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555 Twelfth Street, NW
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February 6, 2007

D.C. Zoning Commission
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

RE: Supplemental Submission
Zoning Commission Case No. 04-24 *A*
Rhode Island Avenue Metro PUD

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Dear Members of the Commission:

The applicant in the above-cited case herewith submits 20 copies of additional materials for consideration at the public hearing. This information is in four parts -- additional and substitute plans and illustrations, plus substantive comments on circulation, parking and design, as summarized below.¹

I. Additional and Substitute Plans and Illustrations²

Civil Engineering Set:

- Sheet 1 Perimeter Roadway Circulation Plan, including the proposed new additional lane for the perimeter roadway.
- Sheet C4.0 Existing Conditions and Demolition Plan, including areas of critical slope.
- Sheet C5.0 Overall Site Development Plan.

Transportation/Traffic Engineering Set:

- Exhibit 1 Vehicle/Pedestrian Turning Movement Count Location
- Exhibit 2 Morning Peak Period - Pedestrian/Vehicle Access Patterns
- Exhibit 3 Afternoon Peak Period - Pedestrian/Vehicle Access Patterns

¹ Please note that some of the information and analysis under Items II to IV is new and some of it is a reference summary of issues previously provided in response to the issues raised by the Zoning Commission at the setdown meeting. See especially the applicant's memorandum dated October 5, 2006.

² The plan sets are attached as Exhibit B.

ZONING COMMISSION
District of Columbia
CASE NO. 04-24A
EXHIBIT NO. 19
ZONING COMMISSION
District of Columbia
CASE NO. 04-24A
Denver
EXHIBIT NO. 19

Architecture/Design:

Elevations in color, by sector.

II. Circulation

A. Commuter Traffic Circulation. At the suggestion of the Zoning Commission, the applicant has added an additional lane of traffic on the site's southern perimeter road in order to further accommodate vehicular commuter traffic and upgrade intersection functions to Service Levels A and B. This additional lane also includes left hand-turn stacking lanes into the WMATA Garage and onto Washington Place in order to prevent stacking problems at any intersection. (See Sheet C-5.0 and Perimeter Road Exhibit.) Service Level A and B ratings are achieved for traffic wait times at all internal intersections (Main Street at Washington Place – B; Taxi Stand at Main Street – A; WMATA Garage at Perimeter Road – A).

B. Pedestrian Environment. The applicant has previously submitted revised traffic and civil plans to show that the circulation plan is both highly functional and friendly to pedestrians, illustrating pedestrian paths and the distribution of each type of traffic during peak pedestrian hours. Additionally, this submittal includes the rate of each type of traffic per hour (See Transportation Exhibits 1-3 and the transportation consultant's Supplementary Report, attached as *Exhibit A*.)

C. Animated Traffic Simulation. The transportation consultants have prepared a SYNCRO simulation of traffic on the site, which will be presented at the public hearing.

III. Parking

The evolution of parking ratios and related features is summarized below

A. Original Plan. Initially, the developer, the Washington Metro Area Transit Authority (WMATA) and the District of Columbia agreed to jointly finance the construction of 200 long-term and 20 short-term parking spaces in the Metro garage planned for the site. In an attempt to balance WMATA and the District's smart-growth, transit-oriented goals for the project with local Metro riders' parking needs, this plan provided replacement parking for approximately half of the 387 parking spaces currently at the station.

B. One-for-One Parking Replacement. Although the WMATA board, the District Office of Planning, the Mayor's Office and the Ward 5 Council Member's Office approved the plan, when the project was presented to the local community, they requested additional parking in order to replace 100% of the original 387 spaces. Eventually, the Federal Transportation Administration also required one-for-one replacement parking. The developer accommodated this request by offering additional Kiss-N-Ride surface parking, as well as "shared parking" between Metro and retail parkers and between Metro and residential parkers. Shared parking would be offered at market rates

C. Current Plan. The current plan, which has been approved through the developer's Shared Parking Agreement with WMATA, is outlined below. Under this plan, the project has

161 Residential Only spaces for 270 residential units, for a ratio of 0.6 spaces per unit. The project has 197 Retail Only spaces for 70,000 square feet of retail space, for a ratio of 2.8 spaces per 1,000 square feet.

D. Shared Parking at Metro Rates & Extended Retail Meters. When the revised plan was presented to the community, they requested that the 140 Metro/Residential shared spaces be offered to Metro users at Metro, rather than market, rates. The developer agreed. They then requested that the short-term meters planned for the 168 Retail spaces in Private Garage 2 (Retail only spaces over and above the 387 Metro and shared spaces included in the Metro count) be extended from 2 to 4 hours. The developer agreed.

E. Extended Shared Parking Hours. Most recently, the community requested that the timeframe during which the 140 Metro/Residential shared spaces are available to Metro users be extended beyond the 7:30 am to 5:30 pm schedule initially planned. The developer agreed to extend the time limit to 10:00 pm in order to accommodate this request.

	Type of Parking	Spaces (#)	Time Available	Rate	Location
Long Term	<i>Metro Park & Ride</i>	215	24 hours	<i>Metro</i>	<i>Metro Garage</i>
	<i>Metro/Residential</i>	140	7:00 am - 10 pm	<i>Metro</i>	<i>Private Garages 1 & 2</i>
	Residential Only	161	24 hours	Market	Private Garages 1 & 2
	Total Long Term	516			
Short Term	Retail Only* - Garage	168	4 hours	Metro Meter	Private Garage 2
	Retail Only - Main Street	29	1 hour	Metro Meter	Main Street
	<i>Metro/Retail - Main Street</i>	13	1 hour	<i>Metro Meter</i>	<i>Main Street</i>
	<i>Metro/Retail - Taxi</i>	6	NA	NA	<i>Private Garage 2</i>
	<i>Metro Kiss & Ride</i>	14	<i>Metro determines</i>	<i>Metro Meter</i>	<i>Metro Platform</i>
	Total Short Term	230			
	Total Parking	746			
	Total Metro Parking	388			

Italics = Metro Replacement Parking

* Metro patrons will also be able to use "Retail Only" spaces for short trips (4-hour meters)

IV. Design

A number of design changes and improvements in graphic representation of design features have been provided, or are being provided herewith, to the record of the case, including:

A. Elevations. Activation of building façade through alternating building depths (set-backs and bump-outs); a variety of colors, materials, window muntin patterns and ornamental elements; shutters; and variation in Hardie plank widths (See Sheets A2.1 – B2-D, attached)..

B. Garages. Improved character of garage exteriors, as well as the entry to Garage 2 off of Main Street. Provided explanation for location of Garage 2 Entrance, well set back from Main Street.

C. Building Materials. Provided information to demonstrate the quality and environmental benefits of siding materials and cultured stone. No vinyl will be used.

D. Building 2 Plaza. Designed a green roof for the plaza in Building 2. A minimum of 60% of the roof will be reserved as passive green roof space. The Applicant requests the ability to add limited walking trails and seating under a proposed flexibility clause generally as follows: "The green roof depicted on Building 2 may include a walking trail and a limited amount of outdoor furniture, provided that the passive green roof shall occupy no less than 60 percent of the roof area."

E. Condenser Grills. Represented them more accurately in project elevations to show that they will not be a prominent feature (See Sheets A2.1 – B2-D, attached). Also explained the environmental benefit of the 13 SEER split HVAC system to be used (by substantially shortening the runs from the air handling unit to the condensing unit, less refrigerant and less copper tubing are required and less energy is utilized in moving the refrigerant from the air handler to the condensing unit, enhancing energy efficiency and minimizing the use of non-renewable natural resources).


F. Massing Model/Perspectives/Renderings. The applicant commissioned new illustrative models to better illustrate the site; these will be presented at the public hearing.

G. Community Retail Use. The applicant previously provided a description of community retail and affordable housing set-asides.

The applicant looks forward to presenting these materials and the second-stage PUD plans generally to the Zoning Commission at the public hearing.

Sincerely,
ARNOLD & PORTER LLP


Cynthia A. Giordano


Nathan W. Gross, AICP

Enclosures

Exhibit A Supplemental Circulation Memorandum
Exhibit B Sets of Plans

Exhibit A: Supplementary Report - Vehicular and Pedestrian Access

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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(1) MEMORANDUM

DATE: February 5, 2007

TO: Caroline Kenney, Development Associate
Mid-City Urban, LLC/A&R Development Corp.
Attn: Ms. Vicki Davis

FROM: Osborne George/Iain Banks

RE: Rhode Island Avenue Metrorail Station PUD – Supplementary
Vehicular and Pedestrian Access Patterns and Considerations

This memorandum provides information to supplement the previously submitted traffic study dated February 24, 2006, and the traffic circulation plans submitted as part of the application package. The information is intended to update the elements of the vehicular and pedestrian circulation patterns, to reflect recent changes within the adjacent Brentwood Place Shopping Center, and to aid in responding to some of the issues in to which the Zoning Commission inquired at the Set-Down Hearing. The letter pertains particularly to the matter of the time separation of the various elements of the vehicular and pedestrian access and circulation patterns of the existing and future site improvements.

The submission is based upon data collected during the week of January 25, 2007, and was obtained through observations of all vehicular and pedestrian movements taken at strategic locations within the station area (over the period 5:30 – 9:30 AM, and 3:00 – 7:00 PM). Exhibit 1 shows the data collection points. Exhibits 2 and 3 show the time (or diurnal) distribution patterns of the vehicular and pedestrian activities. It is relevant to note that earlier analyses had pointed to concerns for some level of disorganized “linkage” of “overflow parking” and pedestrian movement between the station and an undeveloped section of the adjacent Brentwood Shopping Center. The situation has now been affectively mitigated through the expansion of the Center, and opening of the A. J. Wright Department Store, enforced restriction of parking usage by retail customers only, and the enhancement of pedestrian connections to the station.

Rhode Island Avenue Metrorail Station PUD

February 6, 2007

Page 2 of 2

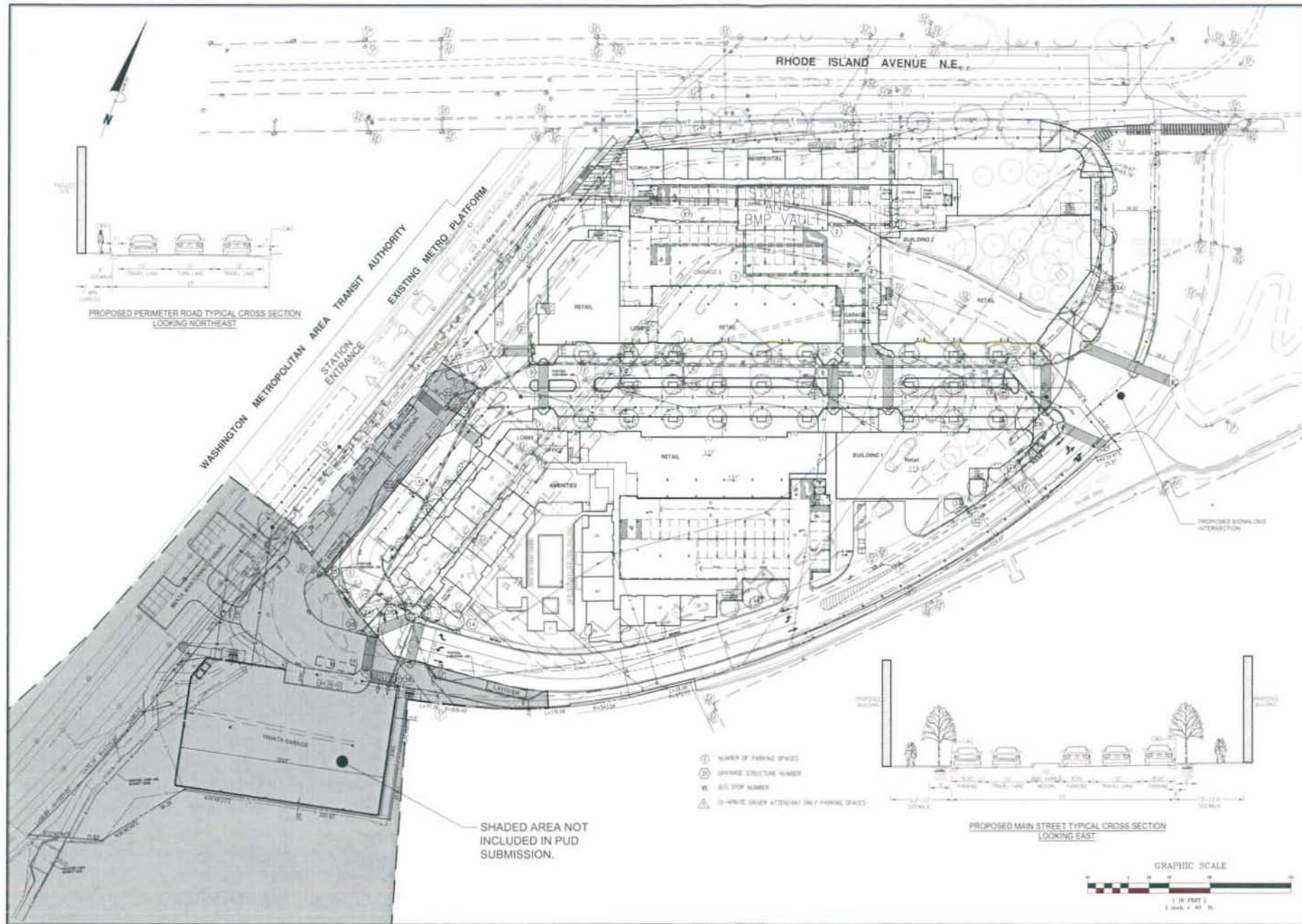
Supplementary notes are provided on Exhibits 2 and 3 to clarify the presentation. The information was presented to staff of the DDOT Policy and Planning Administration, and the Traffic Services Administration during an extensive review meeting on February 1, 2007. A copy of this memorandum is also being submitted to DDOT. We understand that the Applicant intends to make this a key element of the upcoming presentation to the Zoning Commission, and the information is presented to facilitate this objective. Thank you!

ORG/IJB/ma

Attachments: As Noted

Exhibit B: Plans and Illustrations

**Civil Engineering
Design
Circulation**





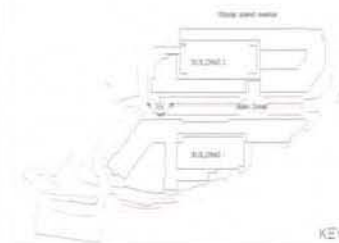
3 PARTIAL ELEVATION
A2.1



2 PARTIAL ELEVATION
A2.2

ELEVATION KEY NOTES

- 1 ASPHALT SHINGLES
- 2 STANDING SEAM METAL ROOF
- 3 PYRON HOLDING
- 4 CULTURED STONE
- 5
- 6 HARDI PANEL
- 7 HARDI TRIM
- 8 HARDI PLANK FINISH
- 9 ALUMINUM RAILING
- 10 VINYL WINDOW
- 11 BALCONY SLIDING DOOR
- 12 PYRON WINDOW HEAD
- 13 CANVAS CANOPY
- 14 METAL CANOPY
- 15 CONDENSER GRILL
- 16 STONE WINDOW HEAD
- 17 CANVAPOOLS
- 18 PYRON BRACKET
- 19 PYRON DENTIL
- 20
- 21 STOREFRONT WINDOW
- 22 FASCIA
- 23 RAILING (OPTIONAL)
- 24 STUCCO FINISH



KEY PLAN



1 BLDG 1 MAIN STREET ELEVATION
A2.3



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Conceptual Elevations

Exterior Design

FEBRUARY 26, 2021

Rhode Island Avenue Metro

Washington, DC

4 & R DEVELOPMENT - MET CITY URBAN

ARCHITECT



A2.1



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B1-A1



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ARCHITECTS



B1-A2



BUILDING 1 ELEVATION 2



BUILDING 1 ELEVATION 1



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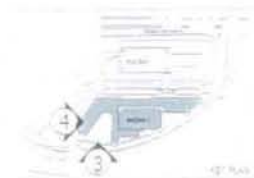
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BUILDING ELEVATION 4



BUILDING 1 ELEVATION 3



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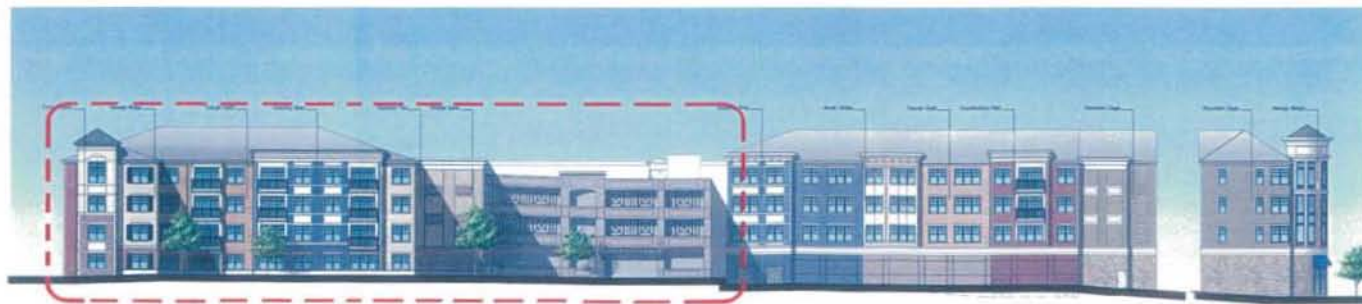
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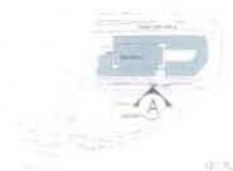
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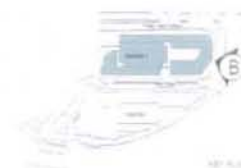
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B2-C1



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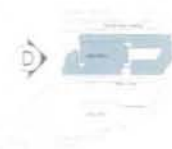
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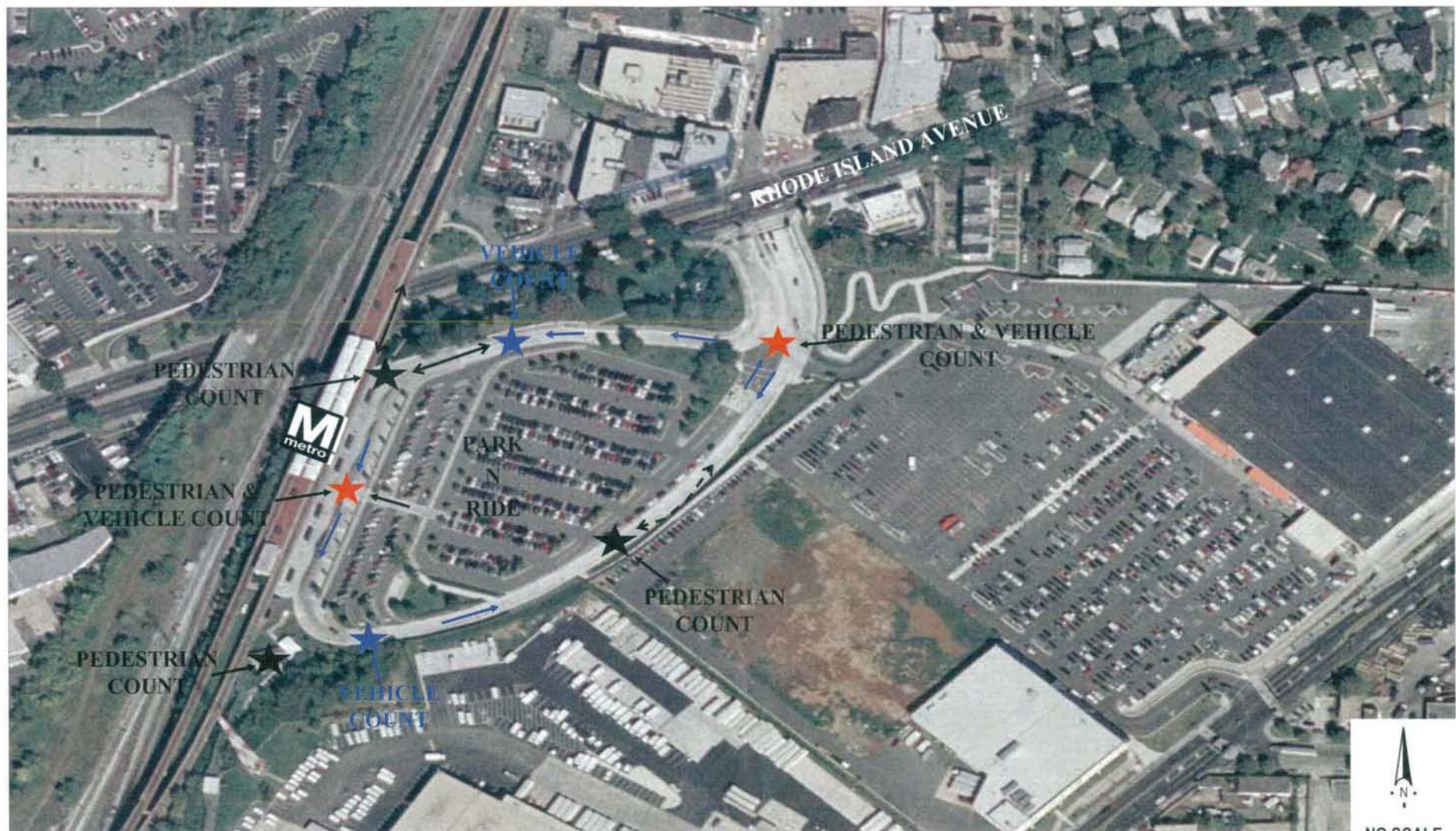
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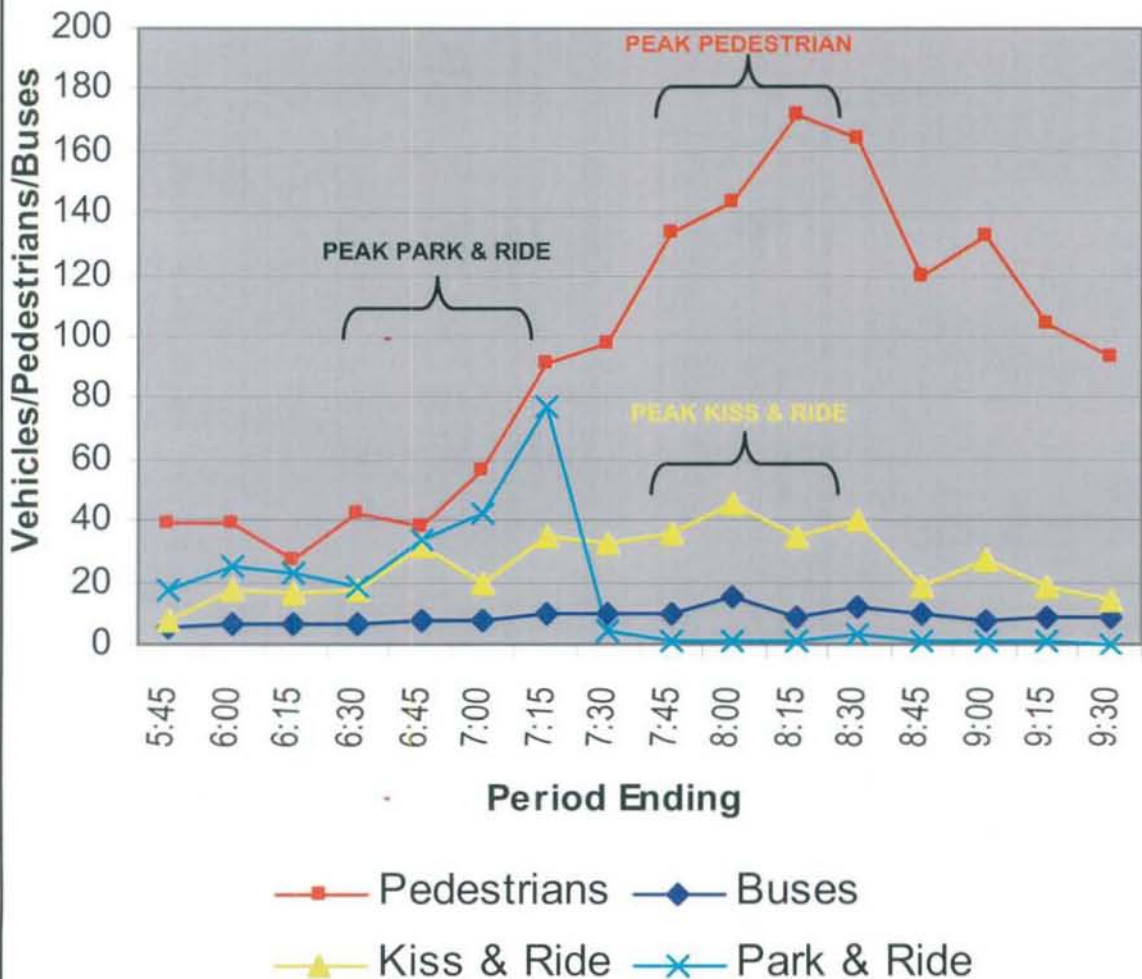


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 Traffic Engineers – Transportation Planners

EXHIBIT 1

Vehicle/Pedestrian Turning Movement Count Location
 Rhode Island Avenue Metrorail Station PUD, Washington, D.C.

AM Peak Period Access Pattern Rhode Island Metrorail Station



Access Patterns – General Notes

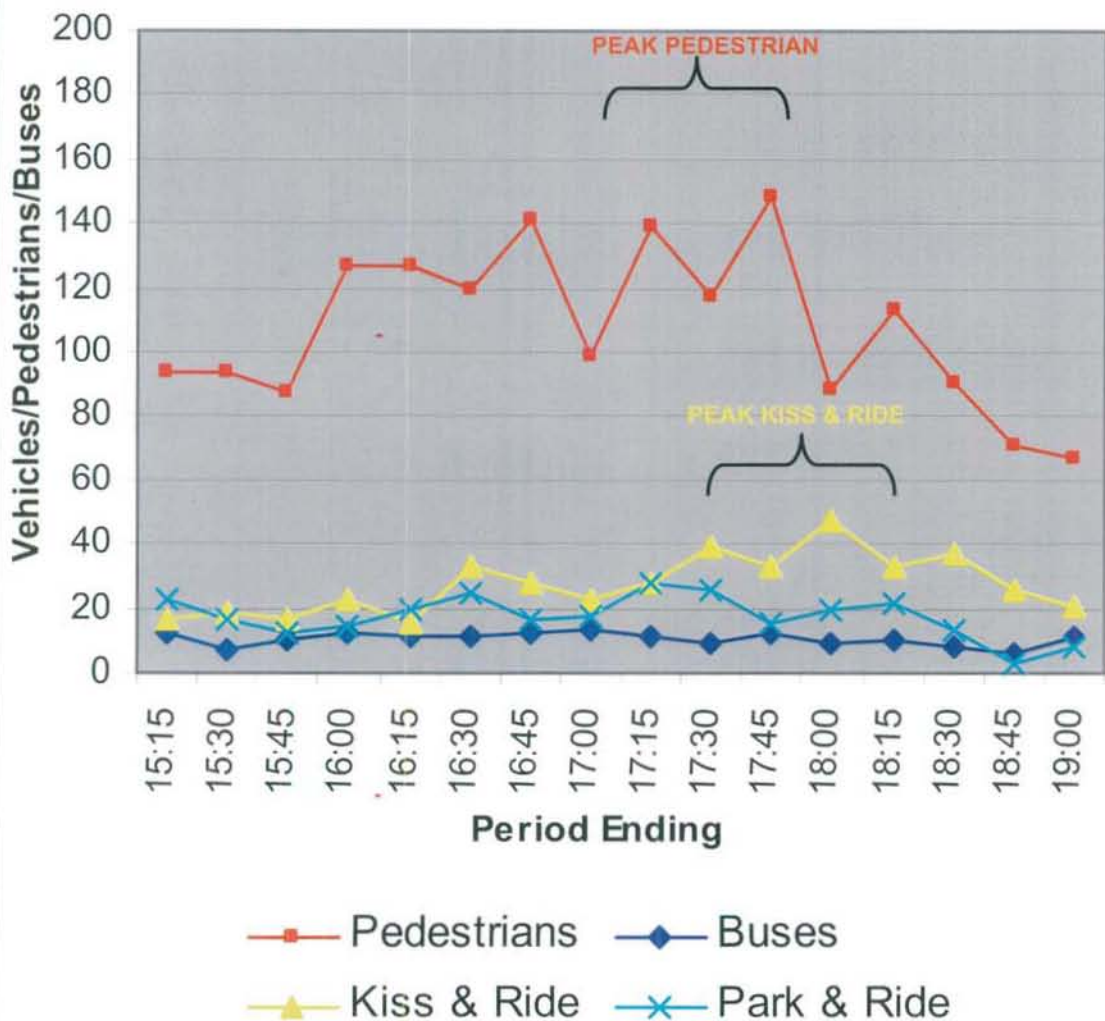
- WMATA parking lot typically is full by 7:15 AM.
- The peak Kiss & Ride period is between 7:45 – 8:45 AM.
- The peak pedestrian access period is between 7:45 – 8:45 AM.
- Bus traffic remains constant throughout the morning peak period.
- Separation of pedestrian and vehicle access patterns shown on plan T.1.4.

EXHIBIT 2

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

Morning Peak Period- Pedestrian/Vehicle Access Patterns
Rhode Island Avenue Metrorail Station PUD , Washington D.C

PM Peak Period Access Pattern Rhode Island Metrorail Station



Access Patterns – General Notes

- WMATA parking lot begins to empty from 3:00 PM and has a very dispersed departure pattern.
- The peak Kiss & Ride period is between 5:30 – 6:30 PM.
- The peak pedestrian access period is between 5:15 – 6:15 PM.
- Bus traffic is relatively constant during the afternoon peak period.
- Separation of pedestrian and vehicle access patterns shown on plan T.1.4.

EXHIBIT 3

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

Afternoon Peak Period- Pedestrian/Vehicle Access Patterns
 Rhode Island Avenue Metrorail Station PUD , Washington D.C