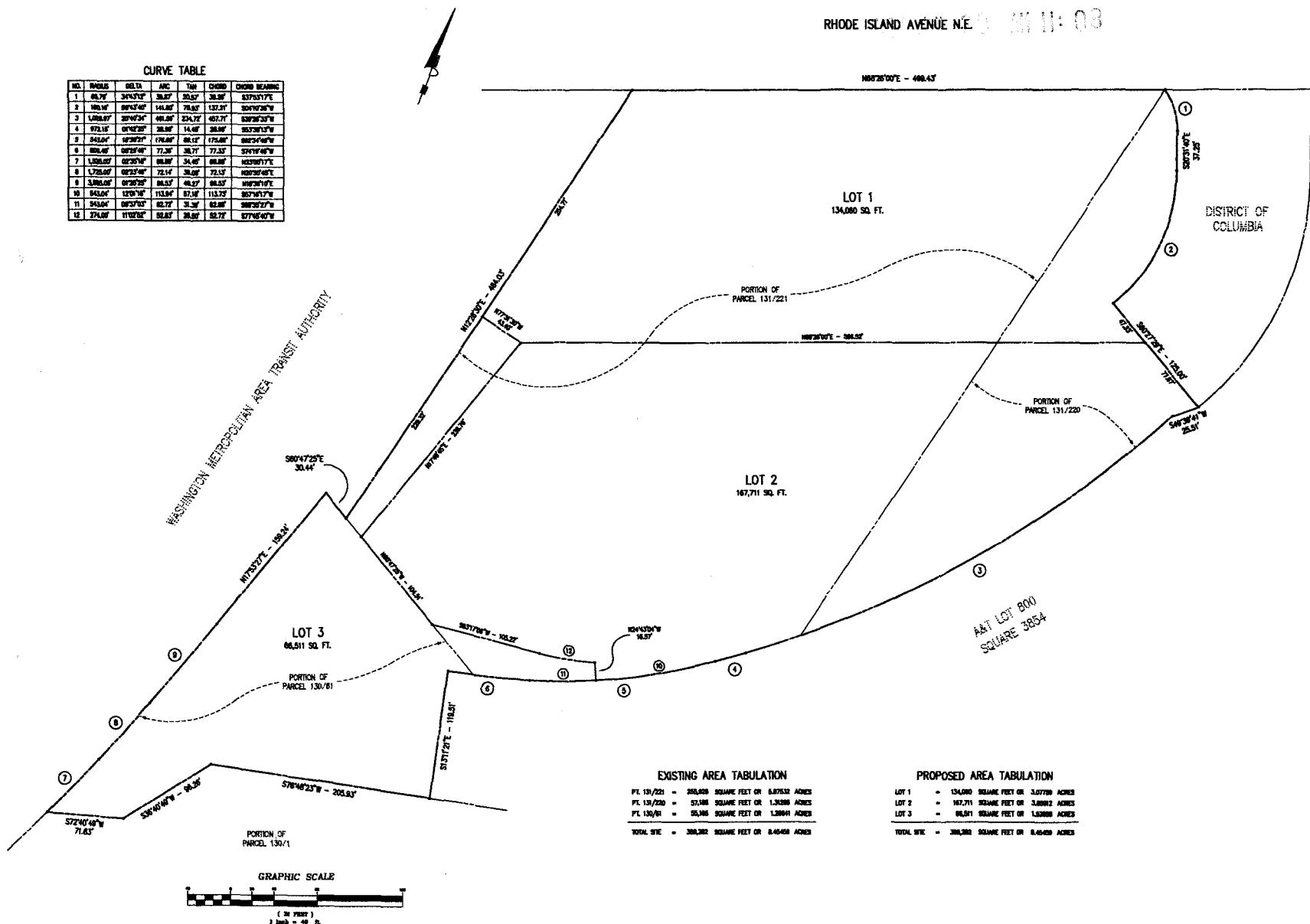
CHAP. 11

DEPARTMENT OF YOUNG

RHODE ISLAND AVENUE N.E.

### CURVE TABLE

NO.	NAME	GLAT	ARC	TIME	CHORD	CHORD MEANING
1	WILHELM	39°14'45"	100.87	20.5°	38.95'	38.95' 17"
2	WILHELM	39°14'45"	140.87	120.5°	122.57'	122.57' 17"
3	WILHELM	39°14'45"	280.87	240.5°	152.17'	152.17' 17"
4	WILHELM	39°14'45"	320.87	14.5°	16.84'	16.84' 17"
5	WILHELM	39°14'45"	360.87	175.5°	175.00'	175.00' 17"
6	WILHELM	39°14'45"	77.35	30.77'	77.35'	77.35' 17"
7	WILHELM	39°14'45"	117.35	34.45'	34.45'	34.45' 17"
8	WILHELM	39°14'45"	72.15	30.65'	72.15'	72.15' 17"
9	WILHELM	39°14'45"	152.15	60.57'	60.57'	60.57' 17"
10	WILHELM	39°14'45"	170.15	71.57'	71.57'	71.57' 17"
11	WILHELM	39°14'45"	227.75	32.35'	32.35'	32.35' 17"
12	WILHELM	39°14'45"	308.75	52.77'	52.77'	52.77' 17"



**Bowman**  
CONSULTING

www.johnsonandjonesinc.com  
(703) 548-2100  
(703) 548-2111

PRELIMINARY SUBDIVISION PLAT  
**Rhode Island Avenue**  
DISTRICT OF COLUMBIA  
RECEIVED IN RECORDING

**CLIMATE STATUS**

DATE : MAY 26, 2001  
FILE No. 6001-0-PU-1  
SUCC. C-110

WEEF C-11.0

**Exhibit D: Development Chart**

## DEVELOPMENT CHART

<b>BUILDING 1</b>											
<b>Unit Type</b>	<b>N.S.F</b>	<b># of Bedroo ms</b>	<b># of Baths</b>	<b>Elev 106.34'</b>	<b>Main Street level</b>	<b>Elev 127.86'</b>	<b>Floor 2</b>	<b>Floor 3</b>	<b>Floor 4</b>	<b>Total</b>	
<b>A1</b>	715.12	1BR	1			4	11	11	11	<b>37</b>	
<b>A2</b>	849.71	1BR	1			0	2	2	2	<b>6</b>	
<b>B2</b>	855.14	1BR+DEN	1			0	1	1	1	<b>3</b>	
<b>B6</b>	1,054.03	1BR+DEN	1.5			0	1	1	1	<b>4</b>	
<b>C1</b>	1,040.98	2BR	2			6	14	14	14	<b>48</b>	
<b>C2</b>	998.19	2BR	2			2	5	5	5	<b>17</b>	
<b>D2</b>	1,350.50	2BR+DEN	2			0	1	1	1	<b>4</b>	
<b>F1</b>	1,364.92	3BR	2			1	1	1	1	<b>4</b>	
<b>F2</b>	1,431.00	3BR	2			0	1	1	1	<b>4</b>	
<b>F3</b>	1,451.71	3BR	2			1	1	1	1	<b>4</b>	
<b>Total</b>		<b>0</b>	<b>0</b>	<b>14</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>38</b>	<b>128</b>		

<b>BUILDING 2</b>											
<b>Unit Type</b>	<b>N.S.F</b>	<b># of Bedroo ms</b>	<b># of Baths</b>	<b>Elev 106.34'</b>	<b>Main Street level</b>	<b>Elev 127.86'</b>	<b>Floor 2</b>	<b>Floor 3</b>	<b>Floor 4</b>	<b>Total</b>	
<b>A1</b>	715.12	1BR	1	2	2	6	20	17	13	<b>60</b>	
<b>B2</b>	855.14	1BR+DEN	1			1	4	4	2	<b>11</b>	
<b>B4</b>	930.59	1BR+DEN	1				1	1	1	<b>3</b>	
<b>B6</b>	1,034.33	1BR+DEN	1				1	1	1	<b>3</b>	
<b>C1</b>	1,040.98	2BR	2	6	6	6	12	6	6	<b>42</b>	
<b>C2</b>	998.19	2BR	2	1	1	1	4	2	1	<b>10</b>	
<b>C3</b>	1,119.38	2BR	2			1	1	1		<b>3</b>	
<b>C6</b>	986.52	2BR	2				1	1	1	<b>3</b>	
<b>C8</b>	1,121.36	2BR	2				1	1	1	<b>3</b>	
<b>D2</b>	1,350.50	2BR+DEN	2				2	2	1	<b>5</b>	
<b>F1</b>	1,364.92	3BR	2				1	1	1	<b>3</b>	
<b>Total</b>		<b>9</b>	<b>9</b>	<b>15</b>	<b>48</b>	<b>37</b>	<b>28</b>	<b>146</b>			

**TOTAL BUILDING 1 + BUILDING 2**

Unit Type	N.S.F	# of Bedroo ms	# of Baths	Elev 106.34'	Main Street level	Elev 127.66'	Floor 2	Floor 3	Floor 4	Total	Total	%	Your program
A1	715.12	1BR	1	2	2	10	31	28	24	97	126	35.4%	46.9%
A2	649.71	1BR	1	0	0	0	2	2	2	6		2.2%	
B2	855.14	1BR+DEN	1	0	0	1	5	5	3	14		5.1%	
B4	930.59	1BR+DEN	1	0	0	0	1	1	1	3		1.1%	
B6	1,034.33	1BR+DEN	1	0	0	0	1	1	1	3		1.1%	
B6	1,054.03	1BR+DEN	1.5	0	0	0	1	1	1	3		1.1%	
C1	1,040.98	2BR	2	6	6	12	26	20	20	90	134	32.8%	48.9%
C2	998.19	2BR	2	1	1	3	9	7	6	27		9.9%	
C3	1,119.38	2BR	2	0	0	1	1	1	0	3		1.1%	
C6	986.52	2BR	2	0	0	0	1	1	1	3		1.1%	
C6	1,121.36	2BR	2	0	0	0	1	1	1	3		1.1%	
D2	1,350.50	2BR+DEN	2	0	0	0	3	3	2	8		2.9%	
F1	1,364.92	3BR	2	0	0	1	2	2	2	7	14	2.6%	5.1%
F2	1,431.00	3BR	2	0	0	0	1	1	1	3		1.1%	
F3	1,451.71	3BR	2	0	0	1	1	1	1	4		1.5%	
<b>Total</b>		<b>9</b>	<b>8</b>	<b>29</b>	<b>86</b>	<b>75</b>	<b>66</b>	<b>274</b>	<b>274</b>	<b>274</b>		<b>100.0%</b>	<b>100%</b>

**Provided Parking Summary**

Level	Metro		BLDG 1	BLDG 2	Private Main St Short Term	Private Perimeter Short Term	Taxi Drop	Total*
	Kiss & Ride	WMATA						
Main Street	14			44	42	14	6	120
127.66' Level		100	32	32				164
2nd Res. Level		100	57	77				234
3rd Res. Level			58	77				135
4th Res. Level				79				79
Roof Level				13				13
	14	200	147	322	42	14	6	745

**Parking Needs**

Use	Kiss & Ride	WMATA Garage	BLDG 1	BLDG 2	Retail/Metro Surface Parking	Taxi Drop	Total*
Metro	14	200	70(Shared)	70(Shared)	27	8	387
Retail				168	42		210
Residential			128	146			274
	14	200	128	314	69	6	871

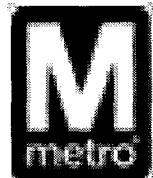
**Exhibit E: Circulation and Parking Assessment**

# **SITE ACCESS CIRCULATION AND PARKING ASSESSMENT FOR RHODE ISLAND METRORAIL STATION – JOINT DEVELOPMENT FEASIBILITY STUDY, NORTHEAST, WASHINGTON, D.C.**

*Prepared for:*

**WASHINGTON METROPOLITAN  
AREA TRANSIT AUTHORITY**  
Office of Planning & Development  
600 5<sup>th</sup> Street, N.W.  
Washington, D. C. 20001

Attn: Tariq Bushnaq, P.E., Project Manager  
Patrick Schmitt, Traffic Engineer



**RHODE ISLAND AVENUE**

*and:*

**MID-CITY URBAN LLC/  
A & R DEVELOPMENT CORPORATION**  
c/o 514 10<sup>th</sup> Street, N.W. Suite 600  
Washington, D.C. 20004  
Attn: Anthony Jutchess, Senior Development Manager  
Kapres Meadows, Assistant Development Manager

*Prepared by:*

**O. R. GEORGE & ASSOCIATES, INC.**  
*Transportation Planning & Engineering Consultants*  
10210 Greenbelt Road, Suite 310  
Lanham, MD 20706-2218  
Tel: (301) 794-7700

January 19, 2006

## 1.0 INTRODUCTION

### 1.1 Study Purpose and Scope

Washington Metropolitan Area Transit Authority (WMATA) and the Mid-City Urban/A & R Development team are examining site design options and issues pertaining to the joint development of the properties owned by WMATA adjacent to its Rhode Island Avenue Metrorail Station. At the same time, the project has been reviewed by the District of Columbia Zoning Commission as part of the first stage of the City's Planned Unit Development (PUD) process. Studies and analyses have been conducted principally to address the external traffic access and safety; and the review to date has included input from the District of Columbia Department of Transportation (DDOT) and the responsible Advisory Neighborhood Commission (ANC). It is anticipated that the involvement of these agencies will continue as part of the Second Stage PUD review process.

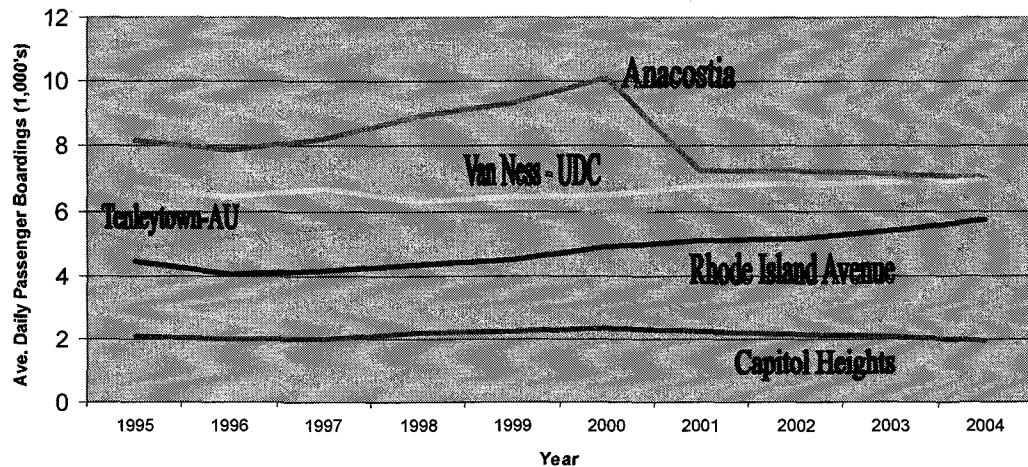
As further background, it is relevant to note that the Rhode Island Avenue Metrorail Station is classified as an "in-town" station, and has been in service since the opening of the regional system in 1997. One of the characteristics of such stations appears to be the relatively low parking supply that is provided and the degree to which pedestrian volumes and joint development or institutional uses are accommodated. The following table shows relevant site facilities for representative in-town stations.

**TABLE 1**  
**PARKING PROVISIONS FOR REPRESENTATIVE  
URBAN/IN-TOWN METRORAIL STATIONS**

Station	Parking Provided		Adjacent Joint Development/ Institutional Activity
	Long Term/ Park-and- Ride	Short Term/ Kiss-and- Ride	
1) Rhode Island Ave.	340	40	Joint Development Activity Pending
2) Georgia Ave./Petworth	None	None	Joint Development Approved and Under Development
3) Brookland/CUA	None	27	Serves Catholic University, Trinity College and National Shrine
4) Columbia Heights	None	None	Major Joint Development Underway
6) Navy Yard	None	None	Serves Southeast Federal Center and Washington Navy Yard. Will serve Nationals Ballpark and Major Approved Commercial and Residential Developments
7) Van Ness/UDC	None	None	Serves University of District of Columbia and Major Adjacent Developments

*Source:* Washington Metropolitan Area Transit Authority.

For content, the graph following (Exhibit 1) is presented to show the usage pattern based on boardings and alightings for the subject station over the most recent 10 to 15-year period. For comparison, the usage patterns for other comparable/representative stations on the WMATA system are also illustrated.



**Exhibit 1: Historical Trend of Average Daily Passenger Boardings: 1995 – 2004**

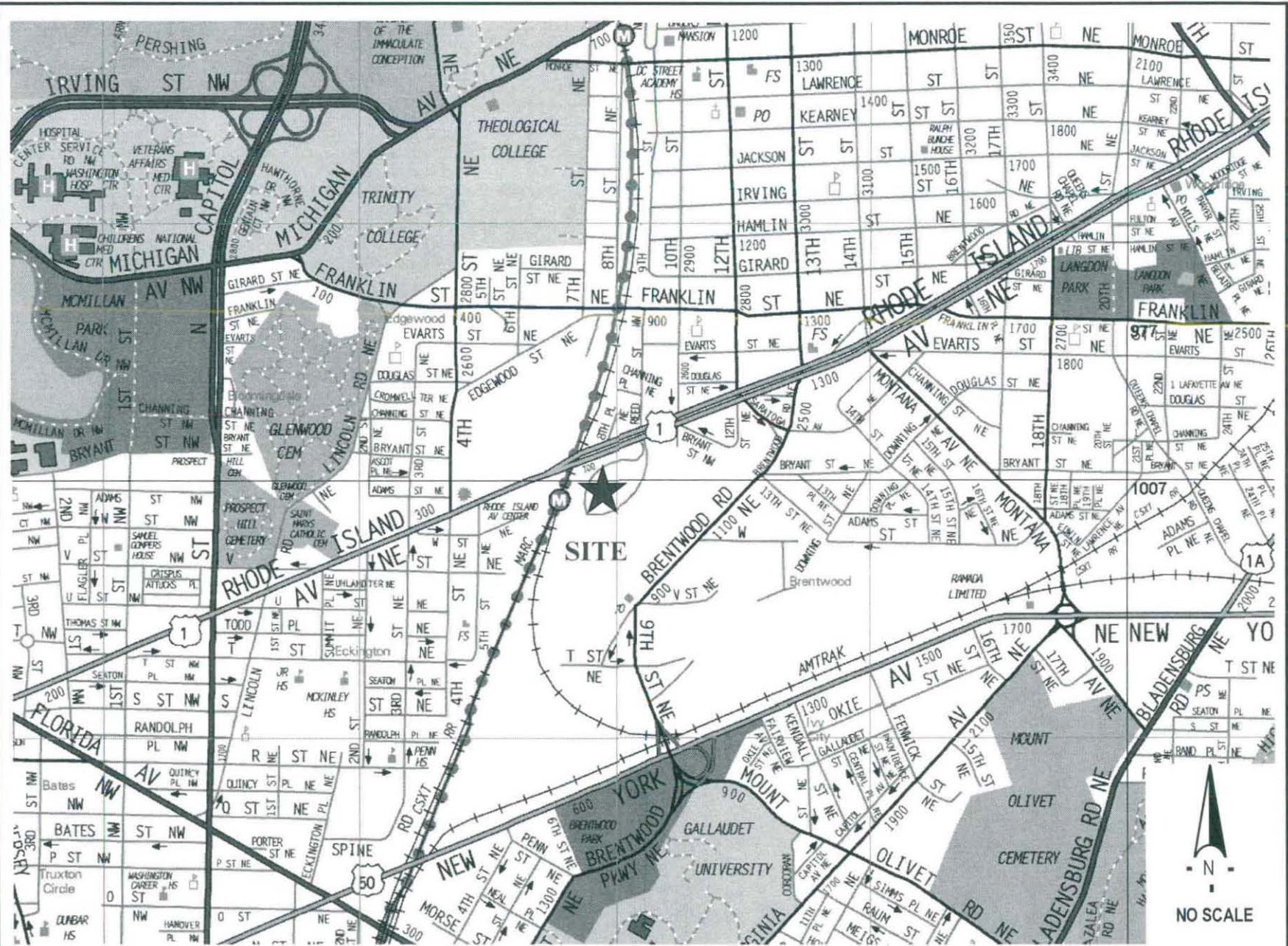
Source: Washington Metropolitan Area Transit Authority.

## 1.2 Study Purpose and Scope

The focus of this report is to address issues and concerns that have been raised by the WMATA planning staff. These include the following:

- Quantification of field surveys of existing vehicular access patterns during weekday peak periods of access to the various functional areas of the station;
- Determination (through field surveys) of the pedestrian volumes and desire lines, including “informal” pathways to the station;
- Determination of the current demand for parking within the station “long-term” and “short-term/kiss-and-ride” areas;
- Development of intermediate and long-term projections of the vehicular, pedestrian and parking demands to the 2025 planning horizon; and
- Determination of any capacity constraints and vehicle-pedestrian conflicts, considering the multi-modal function of the Rhode Island Avenue Metrorail Station.

Copies of relevant correspondence with WMATA technical staff pertaining to the study scope are presented as Attachment A. In order to facilitate the data, analysis and discussion that are presented in the remaining sections of this memorandum, Exhibit 2 shows the site location within the local setting.



**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

**EXHIBIT: 2**

**SITE LOCATION MAP -**  
**Rhode Island Avenue Metro Station PUD II**

## **2.0 EXISTING PARKING AND ACCESS SITUATION**

### **2.1 Vehicle Access Patterns**

The Rhode Island Avenue Station is accessed via a primary portal off Rhode Island Avenue at its intersection with Reed Street/Washington Place. Secondary vehicular access is available via the driveway serving the adjacent Rhode Island Place shopping center, which is situated immediately to the east of the station. As agreed with the WMATA staff, field observations and counts were performed at strategic points within the station on typical/representative weekdays during December 2005, covering the peak access activity periods for the station (i.e., 5:30 - 9:30 AM and 3:30 - 6:30 PM). In order to facilitate the data presentation and evaluation, the key elements of the station are highlighted in Exhibit 3. The critical morning and afternoon highest/peak hour volumes observed are presented in Exhibits 4 and 5, respectively.

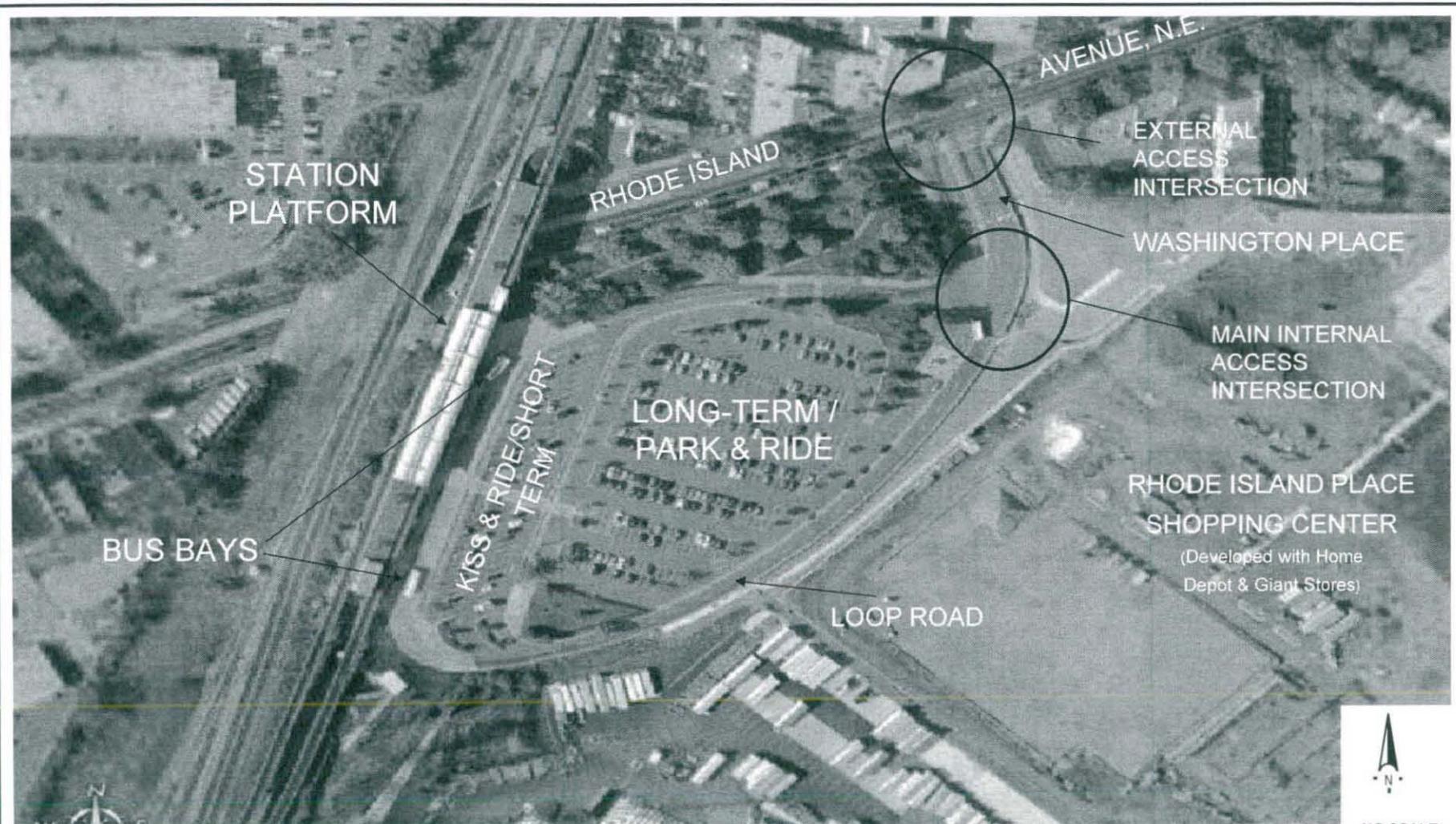
The layout of the station roadway network does not lend itself to formal “capacity analysis.” Therefore observations were made of delays, vehicular conflicts and vehicle-pedestrian conflict areas. These observations are summarized below:

- a) The main internal intersection is configured with two (2) approaches from the south, i.e., from the park-and-ride lot and the loop road.
- b) The north/Washington Place leg of the intersection consists of four (4) inbound lanes and two (2) outbound lanes, within an undivided, closed roadway section.
- c) The main intersection is stop-sign controlled, and appears to operate efficiently with the existing volumes which consist of significant bus traffic (i.e., approximately 45 inbound and outbound bus trips per hour during the morning and afternoon peak periods.)
- d) Significant queuing occurs periodically along Washington Place between the external/Rhode Island Avenue and main internal intersections, particularly during the afternoon peak period. However, the operations of the traffic signal at the Rhode Island Avenue intersection prevents the outbound queues from adversely affecting the operational efficiency of the main internal intersection.
- e) Major vehicular - pedestrian conflicts occur at the two (2) entry/access intersections along Washington Place, and at the centralized crosswalk serving pedestrian flows from the kiss-and-ride and park-and-ride facilities to the station entrance.

One of the primary factors contributing to the favorable operational situation is the familiarity, which users have with the station due to the regularity of use typical for commuters. It is relevant to note that this situation will continue with the future users and residents of the joint development community. The data and observations present extremely valuable perspectives with respect to traffic projections and assignments of traffic under the site development concept, which is presented in Section 4.

### **2.2 Pedestrian Access Patterns**

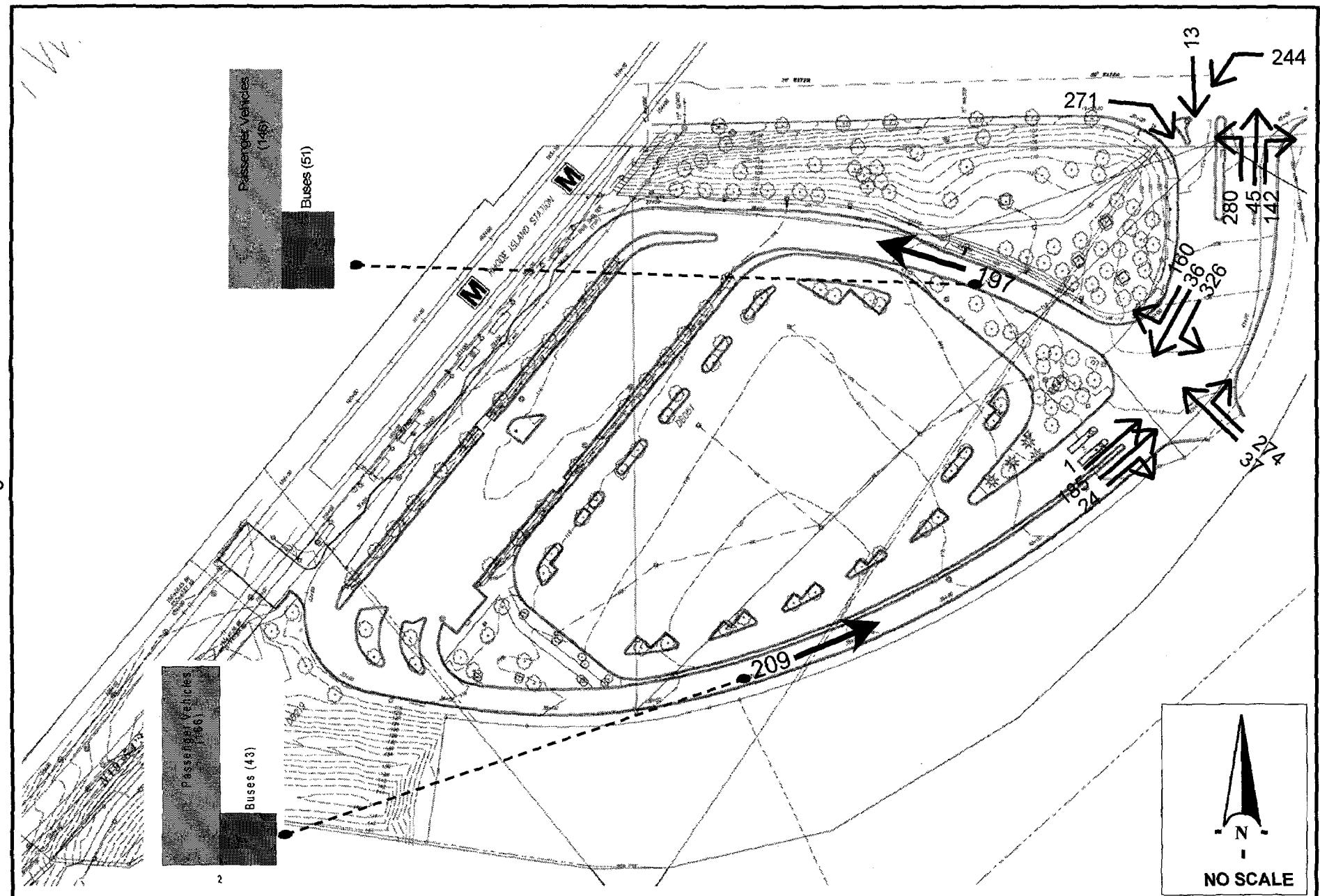
Pedestrian access to the station occurs via the public street system, principally through the sidewalks along Rhode Island Avenue and Washington Place. This allows for safe and efficient access from the north, east and west. A significant number of these pedestrians utilize the crosswalks at the Rhode Island Avenue at Washington Place intersection, which is equipped with pedestrian count-down signals. Secondary approaches to the station occur through the adjacent Rhode Island Place shopping center, and through a walkway connection to the Brentwood Regional Postal Service Center to the south. Exhibit 6 shows the observed pedestrian pathways and the weekday peak hour volumes.



**O. R. GEORGE & ASSOCIATES, INC.**  
*Traffic Engineers - Transportation Planners*

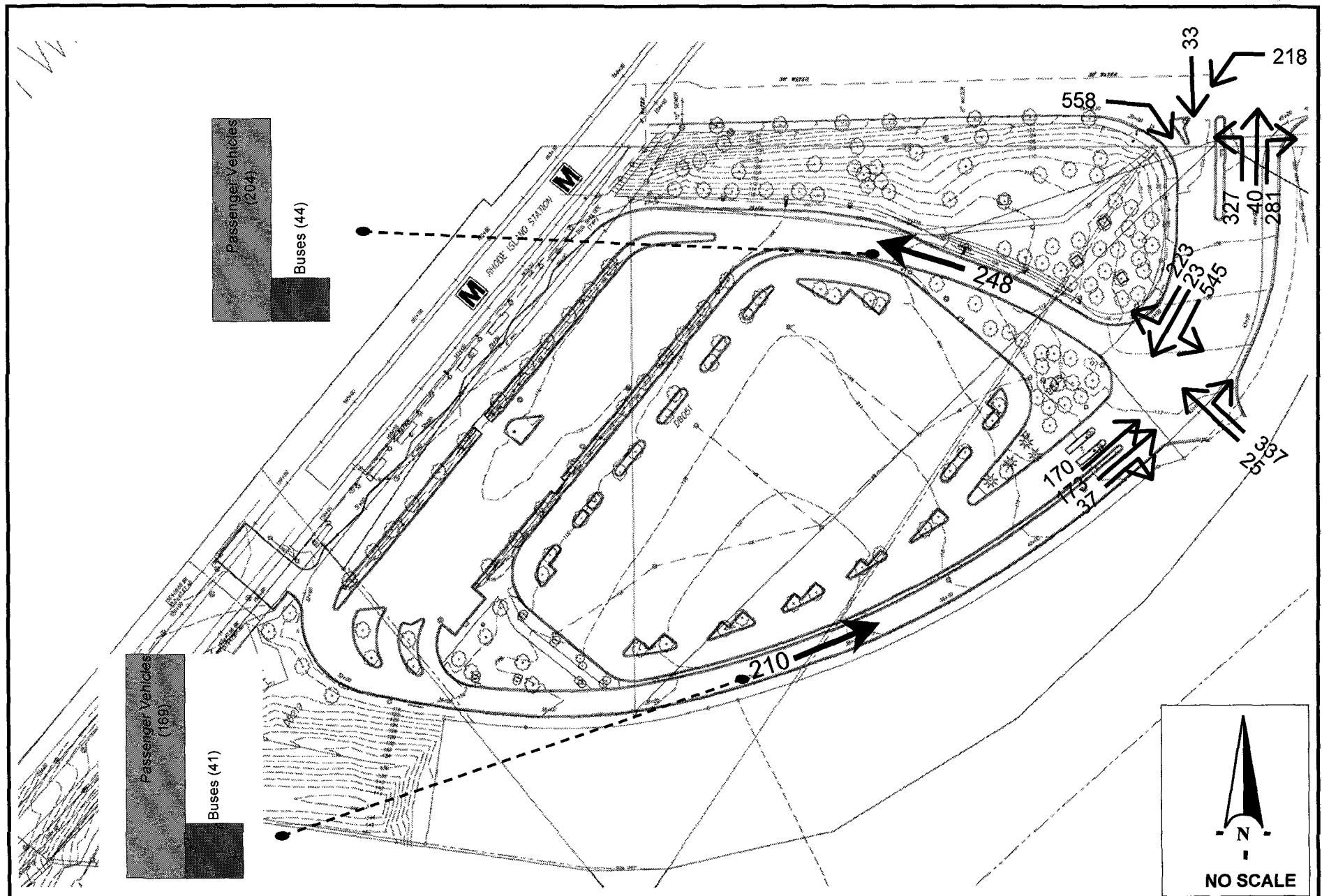
**EXHIBIT 3**

**KEY STATION AREA/ACCESS ELEMENTS**  
**Rhode Island Avenue Metro Station PUD II**



**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

**EXHIBIT 4**  
KEY TURNING MOVEMENT VOLUMES: EXISTING AM PEAK HOUR (7:45 - 8:45)  
Rhode Island Avenue Metro Station PUD II



**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

**EXHIBIT 5**  
KEY TURNING MOVEMENT VOLUMES: EXISTING AM PEAK HOUR (5:00 - 6:00)  
Rhode Island Avenue Metro Station PUD II



**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

EXHIBIT 6  
EXISTING WEEKDAY PEAK HOUR PEDESTRIAN MOVEMENTS  
Rhode Island Avenue Metro Station PUD II

### **2.3 Parking Situation**

The Rhode Island Avenue Station is provided with 340 long-term spaces in a gated surface lot, which is accessed via Smart-Card entry during the period 5:00 AM - 2:00 PM on weekdays. Use of this facility is free during the other weekday periods and on weekends. Ingress and egress to this lot is off the main internal entrance intersection. Forty (40) short-term/kiss-and-ride spaces are provided near the entrance to the station, adjacent to six (6) Metrobus bays. The majority of the forty (40) spaces are metered to allow parking for up to seven (7) hours. It is understood that this has been the basic layout and arrangement since the commissioning of the station.

Based upon field surveys and counts conducted during December (2005) and January (2006), it was determined that there is a significant time separation between the morning peak hour for vehicles accessing the long-term and kiss-and-ride lots.

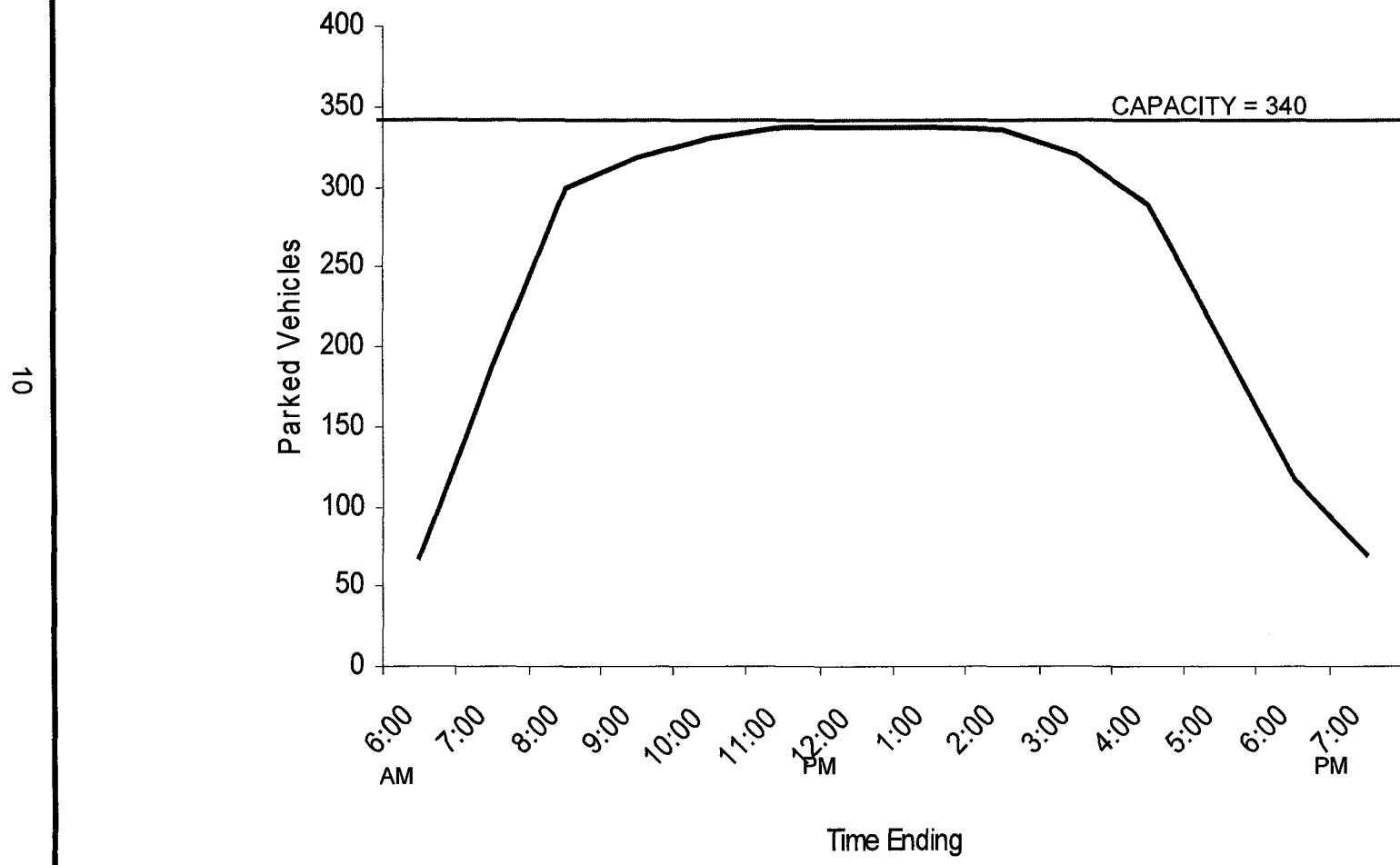
Field observation and parking usage surveys were used to develop parking accumulation profiles for the two (2) lots. The profiles are included as Exhibits 7 and 8, respectively. These are useful in showing the relationships between parking supply and demand. The following observations were made:

- a) There is heavy demand for parking during the hours immediately following the station's opening at 5:00 AM. The park-and-ride lot typically operates at capacity between 8:00 AM and 2:00 PM. The use of the kiss-and-ride lot fluctuates hourly and daily. [Additional observations are underway to develop a profile (Exhibit 8) that is "representative" of typical weekday Metro ridership patterns.]
- b) Vehicles accessing the park-and-ride lots are dominated by out-of-state (primarily Maryland) registration. This phenomenon appears to be strongly supported by other studies of the station and the Brentwood sub-area in general, which will be discussed further in Section 3.0 - General Perspectives.

### **3.0 GENERAL PERSPECTIVES – LESSONS LEARNED**

Transportation planning is a continuing, coordinated and often comprehensive process. From this context, it is noted that a number of studies have been performed. The following studies are cited and their principal findings relevant to the current Rhode Island Avenue Metrorail Station study are noted:

- a) *"Rhode Island Avenue Parking Analysis,"* U.S. EPA and D.C. Office of Planning, March 2003.
  - Developed and evaluated six (6) different joint development - parking scenarios. Two (2) scenarios proposed the replacement of at least 200 commuter parking spaces.
  - The station was initially the eastern terminus of a five-station Red Line System within the City's Core. The Red Line has now been extended northward to include seven (7) additional stations. One of these stations (Fort Totten) is also on the Metro Green Line.



**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

EXHIBIT 7

PARKING ACCUMULATION PROFILE (PARK & RIDE)  
Rhode Island Avenue Metro Station PUD II

# TO BE PROVIDED IN THE FINAL REPORT



NO SCALE

**O. R. GEORGE & ASSOCIATES, INC.**  
*Traffic Engineers - Transportation Planners*

EXHIBIT 8

PARKING ACCUMULATION PROFILE (PARK & RIDE)  
Rhode Island Avenue Metro Station PUD II

- WMATA requires that parking displaced by a joint development will be replaced on a one-for-one basis at the developer's cost. However, based on WMATA's "Joint Development Policies and Guidelines" (February 21, 2003), the WMATA Board of Directors may determine that parking may be replaced at a reduced specified amount at the cost of the developer.
- Parking usage surveys indicate that approximately 53% of the vehicles utilizing the park-and-ride lot are registered in Maryland, forty percent (40%) have D.C. registration.
- The park-and-ride lot is 100% occupied by 7:30 AM on weekdays. The WMATA 2002 Passenger Survey shows that the number of riders driving and parking at the station was approximately 1,290 or 24.7% of total ridership (5,224). This demand exceeds the lot's capacity, resulting in the use of neighborhood facilities, including the Giant Foods/Home Depot (Rhode Island Place) lot. The passenger survey also indicates that approximately 1,077 or 20.7% of the riders access the station via walk and bike modes. The dominant mode was Metrobus (39.1%).

b) *"Brentwood Road, N.E. Transportation Study,"* District Department of Transportation (2004).

- Assessed the transportation improvement needs of the Brentwood Road, N.E. Corridor Area.
- Riders access the station via several modes, with Metrobus being the dominant mode (48%).
- Ten percent (10%) of the users were observed to use the Home Depot/Giant Foods (Rhode Island Place) parking lot.
- Relevant improvements recommended include:
  - Guide-line markings for dual right-turns from the Washington Place approach to Rhode Island Avenue.
  - Pedestrian refuge island along the Washington Place approach to the main internal intersection.
  - Lane markings, rumble strips and signs along the main internal intersection approaches, as well as other safety improvements for the adjacent pedestrian facilities.

c) *"Technical Memorandum: Rhode Island Avenue Metro Phase I PUD & Map Amendment,"* O, R. George & Associates, Inc. (2005).

- Assessed the potential impacts of the development proposal, from the prospective of external access and site trip generation, as well as parking and loading provisions.
- Determined that the proposed development would generate 88 AM and 190 PM peak hour trips, reflecting proximity to the station rail and bus facilities, as well as adjacent residential and retail land use.

## **4.0 FUTURE LAND USE AND ACCESS SITUATION**

### **4.1 General Considerations**

The Rhode Island Avenue Metrorail Station is being developed under a Joint Development Agreement, which calls for the following uses within the station:

- a) Development of  $255\pm$  mixed market rate and subsidized units in two (2) buildings located in the central area of the site.
- b) Development of  $71,355\pm$  GSF commercial retail on the ground floor of the residential buildings.
- c) Development of  $560\pm$  parking spaces within garages of the residential buildings.
- d) Construction of  $200\pm$  park-and-ride and  $25\pm$  kiss-and-ride/short term replacement parking spaces in a third/separate garage facility.

The feasibility assessment and basis for the 200 spaces noted in Item D was a study entitled "*Rhode Island Avenue Parking Analysis*," by the U.S. EPA and D.C. Office of Planning, March 2003. Relevant sections of the report are included as Attachment B. The current plan calls for the development to be built-out within the 2008/2009 timeframe. Extensive discussions have been held with the joint development design team, and the current version of the site plan was used for the trip generation and traffic assignment.

The future situation was developed for the following two (2) scenarios:

- i) The year 2008/9 situation, which reflects existing traffic and pedestrian volumes factored by 1.5% and 3.0% annual growth rates, respectively, and including traffic for background traffic. The background traffic situation includes a 77,500 square foot expansion of the Rhode Island Place shopping center.
- ii) The long-term/ultimate access demand situation by the 2025 planning horizon, incorporating the annual growth factors as directed by WMATA. [This was discussed in Section 1.0 of the report.]

We understand that Item (b) above would represent access demands which reflect unusually conservative (or high side) access volumes. As such, these estimates will be used as "worst case scenarios" for very general planning considerations. This is illustrated by the fact that, in the case of the kiss-and-ride vehicular volumes, the projections would result in an increase of approximately 50% by the 2025 planning horizon. In fact, the long-term parking supply will likely be reduced to 200 spaces, or remain at the current 340-space level.

### **4.2 Trip Generation – Joint Development Uses**

The District of Columbia requires the use of trip generation rates recommended by the Institute of Transportation Engineers (ITE) with adjustment for local factors such as access to public/mass transportation, internal trip generation, and similar factors which have a bearing on the various modes of access. Data presented in the "WMATA Development Ridership Survey 1989" was used to determine an adjustment factor for the development location (i.e., based on the distance from the Metrorail Station portal). Table 2 following presents the projected trip rates and trip generation, assuming that the commercial retail will be largely local/community serving. The land use densities shown are higher than those currently under consideration [see Item (a) and (b) of the foregoing Section 4.1.] These densities were

evaluated in the traffic study prepared for the First Stage PUD, and are considered in this assessment, using a conservative (high side) approach.

**TABLE 2**  
**PROJECTED PEAK HOUR TRIP GENERATION –**  
**RHODE ISLAND AVENUE METRO STAGE II PUD**

<b>Trip Rates</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
• Trips/Apartment Unit	0.10	0.41	0.51	0.40	0.22	0.62
- With 60% Assumed Transit Trips	0.04	0.16	0.20	0.16	0.09	0.25
• Trips/1,000 GSF Retail/Shopping Center Space	0.63	0.04	1.03	1.80	1.95	3.75
- With 60% Transit, Walk & Other Alternative Modal Trips	0.25	0.16	0.41	0.72	0.78	1.50
<b>Trip Generation</b>						
• Trips/271 Apartment Units	11	43	54	43	24	67
• Trips/82,300 GSF Retail/Shopping Center Space	21	13	34	59	64	123
<b>TOTAL</b>	<b>32</b>	<b>56</b>	<b>88</b>	<b>102</b>	<b>88</b>	<b>190</b>

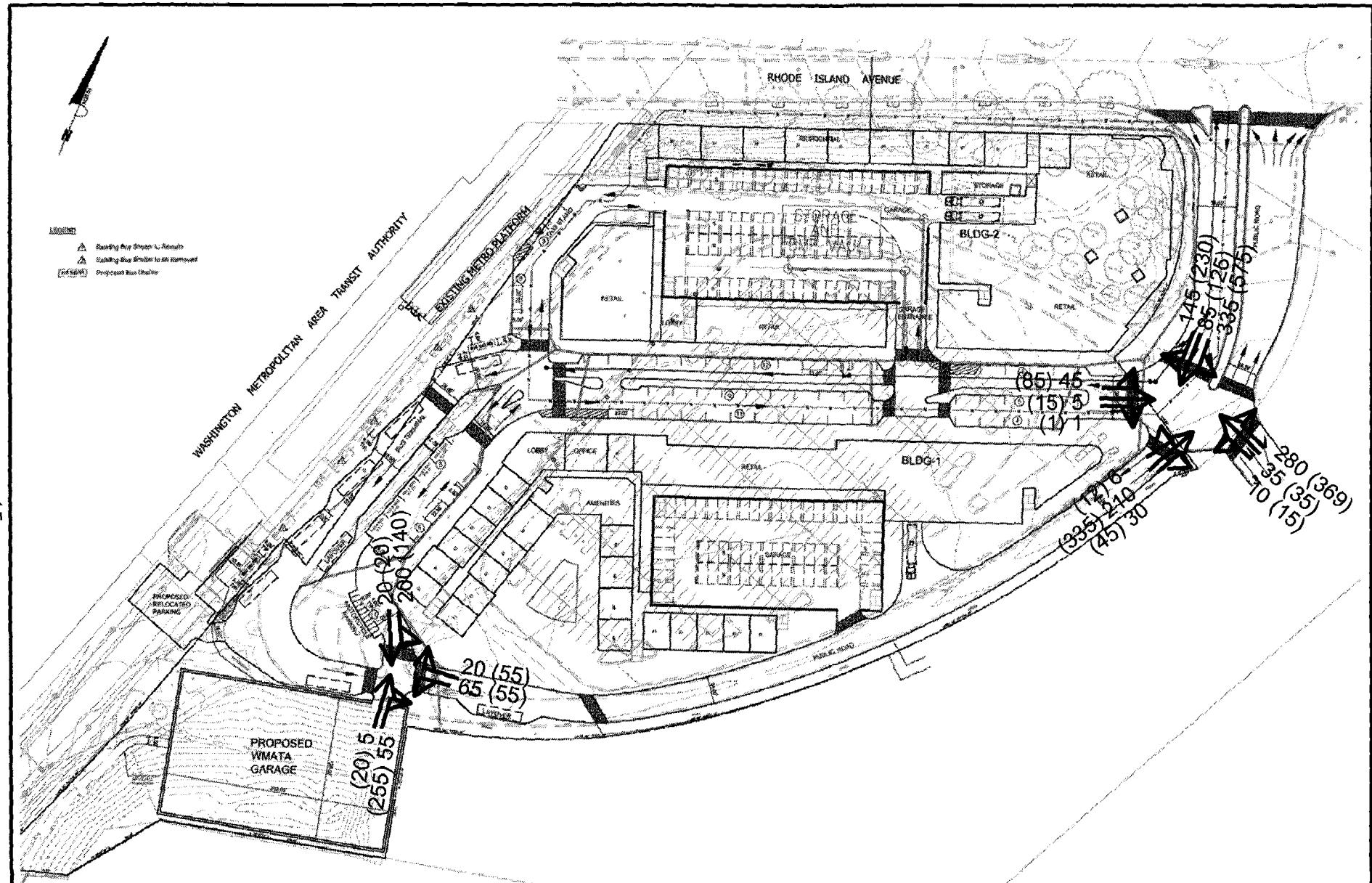
*Source:* ITE Trip Generation Manual (7<sup>th</sup> Ed., 2003), and O. R. George & Associates.

#### **4.3 Traffic Assignment**

The vehicular and pedestrian traffic volumes for the 2008/2009 development situation was developed to reflect the following factors and considerations cited earlier in this report:

- i) The existing park-and-ride traffic reassigned to reflect access to current site design, including the Metro garage. [Adjustment for the reduced capacity or supplement of spaces within the residential buildings will be made as part of the final submission.];
- ii) The existing short-term/kiss-and-ride and pedestrian traffic and volumes were factored to reflect a 6.0% annual growth to 2008/2009;
- iii) Bus traffic volumes were assumed to remain at current levels.

Exhibit 9 shows the year 2008/9 morning and afternoon peak hour vehicular volumes, respectively. Exhibit 10 shows the pedestrian traffic volumes for the same period.



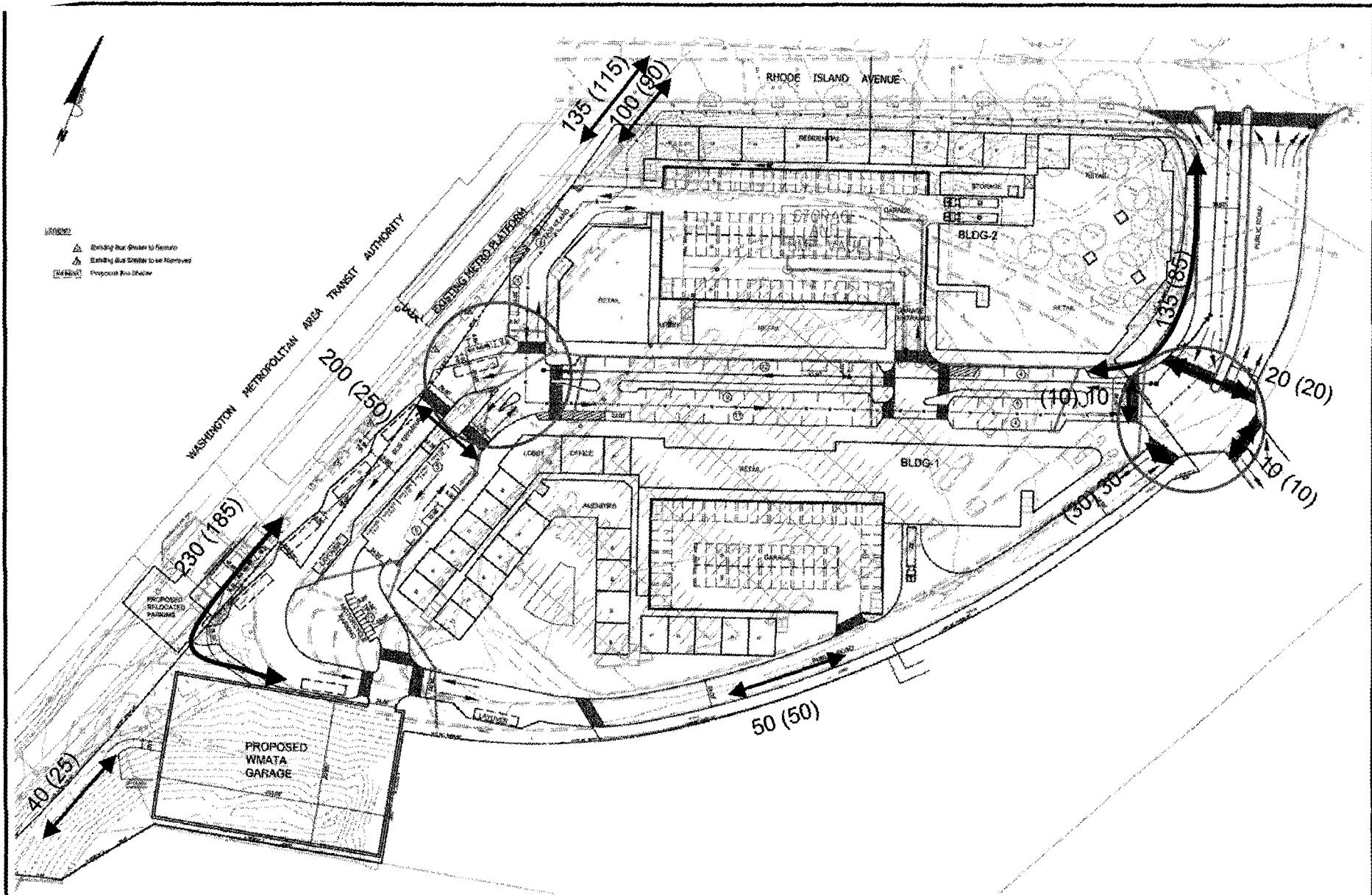
(XX) XX - (PM) AM PEAK HOUR VOLUMES

**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

**EXHIBIT 9**

## KEY TURNING MOVEMENT VOLUMES: FUTURE YEAR 2008 PEAK HOURS

### Rhode Island Avenue Metro Station PUD II



(XX) XX - (PM) AM PEAK HOUR VOLUMES

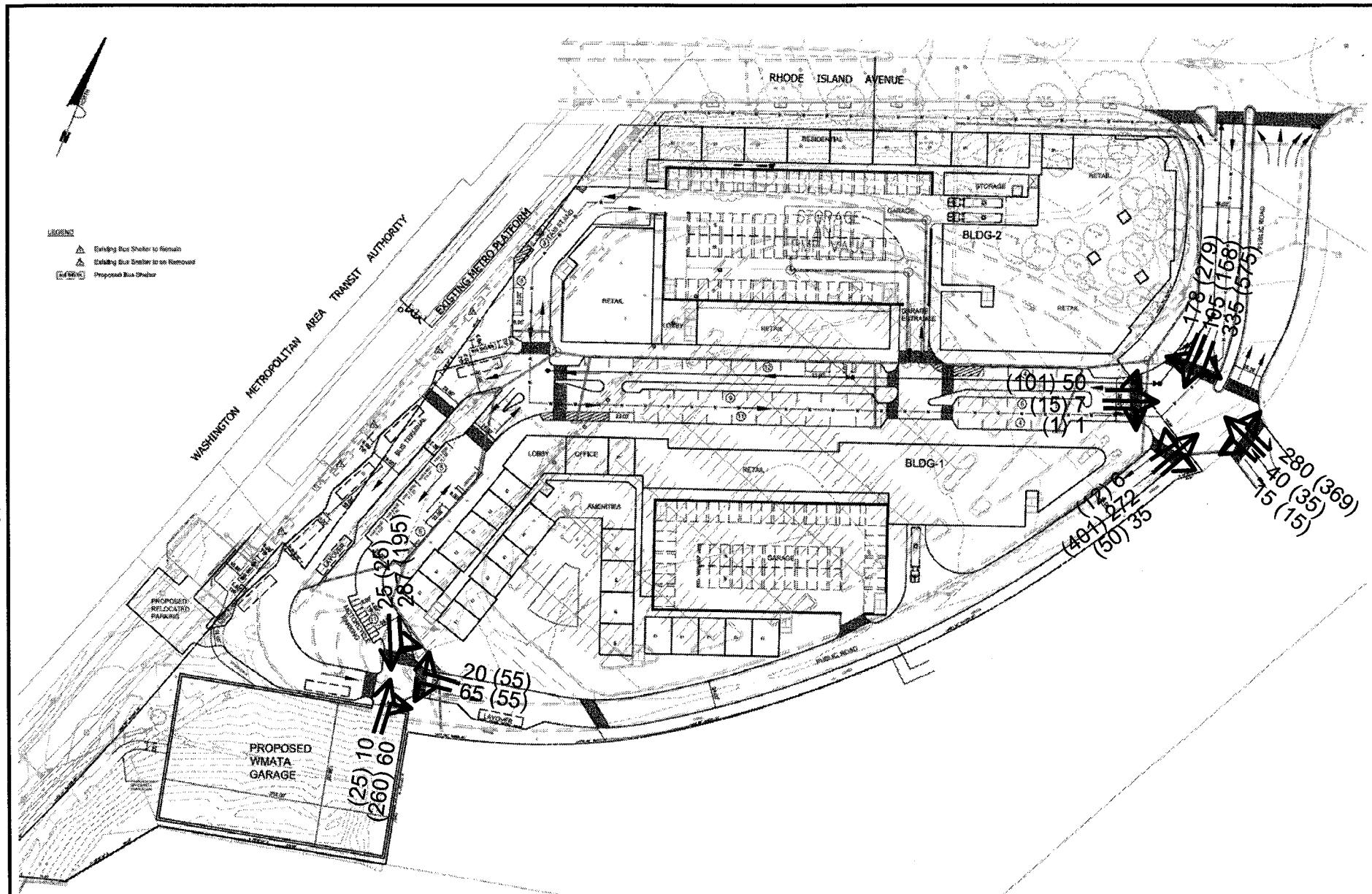
**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

EXHIBIT 10

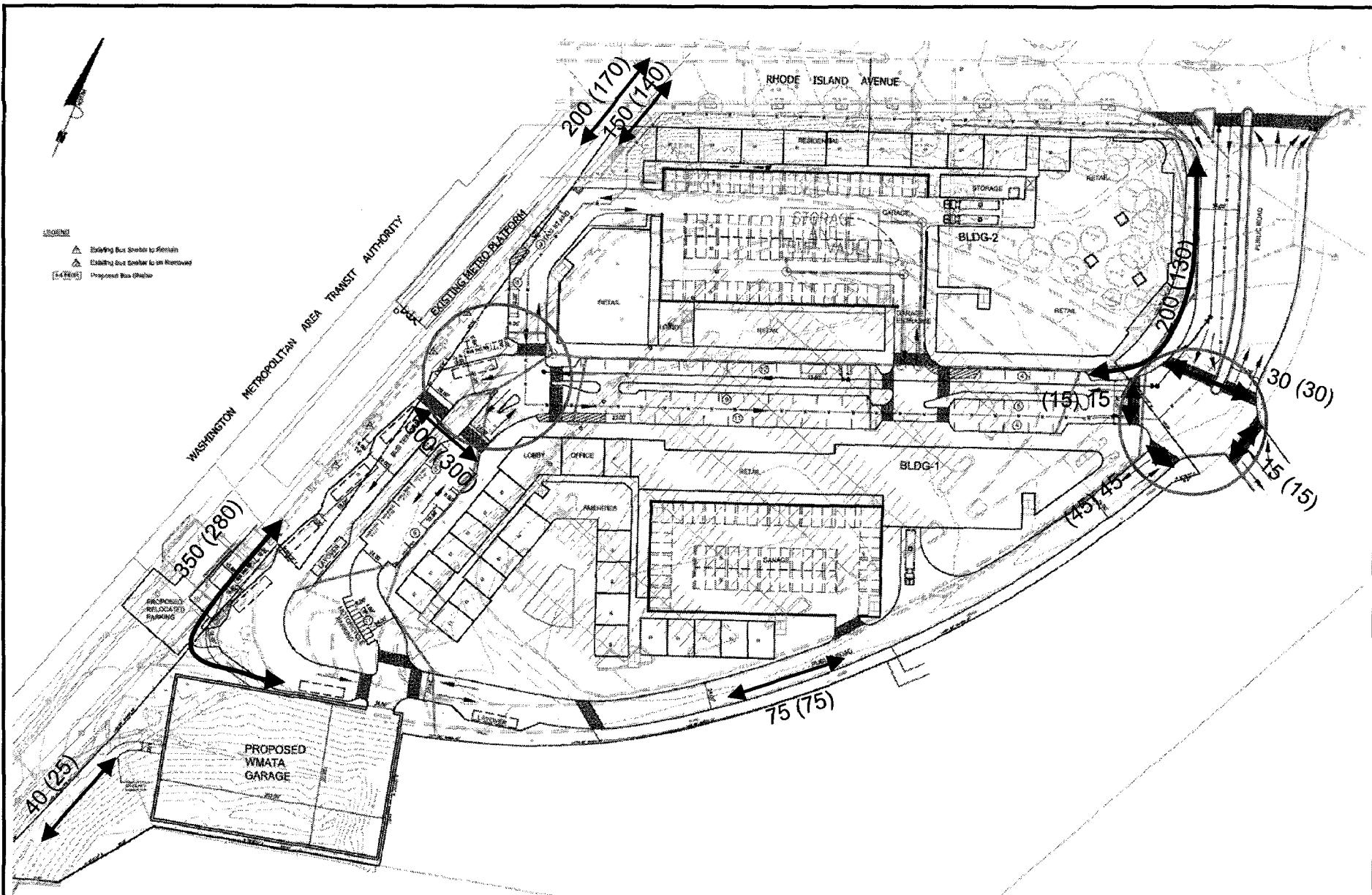
**YEAR 2008 PEAK HOUR PEDESTRIAN VOLUMES AND MAJOR VEHICULAR CONFLICT AREAS**  
**Rhode Island Avenue Metro Station PUD II**

As was noted earlier, the peak access activities for pedestrian and park-and-ride vehicular activity do not coincide during the morning peak period. This pattern indicates a very favorable situation, as it minimizes the levels of vehicle-pedestrian conflicts. Exhibit 10 also shows the key areas of conflict, which may warrant mitigation to ensure safety.

Exhibit 11 and 12 presents the projected 2025 morning/afternoon vehicular and pedestrian traffic volumes, respectively. As was noted earlier, this information was developed for general planning purposes, and will be evaluated qualitatively and for discussion purposes in the final report. This evaluation will incorporate response to WMATA's comments and preliminary responses to this document.



(XX) XX - (PM) AM PEAK HOUR VOLUMES



(XX) XX - (PM) AM PEAK HOUR VOLUMES

**O. R. GEORGE & ASSOCIATES, INC.**  
Traffic Engineers - Transportation Planners

EXHIBIT 12

**YEAR 2025 PEAK HOUR PEDESTRIAN VOLUMES AND MAJOR VEHICULAR CONFLICT AREAS**  
**Rhode Island Avenue Metro Station PUD II**

## 5.0 SUMMARY AND PRELIMINARY CONCLUSIONS

As noted in the introduction and elsewhere in previous sections of this report, the purpose of the current assessment is largely to present data to illustrate the near-term (2008/9) and long-term (2005) on-site movements of the various modes. Illustrations have been presented to show passenger vehicles, pedestrians and bus movements. Large trucks/service vehicles and bicycles were not specifically illustrated. However, these facilities are shown on the site concept plans, and they have been designed to incorporate the appropriate geometrics to facilitate safe and efficient access. Additionally, their numbers (i.e., large trucks and bicycles) are expected to be relatively small, and the site will be provided with signage and governed by management arrangements that should be adequate.

This report is preliminary, and is intended to provide the WMATA technical staff with data and illustrations to allow for comment, prior to the final report. However, based on the data and discussions presented, the following preliminary conclusions are considered reasonable:

- a) The proposal is consistent with the objectives of WMATA and the City for joint development and Transit Oriented Development (TOD) activity.
- b) The mix of residential and commercial uses proposed for the station should generate considerable ridership for the transit system.
- c) The proposal for approximately 200 garage parking spaces is supported by previous feasibility studies, which considered the location and typical patronage “market area”.
- d) The “excess” parking spaces provided results in additional vehicular traffic along the Rhode Island Avenue Corridor and into the station complex. [“Managing” the parking supply could present some issues based upon the use history of the station dating back to when it was the terminus of the Red Line.]
- e) There is a distinct temporal separation between the peak vehicular and pedestrian volumes (particularly during the morning peak period). This results in a significant reduction of vehicle-pedestrian conflicts.
- f) On-site traffic circulation will be supported by effective signage, pavement types, and urban design elements that would moderate vehicle speeds (10 - 15 MPH).
- g) The current layout of the site segregates long-term park-and-ride traffic movements from other access patterns to a large extent.
- h) The design of the main internal intersection would be one that accommodates all vehicular traffic accessing the station as well as serving a minor entrance to the Rhode Island Place shopping center. The limited separation of the intersection from Rhode Island Avenue presents some constraints. Design concepts for this location are being developed for inclusion in the final report.

Exhibit 13 illustrates potential roadway operational and safety improvements. The Consultant anticipates an early response from, and interaction with the WMATA technical staff and other members of the design team in order to facilitate preparation of the final report. Pending this, the assessment is that the development concept, including the on-site circulation arrangement should allow for safe and efficient access.

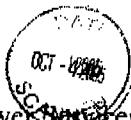
<<<<::>>>>



**Exhibit F: First Source Employment Agreement**

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
Department of Employment Services

Office of Employment Services



Send Copy to:  
A/P  
Kapres Meadows  
Kapres (file:  
6a))

Kapres Meadows  
Development Manager  
Rhode Island Avenue Metro, LLC  
8403 Colesville Rd., Ste.400  
Silver Spring, MD 20910

AUG 8 2005

Dear Mr. Meadows:

Enclosed is your copy of the signed First Source Employment Agreement between the D.C. Department of Employment Services (DOES) and Rhode Island Avenue Metro, LLC.

Under the terms of the Agreement, you and your subcontractors are required to use DOES as the first source to fill all new jobs created as the result of Contract Number: 04-24. In addition, at least 51% of the newly created jobs must be filled by D.C. residents, as well as, at least 51% apprentices and trainees must be District residents.

You should post your job vacancies to the Department of Employment Services' Virtual One-Stop (VOS) at [www.dcnetworks.org](http://www.dcnetworks.org). VOS is an advanced web-based workforce development system, which allows employers to place job orders and search for applicants by skill-set or position. The system also accommodates the employer looking for specific industrial and economic data and has a series of Internet links to a variety of issues and topics of interest to employers. Should you need assistance in posting your job vacancies, please contact Job Bank at (202) 698-6001.

Also, enclosed is a Contract Compliance Form, which must be completed and submitted by you and your subcontractors each month. This form collects data on all new hires employed on the project. A DOES contract monitor will compare the information you provide on this form with your actual employment and payroll records. If you have any questions regarding the Contract Compliance Form, please contact Shirley McKoy at (202) 698-5772.

Thank you for participating in the First Source Employment Agreement Program, and we are looking forward to working with you.

Sincerely,

*Susan O. Gilbert*

Susan O. Gilbert  
Executive Assistant  
Workforce Development Bureau

Enclosures

## FIRST SOURCE EMPLOYMENT AGREEMENT

RECEIVED

Contract Number: PUD Case Number 04-24

MAY 20 2005

Contract Amount: \_\_\_\_\_

Project Name: Mixed-Use Town Center at the Rhode Island Metrorail Station

Project Address: Rhode Island Avenue Metro Site, NE

Ward: 5

Nonprofit Organization: (Yes) \_\_\_\_\_ (No) X \_\_\_\_\_

This First Source Employment Agreement, in accordance with D. C. Law 14-24, D.C. Law 5-93, and Mayor's Order 83-265 for recruitment, referral, and placement of District of Columbia residents, is between the District of Columbia Department of Employment Services, hereinafter referred to as DOES, and Rhode Island Avenue Metro, LLC, hereinafter, referred to as EMPLOYER. Under this Employment Agreement, the EMPLOYER will use DOES as its first source for recruitment, referral, and placement of new hires or employees for the new jobs created by this project and will hire 51% District of Columbia residents for all new jobs created, as well, as 51% of apprentices employed in connection with the project shall be District residents registered in programs approved by the District of Columbia Apprenticeship Council.

### I. GENERAL TERMS

- A. The EMPLOYER will use DOES as its first source for the recruitment, referral and placement of employees.
- B. The EMPLOYER shall require all contractors and subcontractors, with contracts totaling \$100,000 or more, to enter into a First Source Employment Agreement with DOES.
- C. DOES will provide recruitment, referral and placement services to the EMPLOYER subject to the limitations set out in this Agreement.
- D. DOES participation in this Agreement will be carried out by the Office of the Director, with the Office of Employer Services, which is responsible for referral and placement of employees, or such other offices or divisions designated by DOES.

- E. This Agreement shall take effect when signed by the parties below and shall be fully effective for the duration of the contract and any extensions or modifications to the contract.
- F. This Agreement shall not be construed as an approval of the EMPLOYER'S bid package, bond application, lease agreement, zoning application, loan, or contract/subcontract.
- G. DOES and the EMPLOYER agree that for purposes of this Agreement, new hires and jobs created (both union and nonunion) include all EMPLOYER'S job openings and vacancies in the Washington Standard Metropolitan Statistical Area created as a result of internal promotions, terminations, and expansions of the EMPLOYER'S workforce, as a result of this project, including loans, lease agreements, zoning applications, bonds, bids, and contracts.
- H. For purposes of this Agreement, apprentices as defined in D.C. Law 2-156 are included.
- I. The EMPLOYER shall register an apprenticeship program with the D.C. Apprenticeship Council for construction or renovation contracts or subcontracts totaling \$500,000 or more. This includes any construction or renovation contract or subcontract signed as the result of, but is not limited to, a loan, bond, grant, Exclusive Right Agreement, street or alley closing, or a leasing agreement of real property for one (1) year or more.
- J. All contractors who contract with the Government of the District of Columbia to perform information technology work with a single contract or cumulative contracts of at least \$500,000, let within any twelve (12) month period shall be required to register an apprenticeship program with the District of Columbia Apprenticeship Council.
- K. The term "information technology work" shall include, but is not limited to, the occupations of computer programmer, programmer analyst, desktop specialist, technical support specialist, database specialist, network support specialist, and any other related occupations as the District of Columbia Apprenticeship Council may designate by regulation.

## **II. RECRUITMENT**

- A. The EMPLOYER will complete the attached Employment Plan, which will indicate the number of new jobs projected, salary range, hiring dates, and union requirements. The EMPLOYER will notify DOES of its specific need for new employees as soon as that need is identified.

- B. Notification of specific needs, as set forth in Section II.A. must be given to DOES at least five (5) business days (Monday - Friday) before using any other referral source, and shall include, at a minimum, the number of employees needed by job title, qualification, hiring date, rate of pay, hours of work, duration of employment, and work to be performed.
- C. Job openings to be filled by internal promotion from the EMPLOYER'S current workforce need not be referred to DOES for placement and referral.
- D. The EMPLOYER will submit to DOES, prior to starting work on the project, the names, and social security numbers of all current employees, including apprentices, trainees, and laid-off workers who will be employed on the project.

### **III. REFERRAL**

DOES will screen and refer applicants according to the qualifications supplied by the EMPLOYER.

### **IV. PLACEMENT**

- A. DOES will notify the EMPLOYER, prior to the anticipated hiring dates, of the number of applicants DOES will refer. DOES will make every reasonable effort to refer at least two qualified applicants for each job opening.
- B. The EMPLOYER will make all decisions on hiring new employees but will in good faith use reasonable efforts to select its new hires or employees from among the qualified persons referred by DOES.
- C. In the event DOES is unable to refer the qualified personnel requested, within five (5) business days (Monday - Friday) from the date of notification, the EMPLOYER will be free to directly fill remaining positions for which no qualified applicants have been referred. Notwithstanding, the EMPLOYER will still be required to hire 51% District residents for the new jobs created by the project.
- D. After the EMPLOYER has selected its employees, DOES will not be responsible for the employees' actions and the EMPLOYER hereby releases DOES, and the Government of the District of Columbia, the District of Columbia Municipal Corporation, and the officers and employees of the District of Columbia from any liability for employees' actions.

## **V. TRAINING**

DOES and the EMPLOYER may agree to develop skills training and on-the-job training programs; the training specifications and cost for such training will be mutually agreed upon by the EMPLOYER and DOES and set forth in a separate Training Agreement.

## **VI. CONTROLLING REGULATIONS AND LAWS**

- A. To the extent this Agreement is in conflict with any labor laws or governmental regulations, the laws or regulations shall prevail.
- B. DOES will make every effort to work within the terms of all collective bargaining agreements to which the EMPLOYER is a party.
- C. The EMPLOYER will provide DOES with written documentation that the EMPLOYER has provided the representative of any involved collective bargaining unit with a copy of this Agreement and has requested comments or objections. If the representative has any comments or objections, the EMPLOYER will promptly provide them to DOES.

## **VII. EXEMPTIONS**

- A. Contracts, subcontracts or other forms of government-assistance less than \$100,000.
- B. Employment openings the contractor will fill with individuals already employed by the company.
- C. Job openings to be filled by laid-off workers according to formally established recall procedures and rosters.
- D. Suppliers located outside of the Washington Standard Metropolitan Statistical Area and who will perform no work in the Washington Standard Metropolitan Statistical Area.

## **VIII. AGREEMENT MODIFICATIONS, RENEWAL, MONITORING, AND PENALTIES**

- A. If, during the term of this Agreement, the EMPLOYER should transfer possession of all or a portion of its business concerns affected by this Agreement to any other party by lease, sale, assignment, merger, or otherwise, the EMPLOYER as a condition of transfer shall:
  - 1. Notify the party taking possession of the existence of the EMPLOYER'S Agreement.
  - 2. Notify the party taking possession that full compliance with this Agreement is required in order to avoid termination of the project.

3. EMPLOYER shall, additionally, advise DOES within seven (7) business/calendar days of the transfer. This advice will include the name of the party taking possession and the name and telephone of that party's representative.
- B. DOES shall monitor EMPLOYER'S performance under this Agreement. The EMPLOYER will cooperate in DOES' monitoring effort and will submit a Contract Compliance Form to DOES monthly.
- C. To assist DOES in the conduct of the monitoring review, the EMPLOYER will make available payroll and employment records for the review period indicated.
- D. If additional information is needed during the review, the EMPLOYER will provide the requested information to DOES.
- E. With the submission of the final request for payment from the District, the EMPLOYER shall:
  1. Document in a report to the Contracting Officer its compliance with the requirement that 51% of the new employees hired by the project be District residents; or
  2. Submit a request to the Contracting Officer for a waiver of compliance with the requirement that 51% of the new employees hired by the project be District residents and include the following documentations:
    - a. Material supporting a good faith effort to comply;
    - b. Referrals provided by DOES and other referral sources; and
    - c. Advertisement of job openings listed with DOES and other referral sources.
- F. The Contracting Officer may waive the requirement that 51% of the new employees hired by the project be District residents, if the Contracting Officer finds that:
  1. A good faith effort to comply is demonstrated by the contractor;
  2. The EMPLOYER is located outside the Washington Standard Metropolitan Statistical Area and none of the contract work is performed inside the Washington Standard Metropolitan Statistical Area;  
The Washington Standard Metropolitan Statistical Area includes the District of Columbia, the Virginia Cities of Alexandria, Falls Church, Manasas, Manasas Park, Fairfax, and Fredericksburg; the Virginia Counties of Fairfax, Arlington, Prince William, Loundon, Stafford, Clarke, Warren, Fauquier, Culpeper, Spotsylvania, and King George; the Maryland Counties of Montgomery, Prince Georges, Charles, Frederick, and Calvert; and the West Virginia Counties of Berkeley and Jefferson.

3. The EMPLOYER enters into a special workforce development training or placement arrangement with DOES; or
4. DOES certifies that insufficient numbers of District residents in the labor market possess the skills required by the positions created as a result of the contract.

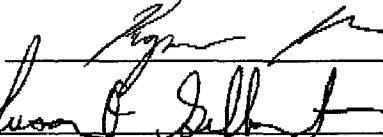
G. Willful breach of the First Source Employment Agreement by the EMPLOYER, or failure to submit the Contract Compliance Report, or deliberate submission of falsified data, may be enforced by the Contracting Officer through imposition of penalties, including monetary fines of 5% of the total amount of the direct and indirect labor costs of the contract.

H. Nonprofit organizations are exempted from the requirement that 51% of the new employees hired on the project be District residents.

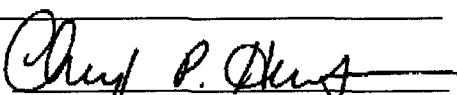
I. The EMPLOYER and DOES, or such other agent as DOES may designate, may mutually agree to modify this Agreement.

J. The project may be terminated because of the EMPLOYER'S non-compliance with the provisions of this Agreement.

Dated this 12th day of May 2005

Signed: 

Department of Employment Services

  
Signature of Employer

Rhode Island Avenue Metro, LLC

8403 Colesville, Rd. Ste. 400  
Silver Spring, MD 20910  
202-347-2257  
kmeadows@ar-companies.com

## EMPLOYMENT PLAN

NAME OF FIRM Rhode Island Avenue Metro, LLC

ADDRESS 8403 Colesville Rd., Ste. 400 Silver Spring, MD 20910

TELEPHONE NUMBER 202-347-2257 FEDERAL IDENTIFICATION NO. 51-0457544

CONTACT PERSON Kapres Meadows TITLE Development Manager

E-mail: kmeadows@ar-companies.com TYPE OF BUSINESS: Real Estate Development LLC

---

ORIGINATING DISTRICT AGENCY \_\_\_\_\_

CONTRACTING OFFICER: \_\_\_\_\_ TELEPHONE NUMBER: \_\_\_\_\_

TYPE OF PROJECT \_\_\_\_\_ FUNDING AMOUNT \_\_\_\_\_

PROJECTED START DATE \_\_\_\_\_ PROJECT DURATION \_\_\_\_\_

---

NEW JOB CREATION PROJECTIONS (Attach additional sheets, as needed.) Please indicate the new position(s) your firm will create as a result of this project.

	JOB TITLE	#OF JOBS F/T P/T	SALARY RANGE	UNION MEMBERSHIP REQUIRED NAME LOCAL#	PROJECTED HIRE DATE
A					
B					
C					
D					
E					
F					
G					
H					
I					
J					
K					

**CURRENT EMPLOYEES:** Please list the names and social security numbers of all current employees including apprentices and trainees who will be employed on the project. Attach additional sheets as needed.

NAME OF EMPLOYEE	SOCIAL SECURITY NO.

\*For Office Use Only:  
Profile No: \_\_\_\_\_

### Contract Compliance Form

### Reporting Compliance with D.C. Law 14-24, Mayor's Order 83-265, and D.C. Law 5-93 First Source Employment Agreement

#### Instructions:

To be completed by the employer and submitted on the 10th of each month until completion of the project. Forward to:

**Department of Employment Services (DOES)**  
609 H Street, N.E., Room 431  
Washington, D.C. 20002

**Telephone: (202) 698-5772/6001 Fax: (202) 698-5717 TTD: (202) 698-4817**  
**Toll Free Number: 1-877-319-7346 Website Address: [www.does.dc.gov](http://www.does.dc.gov)**

Reporting Period: \_\_\_\_\_, 20\_\_\_\_\_

Name of Firm: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_ E-mail: \_\_\_\_\_

Title: \_\_\_\_\_ Telephone Number: \_\_\_\_\_

Employer Federal Identification Number: \_\_\_\_\_

Contract/Loan Number: \_\_\_\_\_

Project Location: \_\_\_\_\_

Project Start Date: \_\_\_\_\_ Project End Date: \_\_\_\_\_

Contracting/Lending Agency: \_\_\_\_\_

#### I. Vacancies, Referrals and Hires

Please provide monthly and cumulative statistics for the number of jobs created, referrals made, and hires.

	This Month	Cumulative
Number of Vacancies Currently Available		
Number of Vacancies Listed with DOES		
Total Number of Hires		
Number of District Residents Hired		
Number of DOES Referrals Hired		
Number of Current Employees Transferred to Work on Project		
Referrals Made by Other Sources		
DOES Referrals Made		

## II. New Hires This Month

List the name, social security number, job title, hire date and place of residence for all new hires. Referral sources are (1) DOES and (2) Other Referral Sources (specify).

**III. Current Workforce This Month**

List the name, social security number, address, job title and hire date of all current employees transferred to work on the project this month.

NAME	SSN	ADDRESS	JOB TITLE	HIRE DATE

**IV. Laid-Off Employees This Month**

List the name, social security number, address, job title, and hire date for all laid-off employees recalled to work on the project this month.

NAME	SSN	ADDRESS	JOB TITLE	HIRE DATE

**V. Terminations This Month**

List the names of all employees employed on the project that were terminated and/or resigned during this reporting period.

NAME	SSN	JOB TITLE	TERMINATION DATE	PLACE OF RESIDENCE

**VI. Indicate whether your firm is:**

1. A Certified Local Small Disadvantaged Business: YES  NO

If yes, certification number:

2. A non-certified Local Small Disadvantaged Business: YES  NO

**VII. Do you have a registered Apprenticeship program with the D.C. Apprenticeship Council?**

YES  NO

If yes, D.C. Apprenticeship Council Registration Number:

**VIII. Subcontractor**

Indicate whether your firm is a subcontractor on this project:  YES  NO

If yes, specify Prime Contractor:

**IX. Comments:**

Describe any problems you have experienced in meeting your job creation projections in implementing the First Source Employment Agreement.

---

Signature

---

Date

**Exhibit G: Project Plans**