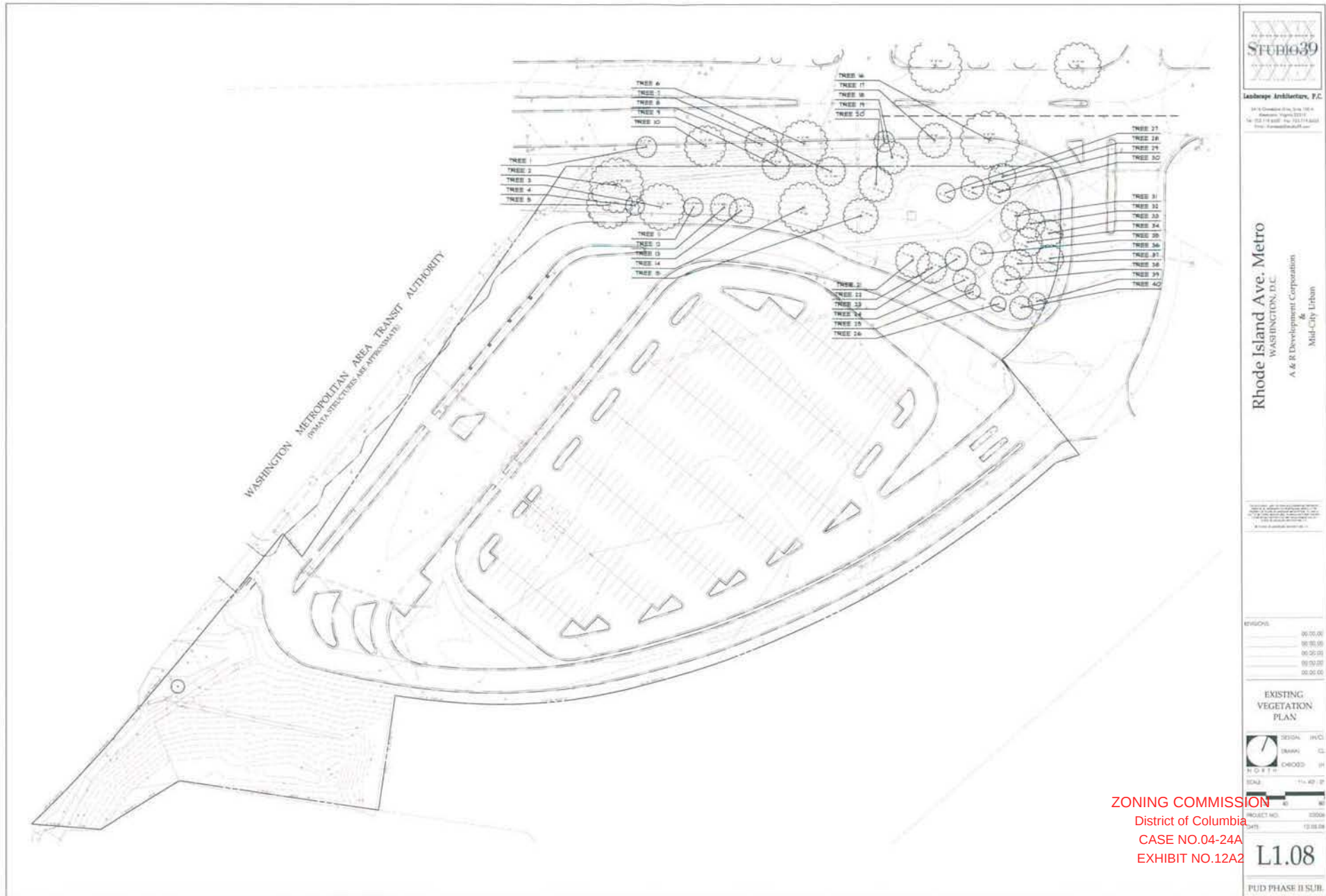




landscape architecture, P.C.
3415 Connecticut Ave., Suite 100 N
Washington, D.C. 20008
Tel: 202-778-8888 Fax: 202-778-8888
Email: studio39@aol.com

Rhode Island Ave. Metro
WASHINGTON, D.C.
A & R Development Corporation
&
Mid-City Urban

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REVISIONS

01	00:00:00
02	00:00:00
03	00:00:00
04	00:00:00
05	00:00:00
06	00:00:00

EXISTING
VEGETATION
PLAN



DESIGN: JVC
DRAWN: CL
CHECKED: JH
DATE: 11/14/07
PROJECT NO.: 03004
DATE: 12/08/04

ZONING COMMISSION
District of Columbia
CASE NO.04-24A
EXHIBIT NO.12A2
L1.08

PUD PHASE II SUB.

PLANTING NOTES

1. THE PLAN FOR PLANTING LOCATIONS ONLY

- Contractor shall be responsible for all plant material including aerial and groundcover, and shall maintain area in a weed and debris free condition throughout the one year guarantee period, unless otherwise specified.
- ALL DIMENSIONS TO BE TAKEN FROM BACK OF SOIL.
- Contractor shall layout and clearly mark all proposed improvements including on the plan.
- Contractor is responsible for obtaining utility company prior to beginning construction for location of all UTILITY lines. These shall be located a minimum of 8' from water/sewer connections. Contractor shall be liable for damage to any and all public or private utilities.

- Contractor shall verify plant list with landscape architect on plan. Landscape architect shall be alerted by Contractor of any discrepancies prior to final bid submission. All plants shall be approved by the Owner at planting time.
- All materials will be subject to approval by the Landscape Architect. Owner will receive tag from each plant species and a list of plant applications, where any materials are omitted from the Plant List, the plant furnished will meet the same requirements for the variety for the American Standard for Nursery Stock, 2009 edition, published by the American Association of Nurserymen (A.A.N.). Plants will be grown prior to delivery and shall be approved by the Landscape Architect.
- Where trees are planted in rows, they shall be uniform in size and shape.
- Tree specified in the plan list are to be planted in the ground. Failure to meet minimum size on any plant will result in rejection of that plant.
- All plants shall be freshly dug, sound, healthy, vigorous, well branched, free of disease, insect, fungi, and viruses, and shall have adequate root systems.
- Contractor shall ensure that all plants are well established in the container in which they are sold. The plants shall have soil even good quality and are in a healthy growing condition.
- Groups of shrubs shall be planted in a container with soil even good quality. All shrubs shall be well established in the container in which they are sold.

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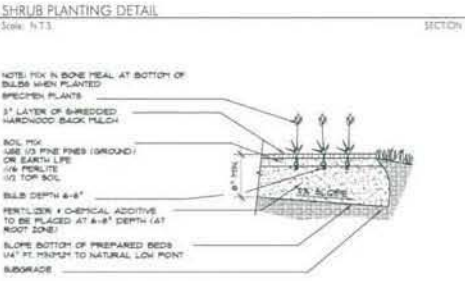
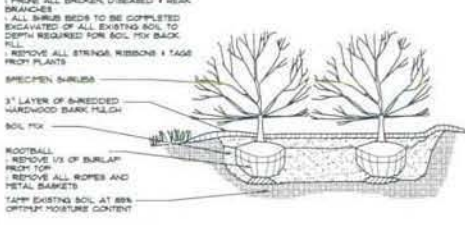
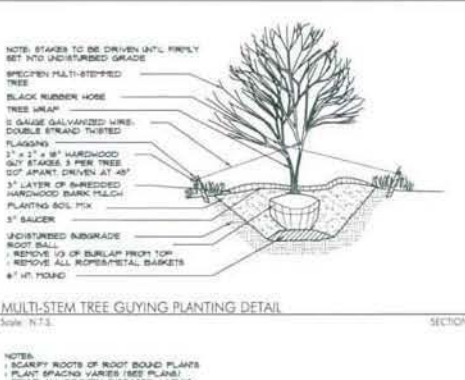
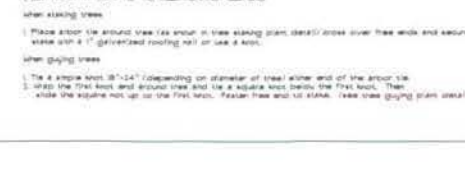
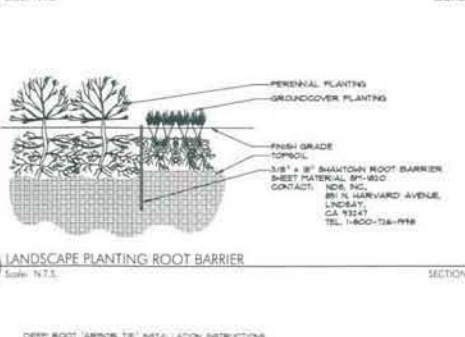
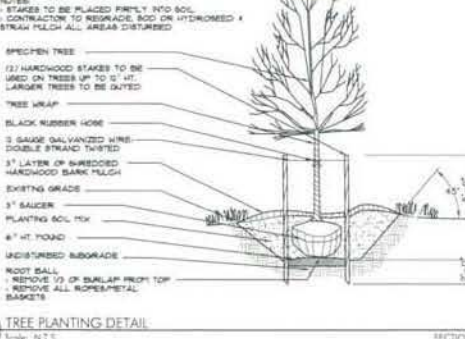
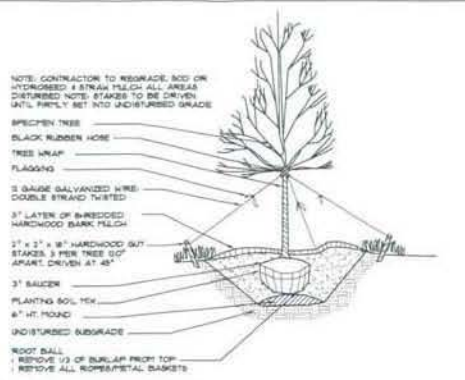
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PLANT SPACING CHART			
BRACING TO	ROW TO	NUMBER OF PLANTS PER SQUARE FOOT	
6\"	5\"	140	
8\"	6\"	100	
10\"	8\"	80	
12\"	10\"	60	
14\"	12\"	50	
16\"	14\"	40	
18\"	16\"	30	
20\"	18\"	25	



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 A & B Development Corporation
 &
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REVISIONS:

01/01/09	01/01/09
02/01/09	02/01/09
03/01/09	03/01/09
04/01/09	04/01/09

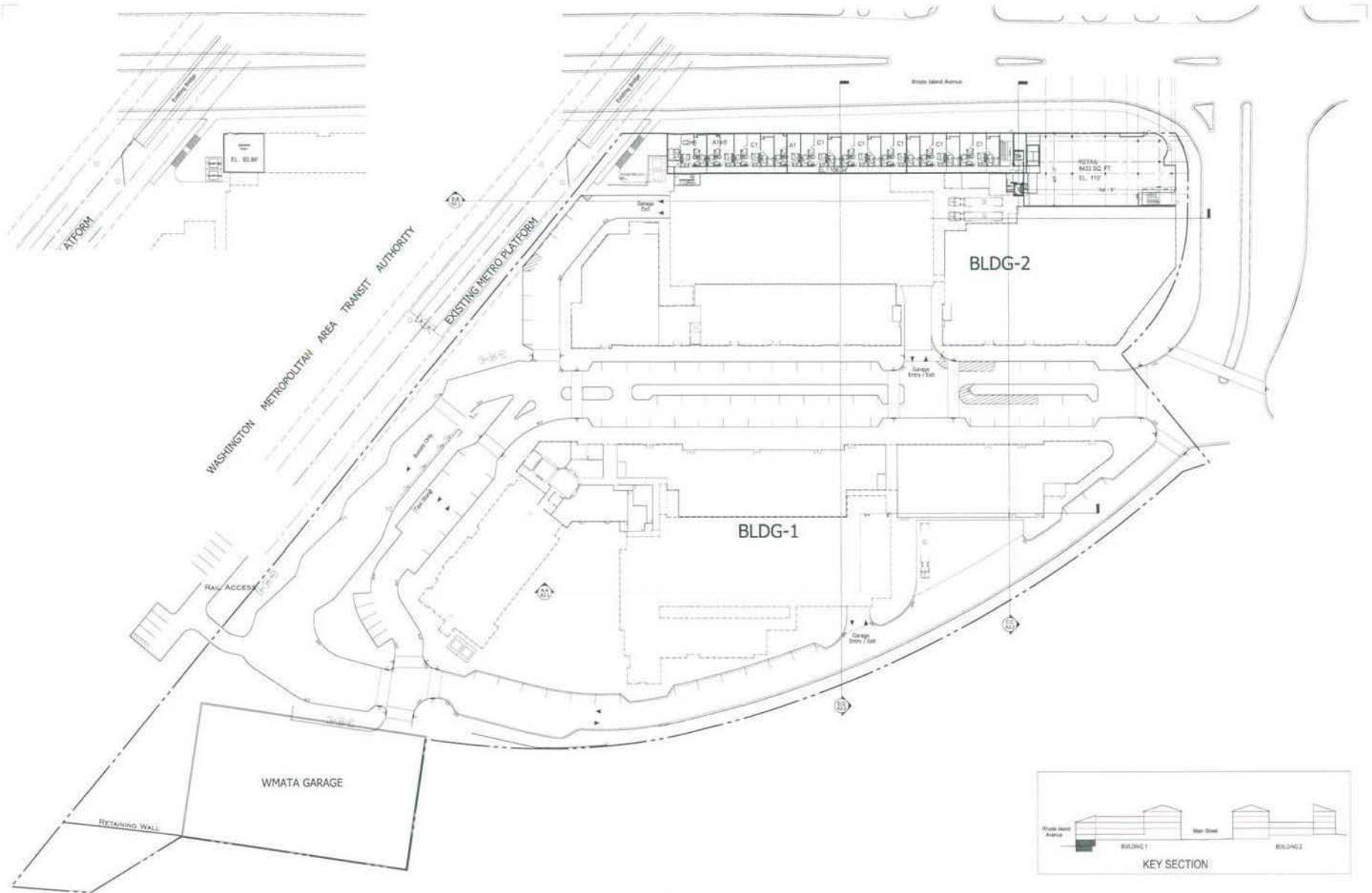
PROJECT NO. 02009
 DATE 10.05.09

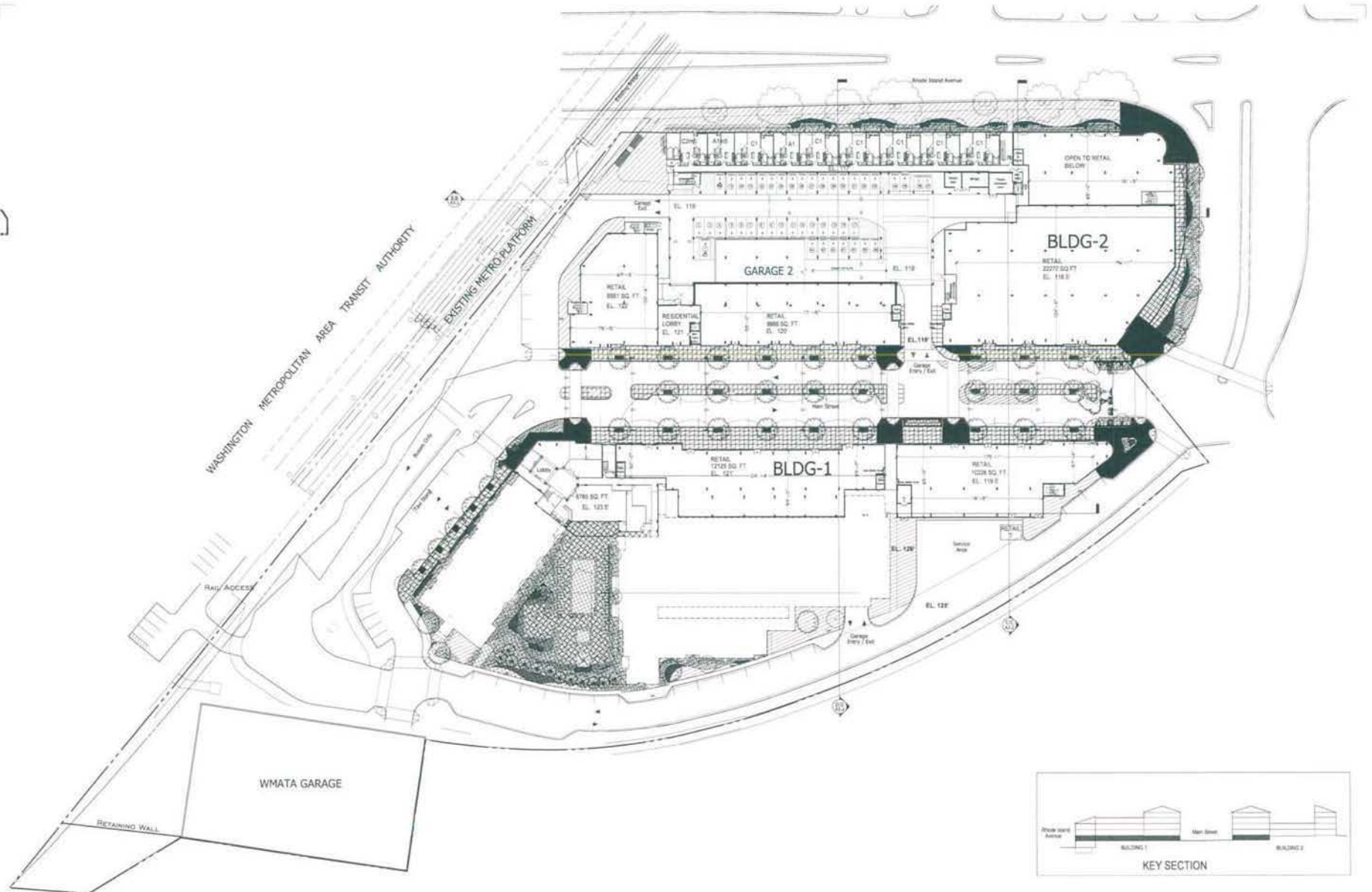
DESIGN: JMS
 DRAWING: JMS
 CHECKED: JMS

PLANT DETAILS

PROJECT NO. 02009
 DATE 10.05.09

L1.10
 PUD PHASE II SUR





LESSARD GROUP INC.
8521 LEESBURG PIKE, SUITE 200 | VIENNA, VA 22182

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Conceptual Plans

Main Street Level

JUNE 12, 2006
REVISED OCTOBER 5, 2006

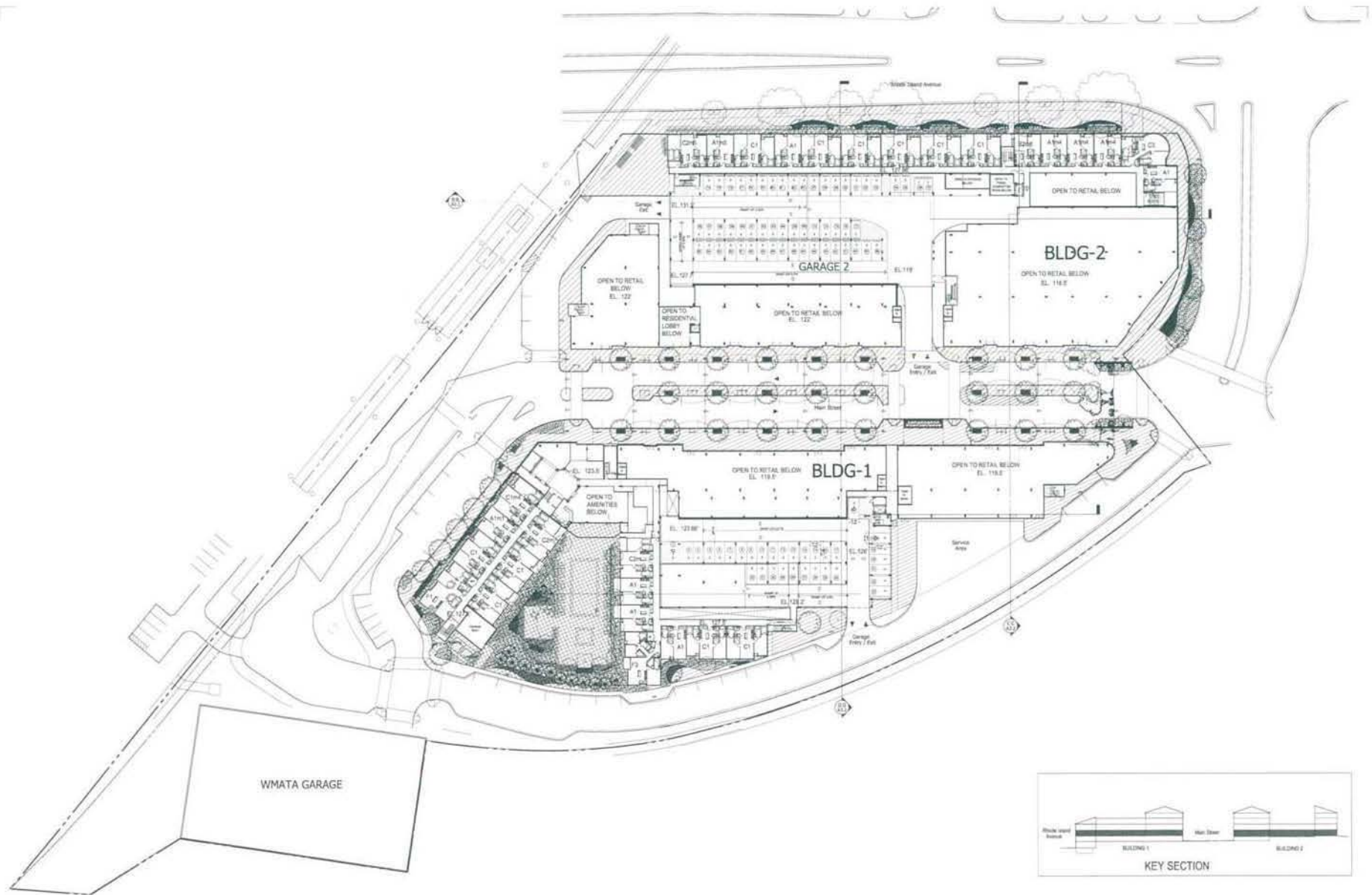
Rhode Island Avenue Metro
Washington, DC

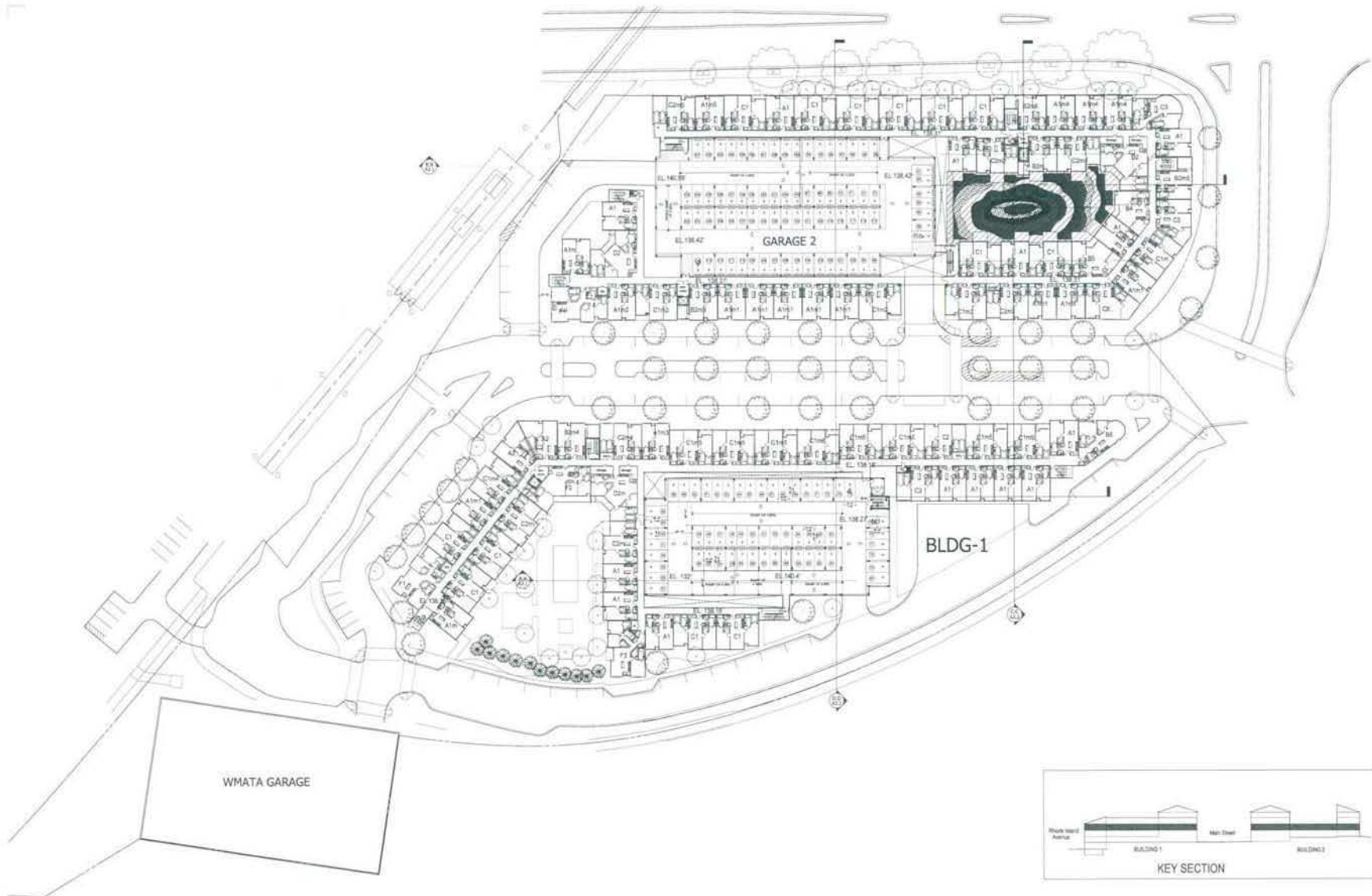
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ARC001A.00



A1.2





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Conceptual Plans

2nd Residential Level

JUNE 12, 2006
REVISED OCTOBER 5, 2006

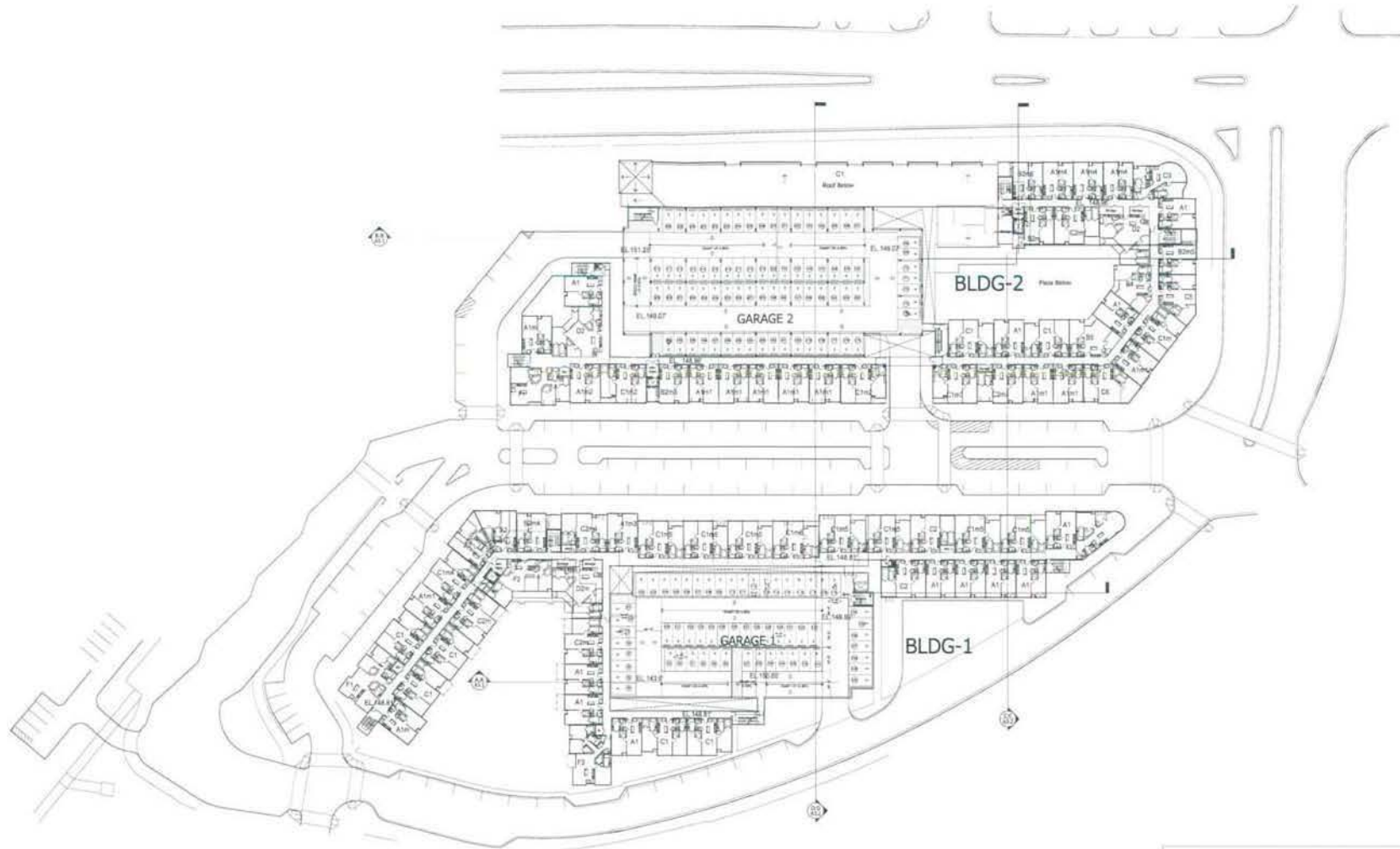
Rhode Island Avenue Metro
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ARD001a.00



A1.4



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Conceptual Plans

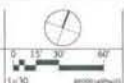
3rd Residential Level

JUNE 12, 2006
REVISED OCTOBER 5, 2006

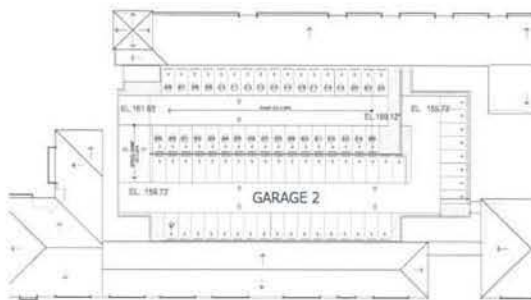
Rhode Island Avenue Metro
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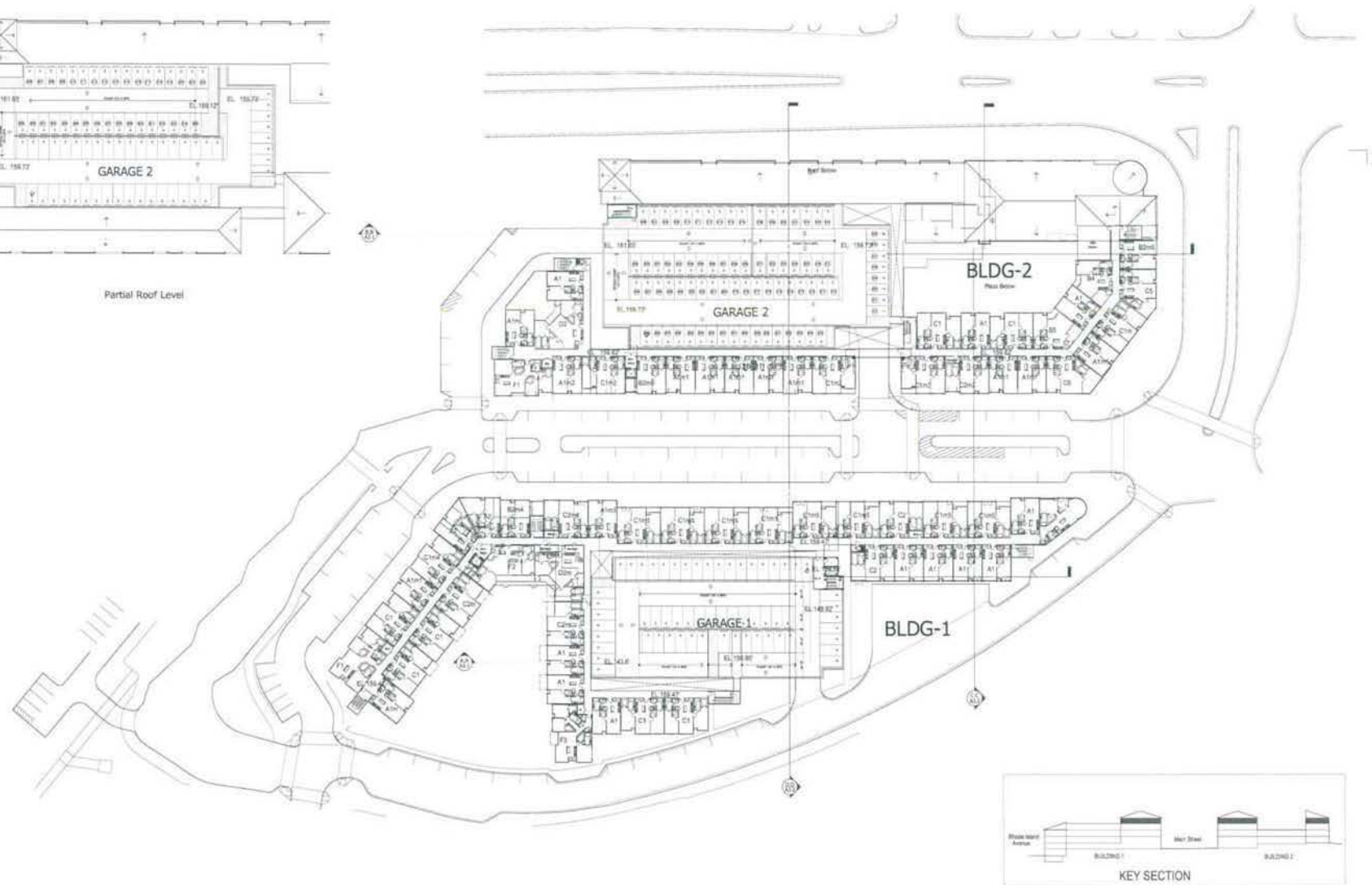
ARD001a.00



A1.5



Partial Roof Level



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Conceptual Plans

4th Residential Level

JUNE 12 2006
REVISED OCTOBER 5, 2006

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AR001a.00



A1.6



3 PARTIAL ELEVATION
A2.1



2 PARTIAL ELEVATION
A2.1

ELEVATION KEY NOTES:

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



KEY PLAN



1 BLDG. 1 MAIN STREET ELEVATION
A2.1



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Conceptual Elevations

Elevations Details

JUNE 16, 2006

Rhode Island Avenue Metro
Washington, DC

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AR00014.00



A2.1



1 BLDG. 1 MAIN STREET ELEVATION



2 BLDG. 1 ELEVATION AS SEEN FROM METRO



3 BLDG. 1 SECONDARY ELEVATION



KEY PLAN



LESSARD GROUP INC.
8021 LEBLANC RD., SUITE 100 • FARMER, VA 22031

P: 703.760.0344 • F: 703.760.0330 • www.lessardgroup.com

Conceptual Elevations

Building One Elevations
DATE 10.16.2008

Rhode Island Avenue Metro
Washington, DC

A & B DEVELOPMENT • MID-CITY URBAN
ARCHITECTURE



A2.2



1 BLDG. 1 SECONDARY ELEVATION

2 BLDG. 1 SECONDARY ELEVATION



3 BLDG. 1 SECONDARY ELEVATION



4 BLDG. 1 SECONDARY ELEVATION



5 BLDG. 1 SECONDARY ELEVATION



KEY PLAN



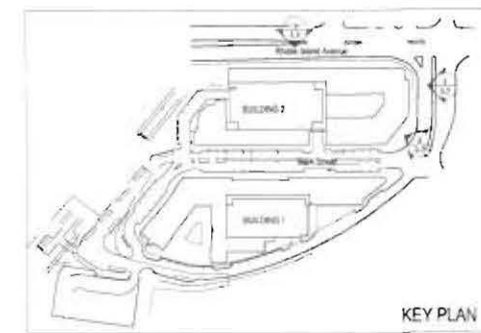
1 RHODE ISLAND AVENUE ELEVATION
A2.3



2 BLDG. 2 SECONDARY ELEVATION
A2.3



3 BLDG. 2 SECONDARY ELEVATION
A2.3



KEY PLAN



LESSARD GROUP INC.
8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22180

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Conceptual Elevations

Building Two Elevations

JUNE 14, 2008

Rhode Island Avenue Metro
Washington, DC

A & R DEVELOPMENT - MID CITY URBAN

AR00011a.00



A2.4



1 BLDG. 2 MAIN STREET ELEVATION



2 BLDG. 2 ELEVATION AS SEEN FROM METRO



KEY PLAN



LESSARD GROUP INC.
8001 LEBRONG PARK, SUITE 700 | VIRGINIA, VA 22102

P: 703.762.8344 | F: 703.762.8348 | WWW.LESSARDGROUP.COM

CONCEPTUAL ELEVATIONS FOR THE PROPOSED DEVELOPMENT OF THE METRO STATION AT RHODE ISLAND AVENUE AND 14TH STREET, N.W.

Conceptual Elevations

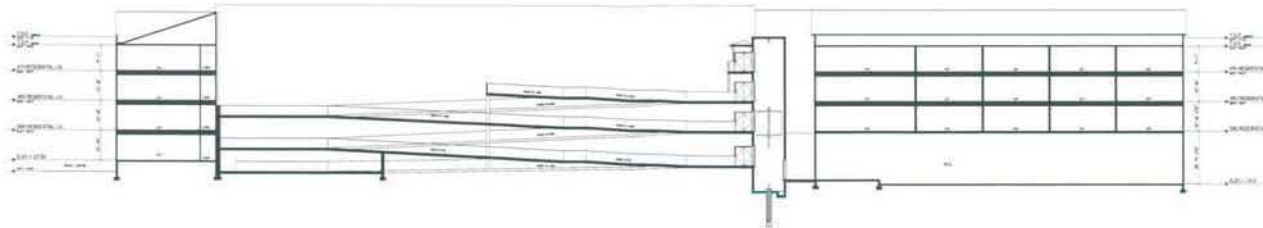
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DATE: 10.2020

Rhode Island Avenue Metro
Washington, DC

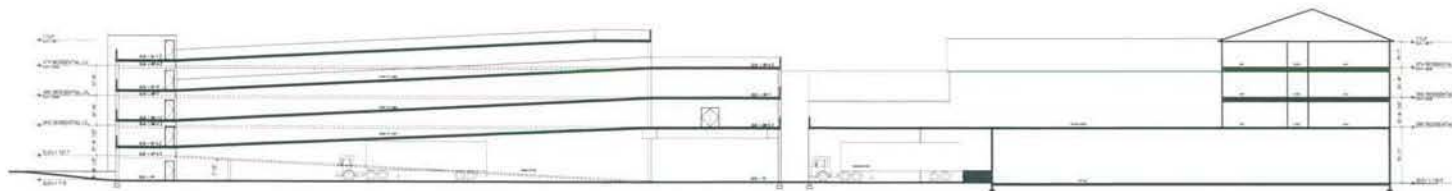
A & R DEVELOPMENT - MID CITY URBAN
ARCHITECTS



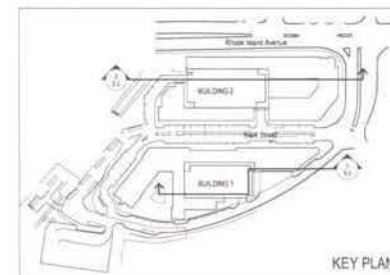
A2.5



1 BUILDING SECTION A : A



2 BUILDING SECTION B : B



KEY PLAN



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8521 LEESBURG PIKE, SUITE 700 | VIENNA, VA 22182

P: 703.760.9344 | F: 703.760.9328 | WWW.LESSARDGROUP.COM

Conceptual Plans

Building Sections

JUNE 16, 2006

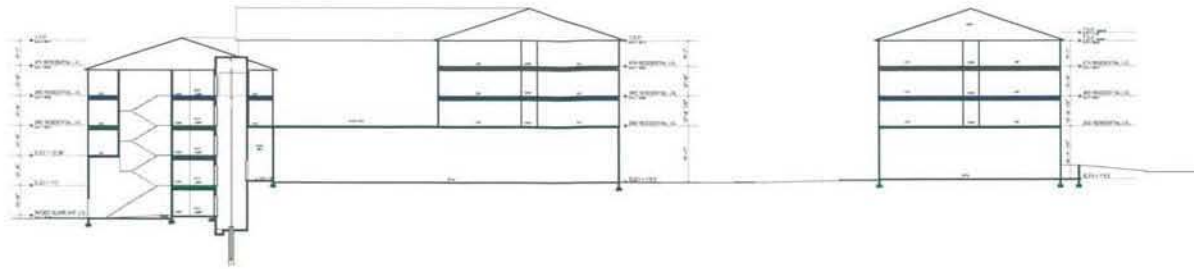
Rhode Island Avenue Metro
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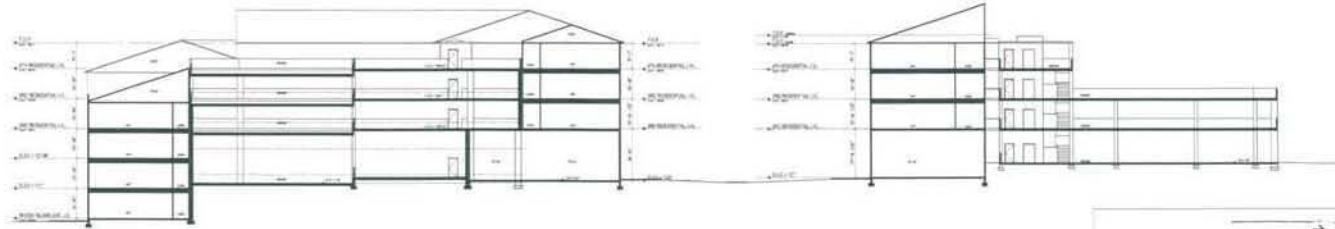
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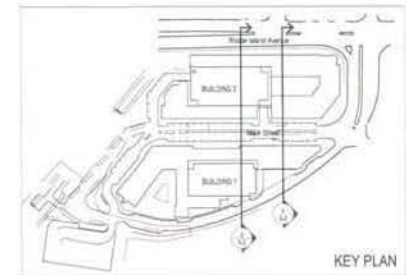
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1 BUILDING SECTION C : C



2 BUILDING SECTION D : D



KEY PLAN



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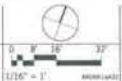
Conceptual Plans
Building Sections

JUNE 16, 2009

Rhode Island Avenue Metro
Washington, DC

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AR001a.00



A3.2



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 4521 LEESBURG PIKE, SUITE 200 | VIENNA, VA 22182

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Architectural drawings are provided for informational purposes only and are not to be used for construction without the approval of the architect.

Unit Plans

JAN 16, 2008

Rhode Island Avenue Metro
 Washington, DC

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Unit Plans

JUNE 16, 2006

Rhode Island Avenue Metro
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AK0001A.00





KEY FACTORS AFFECTING SITE CIRCULATION AND SAFETY

- 1) Peak Usage Time Frames For Pedestrians and Vehicles are not Simultaneous.
 - *Commuter Traffic (6:00 – 7:00 AM/3:00 – 4:00 PM)*
 - *Kiss & Ride (8:00 – 9:00 AM/5:00 – 6:00 PM)*
 - *Pedestrian (8:00 – 9:00 AM/5:00 – 6:00 PM)*
- 2) Most Metro Station users access the site on a regular basis. (Expectation and familiarity extremely important.)
- 3) Dominant Pedestrian Movements are from the north via Rhode Island Avenue and from the south (USPS Facility). Limited conflicts with vehicular traffic movements.
- 4) Future onsite signal and calming measures, and posted speed of 10-15 MPH provide effective traffic management. Levels of Service meets City's standards.
- 5) Project is definitively Transit Oriented Development, and in compliance with City's Public Policy and Comprehensive Plan objectives.
- 6) Special Studies performed at WMATA's request to address issues raised by the Zoning Commission (WMATA referral letter provided). Build-out traffic simulated for presentation.

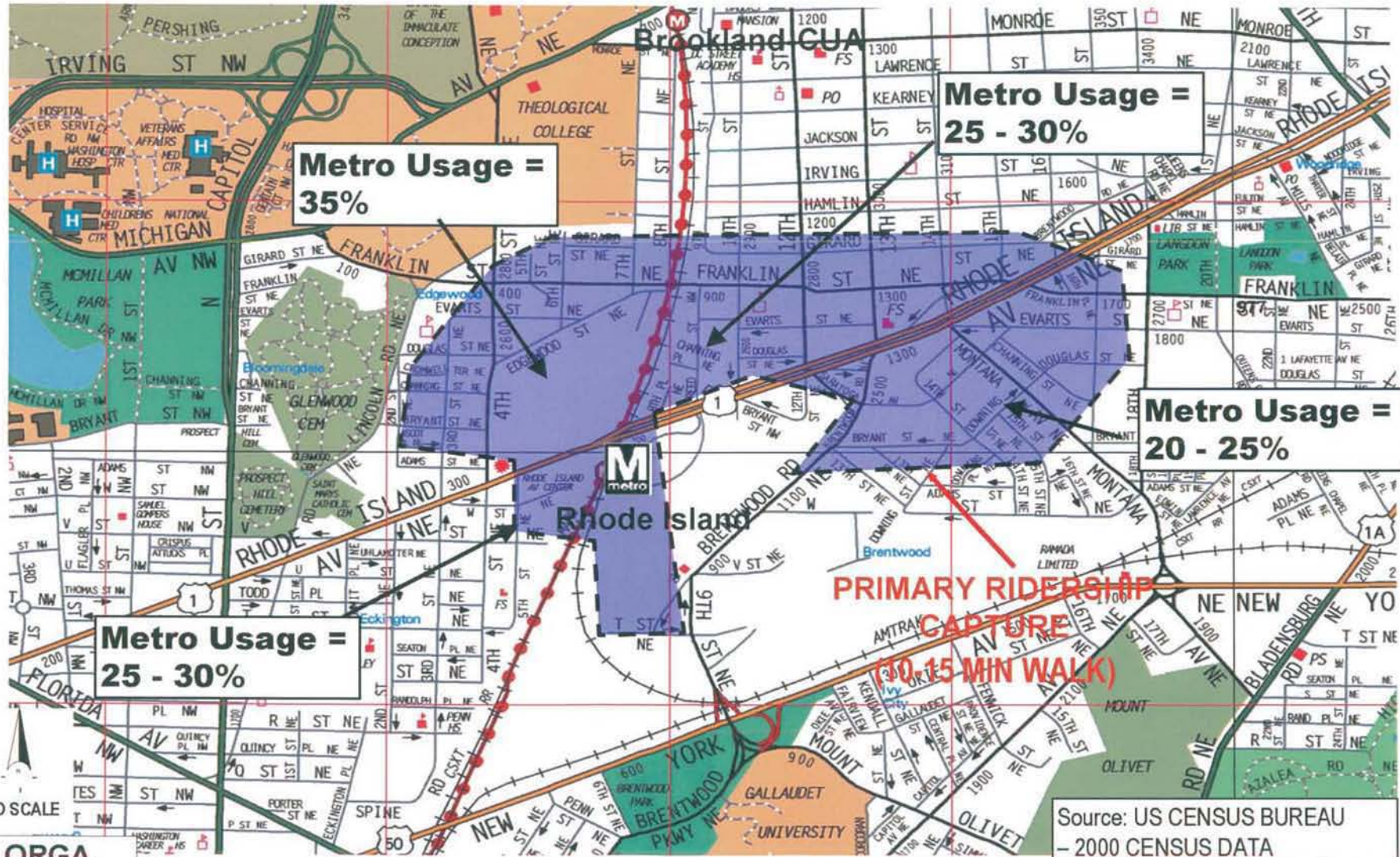
MID-CITY URBAN LLC
A & R DEVELOPMENT CORPORATION

T 1.2
EXISTING PEDESTRIAN MOVEMENTS
RHODE ISLAND METRORAIL STATION - PLANNED UNIT DEVELOPMENT (Stage II)



MID-CITY URBAN LLC
A & R DEVELOPMENT CORPORATION

T 1.3
TRANSIT RIDERSHIP AND GEOGRAPHICAL USAGE
RHODE ISLAND METRORAIL STATION - PLANNED UNIT DEVELOPMENT (Stage II)





LEGEND

-  Parking Access
-  Primary Vehicle Movement
-  Minor Vehicle Movement
-  Primary Ped Movement
-  Station Entrance
-  Bus Bays

MID-CITY URBAN LLC
A & R DEVELOPMENT CORPORATION

T 1.5
KEY SITE PLAN ROADWAY DIMENSIONS – FOR PERSPECTIVE
RHODE ISLAND METRORAIL STATION – PLANNED UNIT DEVELOPMENT (Stage II)





No. of Bus Routes = 14

Typical Headways (time between buses) 10-15 minutes.

Number of Buses assumed to be constant as per current schedule.

[AM Peak Hour (8:00 – 9:00 AM = 49 Buses]

[PM Peak Hour (5:00 – 6:00 PM = 56 Buses]

Note: For comparison purposes, Silver Spring Metrorail Station, a heavy pedestrian environment, serves 44 bus routes and approx. 180 buses during the AM and PM Peak Hour.

-  Traffic Movements Inbound
-  Traffic Movements Outbound
-  Station Entrance
-  Bus Bays





Peak Taxi Access Period
(8:00 -9:00 AM & 5:00 –
6:00 PM)

- AM Traffic = 5
- PM Traffic = 5

Note: Number of Taxis
assumed as nominal during
6:00 – 9:00 AM peak hours.

- Traffic Movements Inbound
- Traffic Movements Outbound
- ★ Station Entrance
- Bus Bays





Peak Commuter Garage
Access Period (6:00 -7:00
AM & 3:00 – 4:00 PM)

- AM Traffic = 170

- PM Traffic = 80

Note: AM Outbound traffic
assumed as nominal.

Note: Surveys have shown
that parking garage opens at
5:30AM and fills up by
7:00AM.

-  Traffic Movements Inbound
-  Traffic Movements Outbound
-  Station Entrance
-  Bus Bays





Peak Commuter/Residential
Shared Parking Period (8:00 -
9:00 AM & 5:00 - 6:00 PM)

- AM Traffic = 140
- PM Traffic = 120

Note: Shared Parking refers to
parking within the residential
buildings that would be
accessible to Metro riders
(approx. 70 spaces within each
building).

- Traffic Movements Inbound
- Traffic Movements Outbound
- ★ Station Entrance
- Bus Bays





Peak Kiss & Ride Period
(8:00 -9:00 AM & 5:00 - 6:00 PM)

- AM Traffic = 150
- PM Traffic = 250

- Traffic Movements Inbound
- Traffic Movements Outbound
- Station Entrance
- Bus Bays





During Peak Period (6:00 -9:00 AM
& 4:00 – 6:00 PM)

- AM Traffic = 5 (Vans/Small Trucks)

- PM Traffic = 5 (Vans/Small Trucks)

- Deliveries will typically be made during off-peak periods.
- Loading Berths provided as per Zoning Requirements.
- Tractor Trailer usage extremely rare due to apartment sizes and small retail units.

→ Traffic Movements Inbound
→ Traffic Movements Outbound

★ Station Entrance

— Bus Bays

L Loading Berths





Peak Pedestrian Period (8:00
-9:00 AM & 5:00 – 6:00 PM)

- AM Ped. Traffic = 940

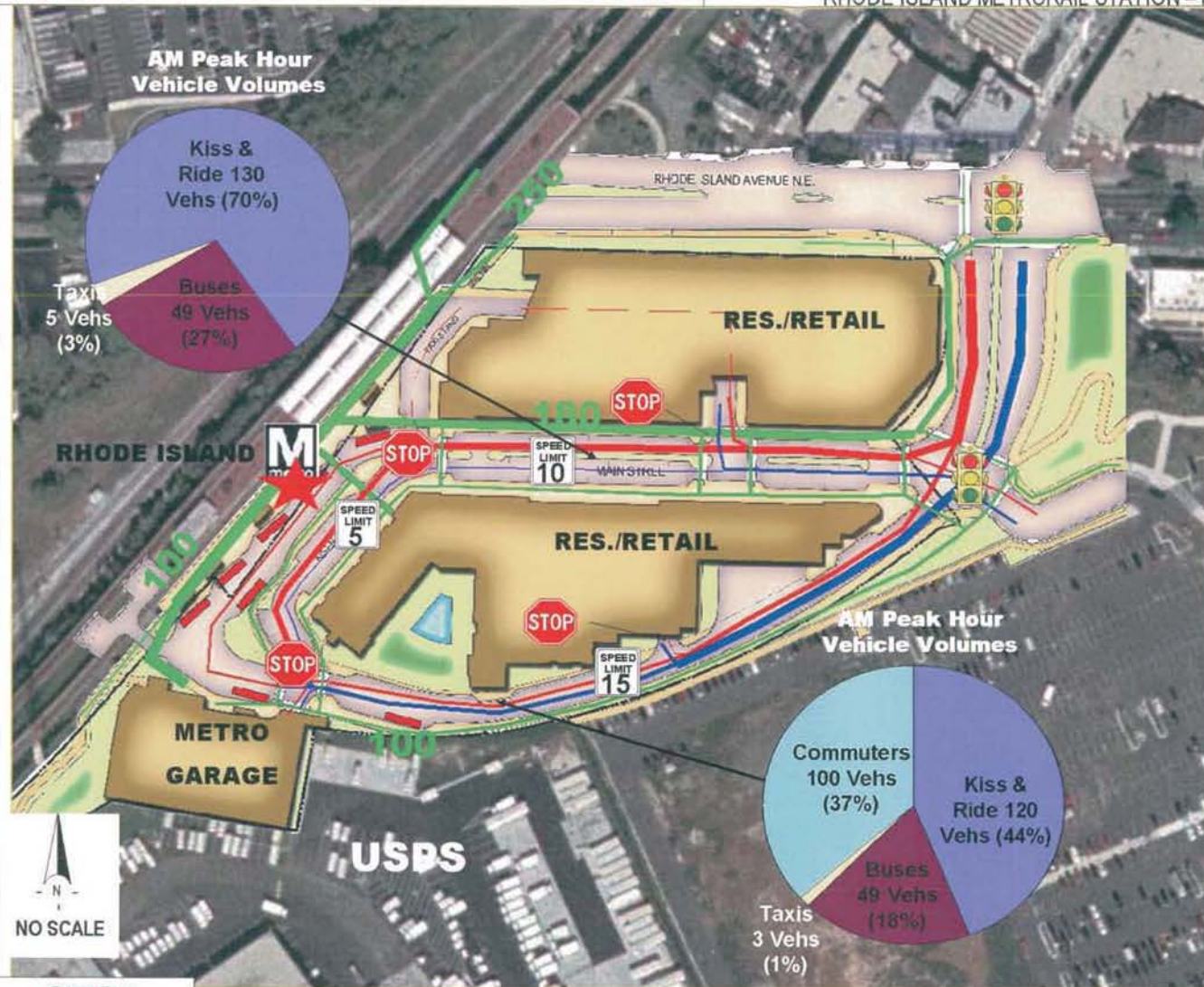
- PM Ped. Traffic = 810

(Note: Actual distribution
within site available for
presentation to the Zoning
Commission)

Predominant pedestrian
traffic during the peak hours
would be commuters, familiar
with site and traffic patterns.

-  Primary Pedestrian Movements
-  Minor Pedestrian Movements
-  Station Entrance
-  Bus Bays





PEAK PERIODS:

- Commuter Garage = 6:00 – 7:00 AM
- AM Peak Period = 8:00 – 9:00 AM*
- OFF PEAK = 9:00 – 3:00 PM
- Commuter Garage = 3:00 – 4:00 PM
- Peak Period = 5:00 – 6:00 PM*

*Peak Hour for Pedestrians, Kiss & Ride, Buses, Taxis Commuters, Residential. Coincides with street system peak. DDOT evaluation requirements.

•During the AM and PM Peak Hours the Levels -of- Service of the external and internal intersections operate within the City's Level-of-Service standards.

•A traffic simulation of the roadways has been prepared for presentation to show the adequacy of traffic operations.

Legend

- Pedestrian Movement
- XX AM Pedestrian Volume
- Vehicle Movement Inbound
- Vehicle Movement Outbound
- ★ Station Entrance
- Bus Bays



NO SCALE

ORGA