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Not Engaged in the Practice of Law

March 6, 2007

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Washington, DC 20004-1206

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

RE: Zoning Commission Case No. 04-24A
Rhode Island Avenue Metro - Post-Hearing Submission

At the conclusion of the public hearing on Case No. 04-24A on February 26, 2007, the Zoning Commission asked the Applicant to submit several items to the record. Those items are transmitted herewith, comprising the following:

1. Description of Mechanics and Location of Affordable Housing Units and of the method for the Community Retail Business Space (attached as Exhibit A);
3. Color photographs of the selected exterior materials in existing buildings. These photographs are of parts of Bethesda Row and recent additions to Congressional Plaza (Exhibit B);
4. Copies of the Applicant's Power Point presentation from the public hearing (Exhibit C);
5. Proposed Findings of Fact and Conclusions of Law (Exhibit D); and
6. Exterior materials samples -- Hardie Plank and cultured stone.

Please contact the undersigned if additional information is required.

Respectfully submitted,
ARNOLD & PORTER LLP

Cynthia A. Giordano
Cynthia A. Giordano

Nathan W. Gross
Nathan W. Gross, AICP

Enclosures

ZONING COMMISSION
District of Columbia

CASE NO.

04-24A
ZONING COMMISSION
District of Columbia
CASE NO. 04-24A
EXHIBIT NO. 29A1

EXHIBIT NO.

Washington, DC New York London Brussels Los Angeles

Century City

Northern Virginia

Denver

Exhibit A: Affordable Housing and Community Business Set-Aside

Affordable Rental Units

The Developer has committed to lease 20 percent of the units in the project (54 units) to households making 50 percent or less of area median income. The units are disbursed throughout the residential buildings.

The Developer has applied to the District of Columbia Housing Finance Agency for housing mortgage revenue bond financing for the residential portion of the project. One of the conditions of this financing will be that a minimum of 20 percent of the residential units must be leased to households earning 50 percent or less of area median income. This requirement will be contained in a Low Income Restrictive Use Agreement that also will be recorded among the District of Columbia Land Records and further obligate the owner of the residential units to maintain at least 20 percent of the units for rental by households making 50 percent or less of area median income.

The Developer will work with its management agent to conduct outreach in the community to develop and qualify tenants for the 20 percent of the units. However, it is too early in the development process to begin leasing operations to select tenants. The Developer will have the management agent develop and maintain a list of prospective tenants for the units.

The Developer anticipates that the units that are reserved for households earning 50 percent or less of area median income will "float" within the 270 units. This will give flexibility in leasing and units available to qualified lower income residents. However, the determination of whether the 20 percent of the units must be fixed or floating involves several complex issues relating to requirements of the bond program and the low income housing tax credit program that have not been fully resolved at this time. These programs may require the units to be fixed; otherwise they will float.

Retail Leasing

The Developer expects that its commitment to lease no less than 10 percent of the lease-able space in the retail component to small local retail businesses will be memorialized in the Commission's Order, and ultimately in the Zoning Covenant that will be recorded among the District of Columbia Land Records so as to encumber the property for the period of its ground lease. While it is premature to designate tenants for this space, the Developer already has begun its outreach program to make residents and businesses in the community aware that space in the retail component of the project will be available. It has notified its retail leasing broker of this requirement. Further, the Developer has participated in the Ward 5 Economic Development Forum for the past four years to make participants aware of the project and leasing opportunities. The Developer also has met regularly with ANC 5B and the Brentwood Civic Association to keep them abreast of the project. As the Developer's leasing program progresses, community outreach efforts will continue in order to ensure that 10 percent of lease-able retail space is leased to local retail businesses.

Exhibit B: Color Photographs of Exterior Materials in Developments









Rhode Island Avenue Metro Plaza



2nd Stage PUD Presentation
February 26, 2007




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MID-CITY URBAN, LLC

Rhode Island Avenue Metro Plaza

Presentation Outline

-  Introduction
-  Overview
-  Community Benefits
-  Architecture
-  Landscaping
-  Access and Circulation
-  Parking Management
-  Questions and Answers



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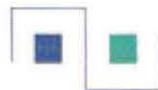


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Context: Site Map



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Vibrant Mixed-Use Transit-Oriented Main Street



- Two mixed-use residential/retail buildings with parking garages
- 270 Class A rental apartments including one, two and three-bedrooms
- 70,000 sf of Class A retail space with an emphasis on food and neighborhood goods and services
- 10% of retail dedicated to community businesses
- 20% of apartments affordable
- Metro parking garage



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Community Benefits

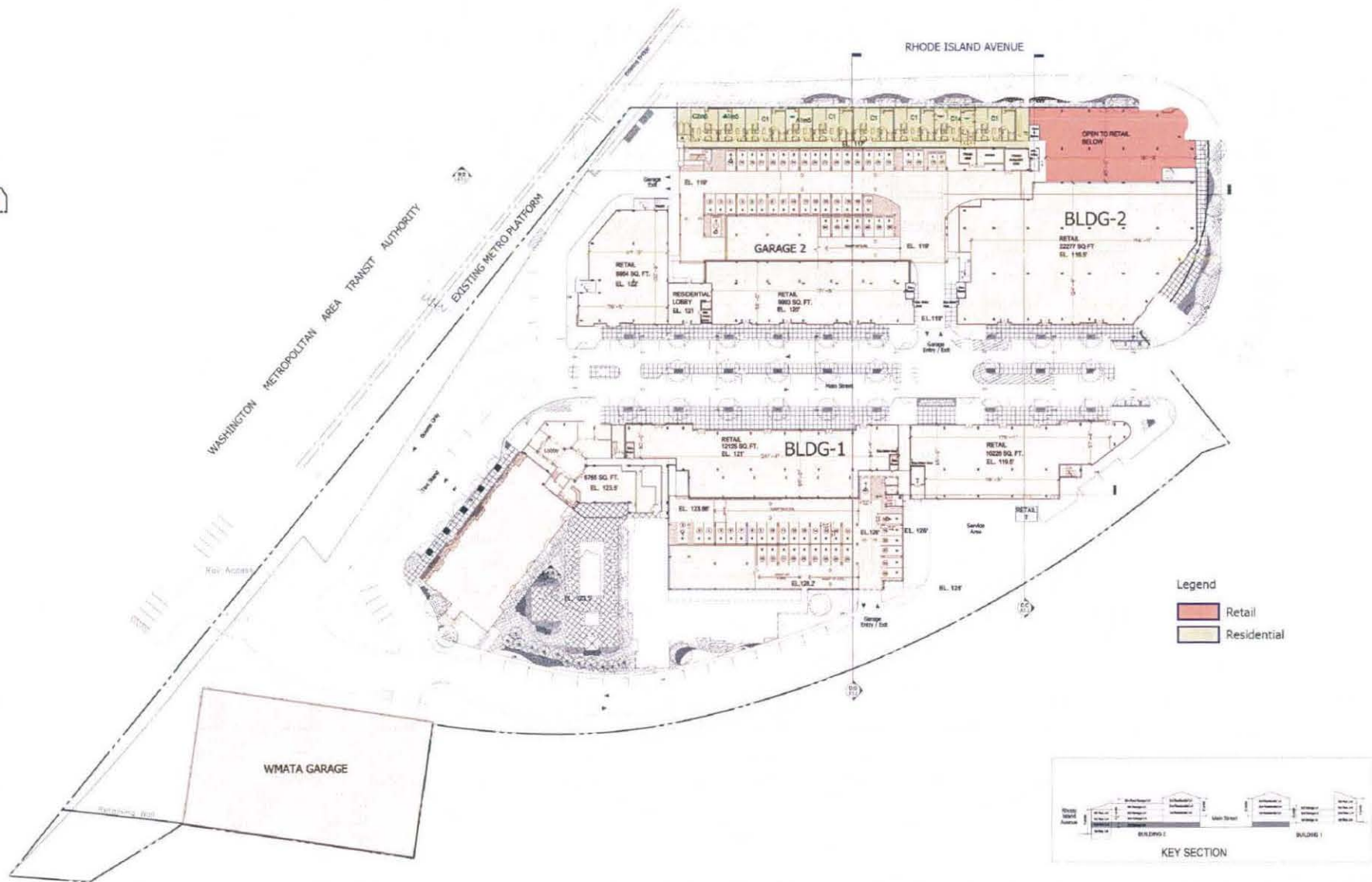
- Transit Oriented Development
- Affordable Housing
- Goods and Services Retail
- Retail Space Local Tenant/Non credited
- Green Building Elements
- Harmony Cemetery Memorial
- First Source
- LSDBE

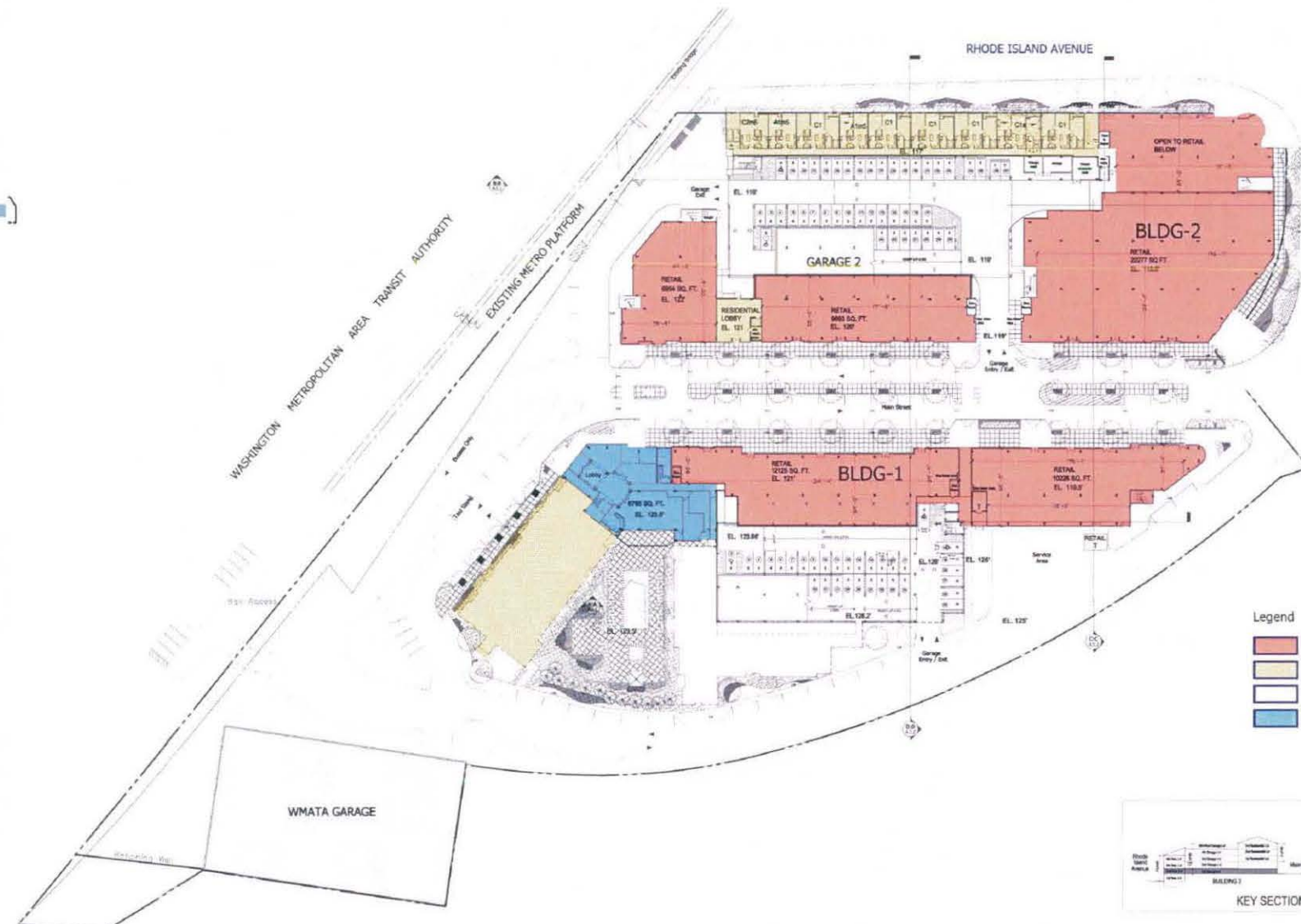


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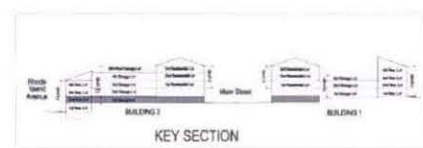


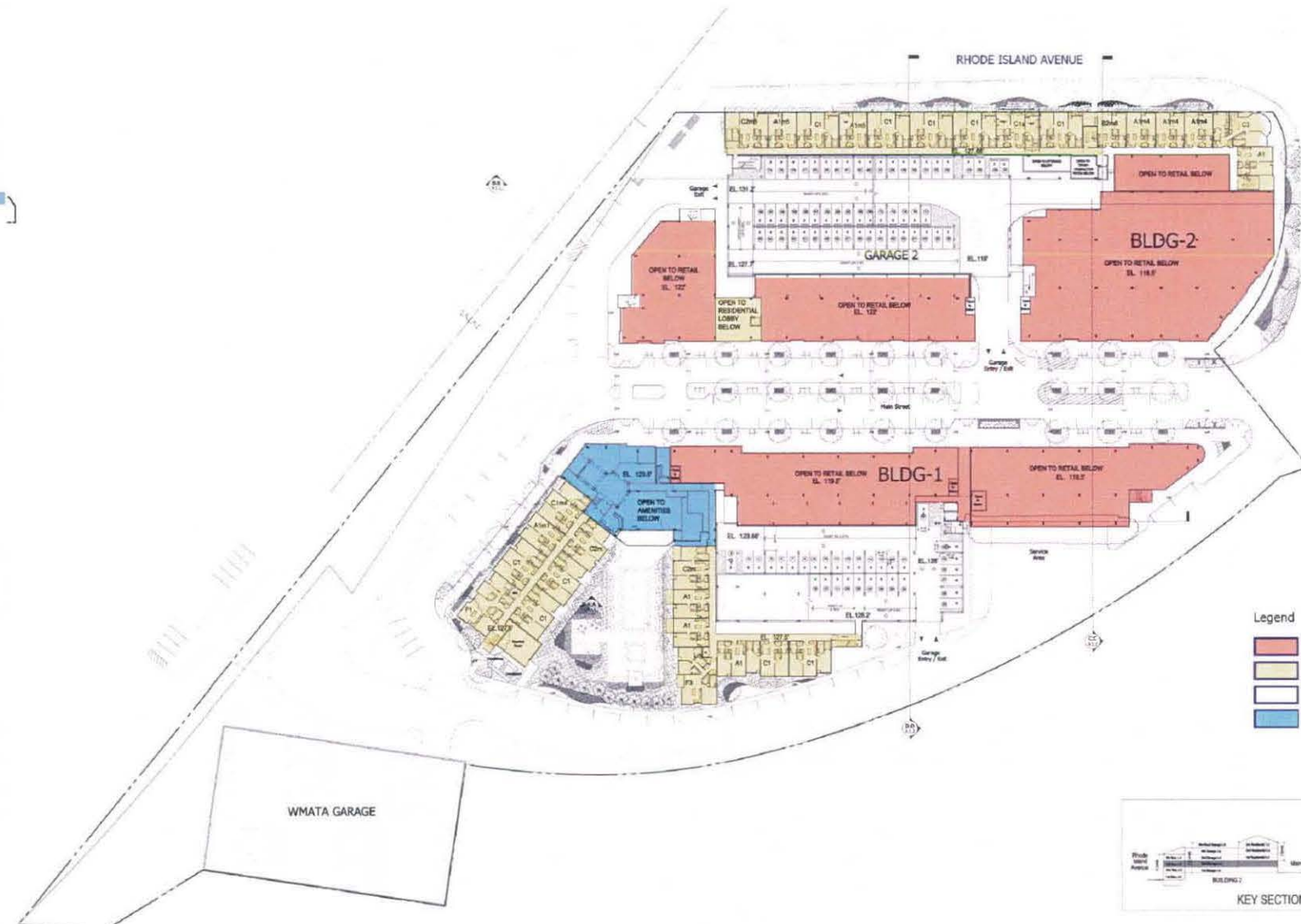
MID-CITY URBAN, LLC



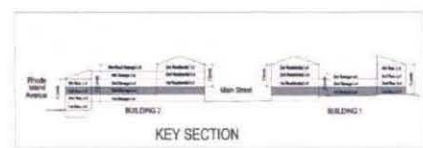


- Legend
- Retail
 - Residential
 - Garage Parking
 - Amenities





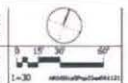
- Legend**
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 - Garage Parking
 - Amenities

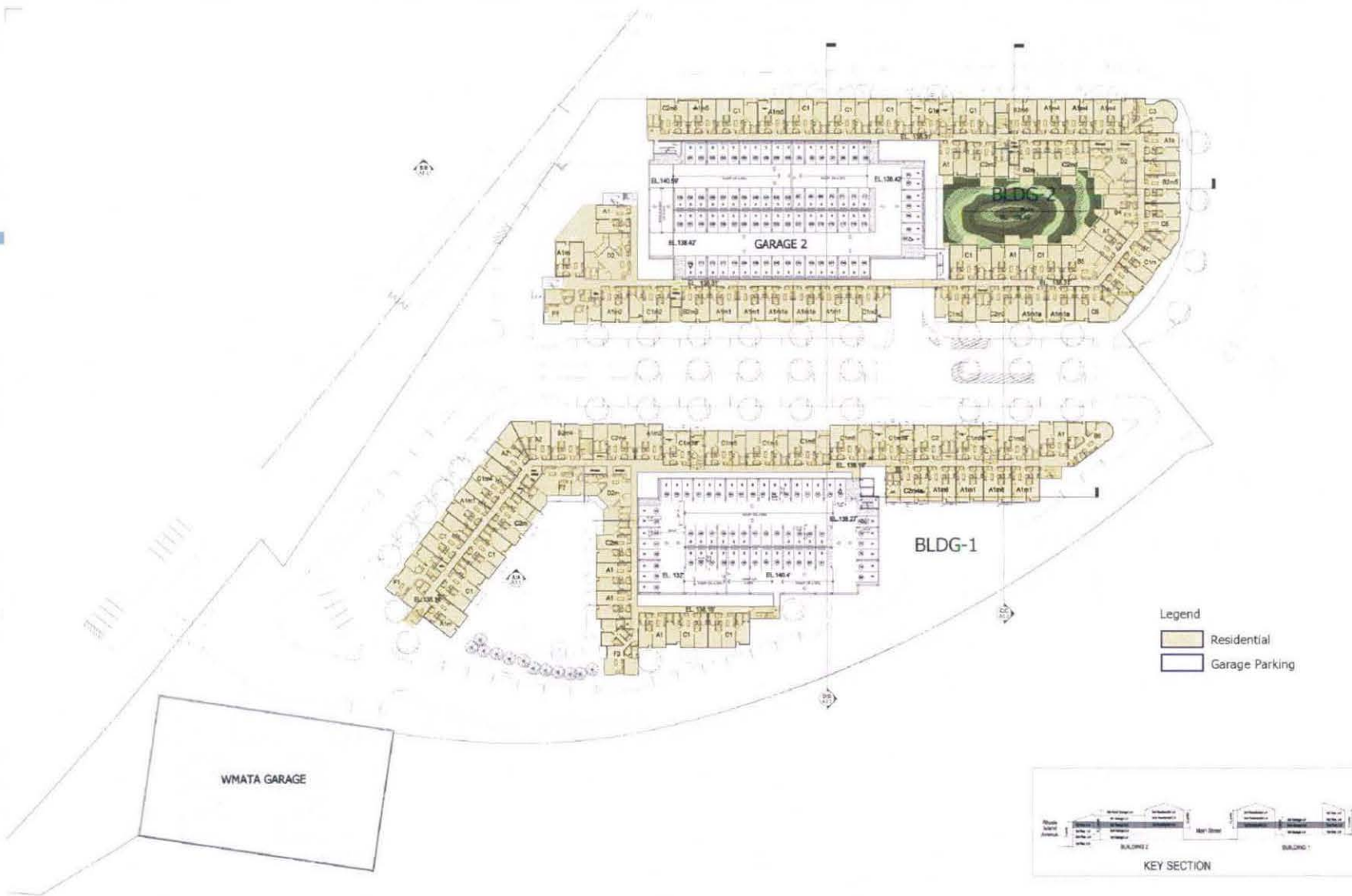


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Conceptual Plans
 Residential Level @ elevation 127.66'
 OCTOBER 02, 2006

Rhode Island Avenue Metro
 Washington, DC
 A & R DEVELOPMENT - MID CITY URBAN
 APC0001a.00





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Conceptual Plans 2nd Residential Level OCTOBER 02, 2006

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A1.4



visualization by SolarFace Multimedia







Visualization by InterFace Multimedia







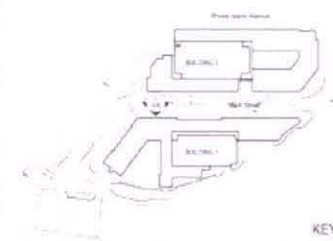
3 PARTIAL ELEVATION



2 PARTIAL ELEVATION

ELEVATION KEY NOTES:

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



KEY PLAN



1 BLDG 1 MAIN STREET ELEVATION



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Conceptual Elevations

(Elevations Details)
FEBRUARY 04, 2007

Rhode Island Avenue Metro
Washington, DC

A & R DEVELOPMENT - MID-CITY URBAN
ARCHITECTS



A2.1



KEY PLAN



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CONCEPTUAL ELEVATIONS BUILDING 2

FEBRUARY 06, 2017

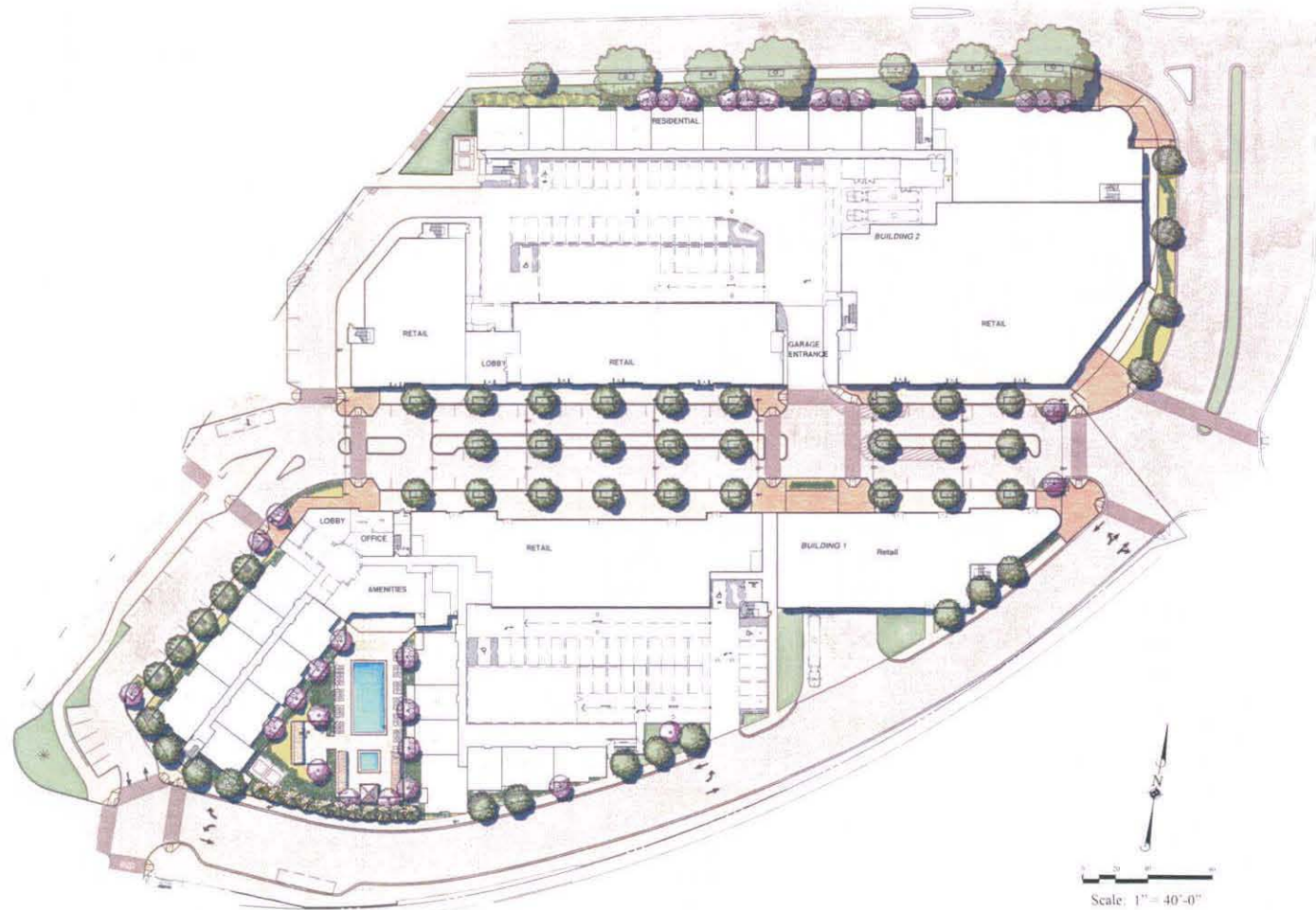
RHODE ISLAND AVENUE METRO
WASHINGTON, D.C.

AKR DEVELOPMENT - MID CITY URBAN
MD-BU-A-08



B2-C1

Rhode Island Landscaping

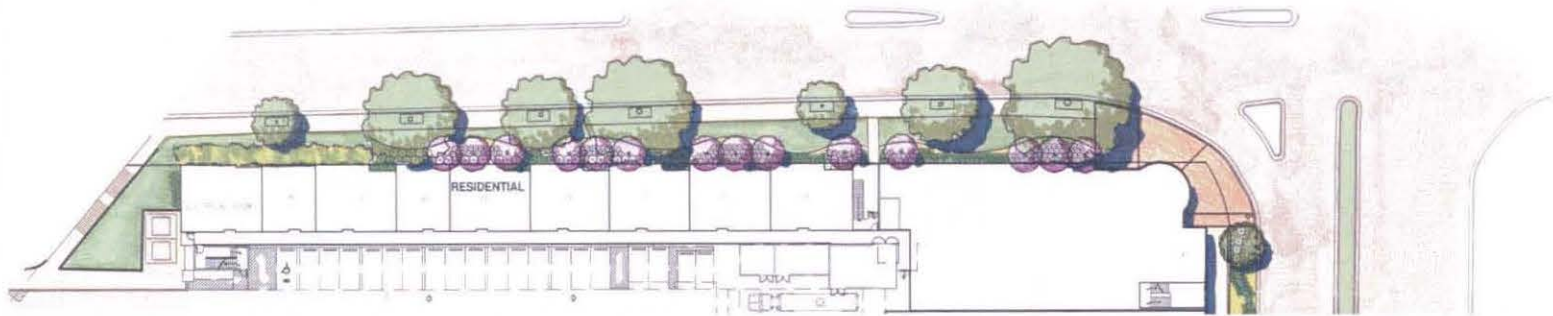


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Rhode Island Landscaping



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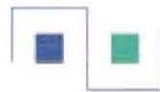


MID-CITY URBAN, LLC

Rhode Island Landscaping



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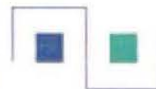


MID-CITY URBAN, LLC

Rhode Island Landscaping

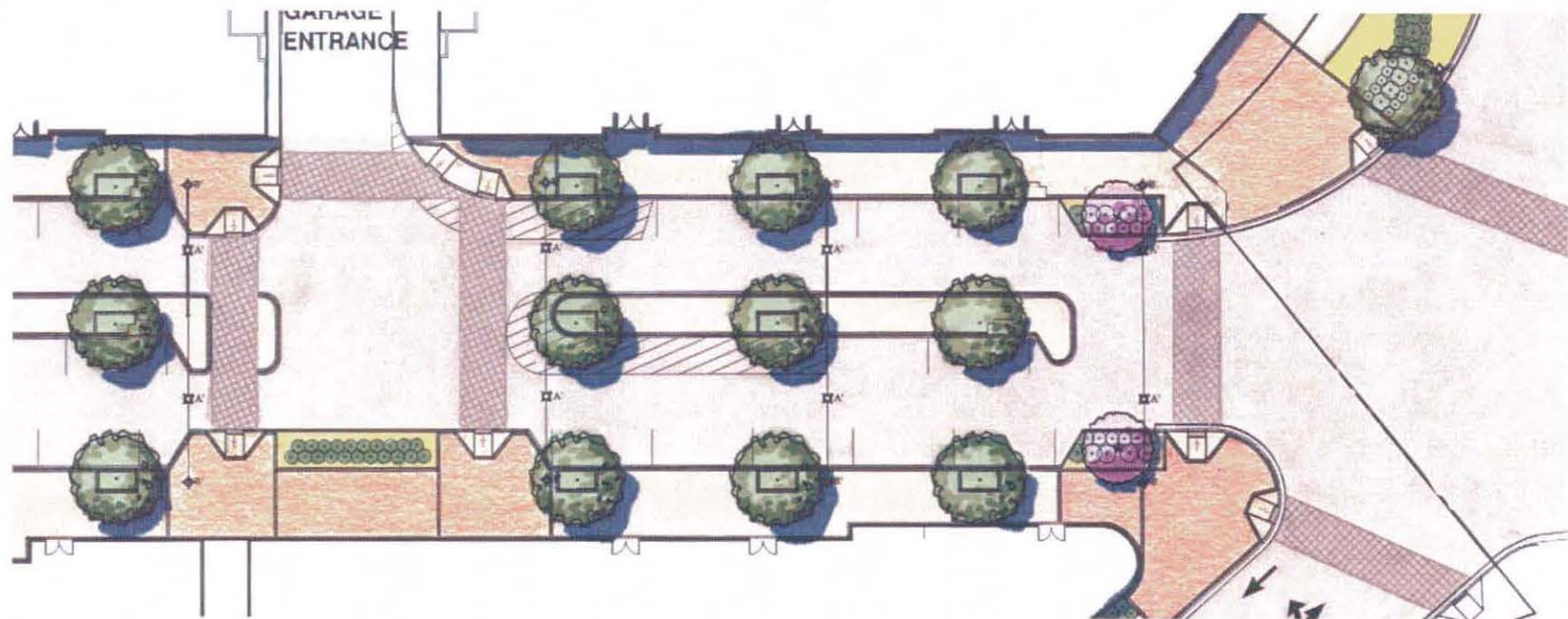


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Rhode Island Landscaping



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Rhode Island Landscaping

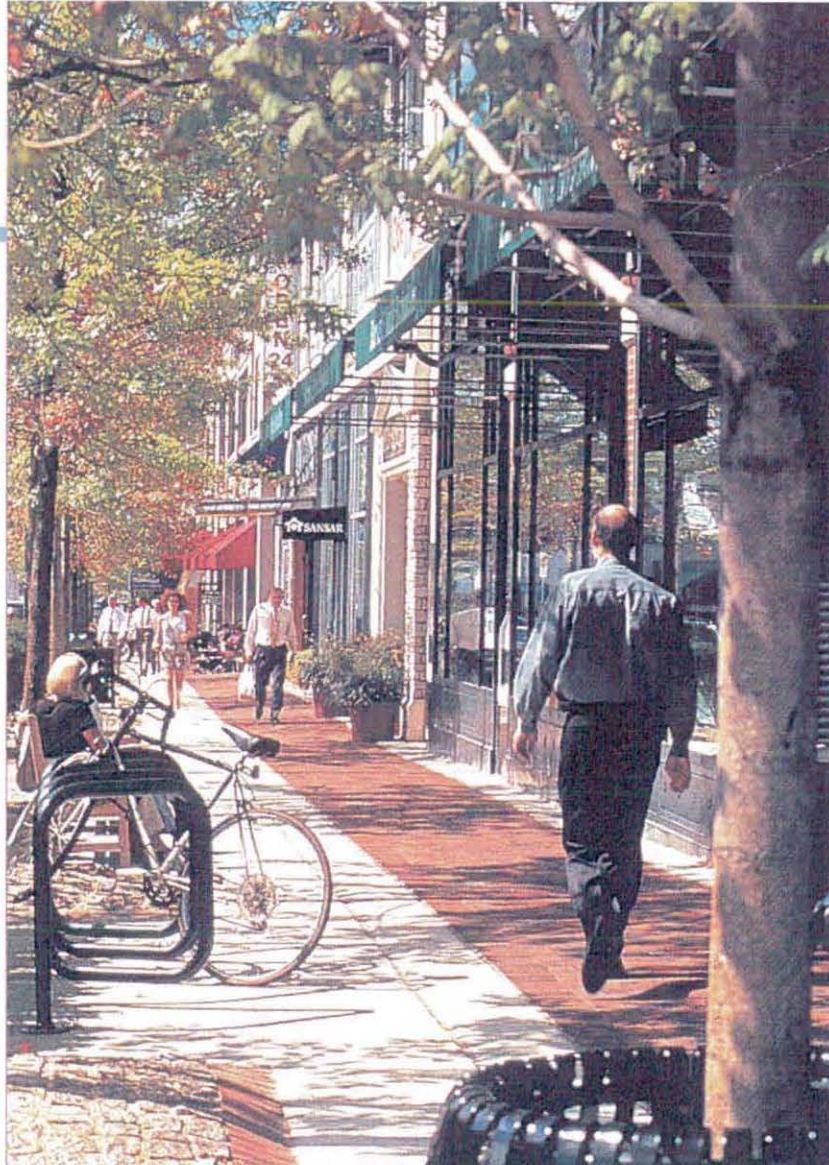


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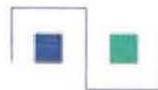


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Rhode Island Landscaping



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Rhode Island Avenue Metro Plaza

Parking Management

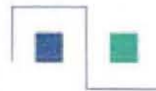
- Way finding/circulation
- Users – METRO/Retail
- Meters on Main Street
- Flow through garages
- Parking management
- Parking sharing
- METRO –Before/After

METRO Garage

- No pedestrian/vehicular conflicts
- Within height limits
- Designed to METRO Standards
- 8'6" space
- energy efficient

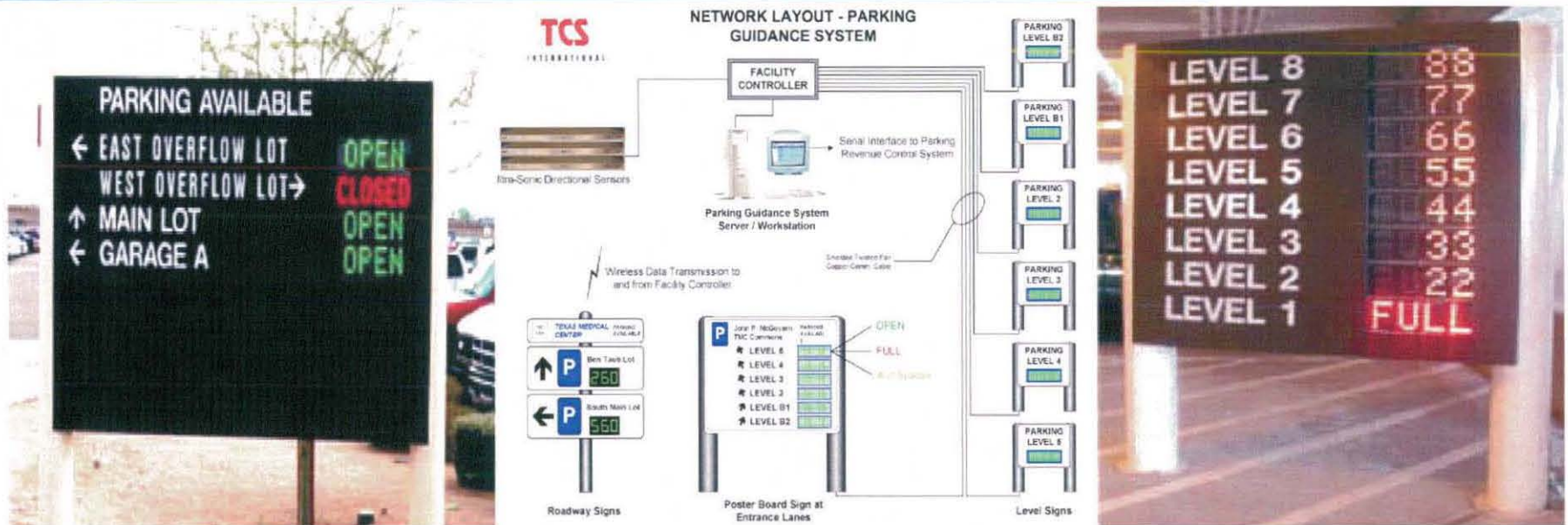


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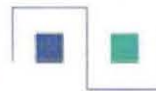
Rhode Island Avenue Metro Plaza



Way finding



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Parking Matrix by Location and User

User	METRO			RETAIL	RESIDENTIAL	TOTAL
	Commuter	Short Term	Taxi	Shopper	Renter	
Location/Requirement						
Current On-site Parking	340	47	0	N/A	N/A	387
Industry Standard Ratio	N/A	N/A	N/A	3 to 4 spaces per 1,000 Square feet of retail	0.8 to 1.2 spaces per unit, based on bedroom count	
Industry Standard #	340 existing	47 existing	N/A	210 to 280 spaces	219 to 328 spaces	816 to 925 spaces
METRO Garage	215					
Residential Garage 1	70 shared				77	
Residential Garage 2	70 shared			168	84	
WMATA Kiss & Ride		14				
Taxi			6			
Main Street		13 shared		29		
TOTAL	355	27	6	197	161	746
Available to user	235 plus 153 shared = 388 spaces			197 plus 13 shared = 210	161 plus 140 shared = 301	
	235 to 388 shared			197 to 210 shared	161 to 301 shared	746 to 899 shared

Due to shared parking, parking is 60 – 179 spaces below industry standards and existing use, yet results in effective usability at industry standards



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