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January 26, 2007

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Carol Mitten, Chairperson  
D.C. Zoning Commission  
441 4<sup>th</sup> Street, NW  
Washington, DC 20036

**Re: Zoning Commission Case No. 05-38; Supplemental Filing of Marina View Trustee, LLC for a Planned Unit Development and Amendment to Zoning Map (Square 499, Lots 50, 853)**

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Dear Chairperson Mitten and Members of the Commission:

On October 12, 2006, Marina View Trustee, LLC (the “**Applicant**”) filed its pre-hearing submission with the Zoning Commission for the consolidated review and approval of a Planned Unit Development (“**PUD**”) and a related amendment to the Zoning Map of the District of Columbia for the property known as Lots 50 and 853 in Square 499 (“**Property**”). This matter is currently scheduled for a public hearing on February 15, 2007. The Applicant anticipates that it will need approximately 45 minutes to present its application.

The Applicant now provides additional information to supplement its previous filings. Attached please find the following exhibits:

- Traffic Impact Study prepared by Gorove/Slade. Gorove/Slade concluded that the project would not have a significant impact on traffic in the area and that additional vehicle trips could be accommodated by the surrounding road network. (Exhibit A)
- Site plans and elevations depicting the shared transportation lane. The Applicant and Waterfront Associates, LLC, the owners of the adjacent site, have been working together to develop a shared private drive arrangement that would benefit both the property owners and the neighboring community.

This shared private drive would benefit the community by:

EXHIBIT NO. \_\_\_\_\_  
ZONING COMMISSION  
District of Columbia  
CASE NO. 05-38  
CASE NO. \_\_\_\_\_  
EXHIBIT NO. 32  
ZONING COMMISSION  
District of Columbia  
CASE NO. 05-38  
EXHIBIT NO. 32



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- 1) Reducing the width and number of curb cuts required on M Street and K Streets. There would be one 22 foot curb cut at M Street and K Street for 2 – 11 foot wide drive aisles;
- 2) Increasing the extent of retail store frontage along M Street;
- 3) Allowing the public east-west pedestrian and bicycle flow through the sites to the Metro Station, with pedestrian crossing zones defined by differentiated paving treatment;
- 4) The meandering path of the shared drive is a good traffic calming device;
- 5) Providing better separation between vehicular and pedestrian traffic;
- 6) Providing easier truck maneuvering to access the loading docks reducing noise in the neighborhood; and
- 7) Accommodating loading for 55' trucks from the south bound lane of the private drive, thus eliminating the impact of trucks tying up traffic waiting to turn northbound off M Street into the drive.

Access to the north and south ends of the shared private drive would be provided on the adjacent site. The shared route would bend westward behind the central garden and amenity building on the Marina View site. The minimum width of 2 – 11 foot wide drive aisles would be maintained throughout the length of the shared drive. Sidewalks are provided along both sides of the “pedestrian crossing zone.” Cross walks are provided between the two sites at key designated crossing locations.

The proposed curb cuts occur at the approximate location of where an original L’Enfant Street once existed. This shared private drive re-establishes the typical street grid pattern for the block rather than the current “super block”.

Attached is a site circulation plan and diagram. The diagram demonstrates the curvature of the private drive as it will be used. Elevations depicting the project from M Street and from the shared private drive are also attached. (Exhibit B)

- Development and Construction Management Plan. This agreement provides guidelines for the construction of the PUD and, among other things, it requires that the Applicant provide a contact person for the community throughout the construction process. (Exhibit C)
- LEED Certification. The project architects have undertaken a pre-certification estimate of possible LEED points that the project may be able to achieve toward LEED certification. A preliminary analysis indicates a possible 28 points which



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would put the project into the 1<sup>st</sup> qualifying LEED "Certified" range of 26-32 points. (Exhibit D)

- Community Amenities Package. The Applicant has met extensively with several community groups including the Marina View Towers Tenants Association, Advisory Neighborhood Commission 6D, Tiber Island Condominium Board and the Tiber Island Cooperative Board. After discussions with these groups, the Applicant developed the attached community benefits and amenities package. (Exhibit E)
- Expert Witness Resumes. The Applicant is including the resumes of those individuals it will proffer as an expert witness at the hearing. (Exhibit F)

We look forward to presenting this application at the hearing on February 15 and will be happy to address any questions that Commission may have at that time.

Sincerely,

Paul Tummonds

Christine Roddy

Enclosures

**CERTIFICATE OF SERVICE**

I hereby certify that on January 26, 2007, a copy of the Applicant's supplemental submission was delivered via hand delivery or first-class mail, to the following:

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