

# Holland+Knight

Tel 202 955 3000  
Fax 202 955 5564

Holland & Knight LLP  
2099 Pennsylvania Avenue NW Suite 100  
Washington DC 20006 6801  
www.hklaw.com

RECEIVED  
DC OFFICE OF ZONING  
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Christine Moseley Shiker  
202 457 7167  
cmshiker@hklaw.com

February 15, 2007

**VIA HAND DELIVERY**

Zoning Commission for the  
District of Columbia  
441 4th Street, N W , Suite 210S  
Washington, D C 20001

Re Application for a Planned Unit Development and  
Zoning Map Amendment for 5220 Wisconsin Avenue, NW  
Zoning Commission Case No 06-31C

Dear Members of the Commission

On behalf of The John Akridge Development Company, enclosed please find an original and nineteen copies of the Modified Prehearing Statement with exhibits for filing in accordance with the District of Columbia Zoning Regulations

We look forward to the Commission's consideration of this application at the hearing scheduled for March 8, 2007 Should you have any questions or need additional information, please do not hesitate to have staff contact me

Very truly yours,  
*Christy Shiker*  
Christine Moseley Shiker

Enclosures

- cc Advisory Neighborhood Commission 3E (V1a Hand Delivery, w/enc)
- Jennifer Steingasser, Office of Planning (V1a Hand Delivery, w/enc)
- Joel Lawson, Office of Planning (V1a Hand Delivery, w/enc)
- Matt Jessick, Office of Planning (V1a Hand Delivery, w/enc)
- Ken Laden, District Department of Transportation (V1a Hand Delivery, w/enc)
- Jeff Jennings, District Department of Transportation (V1a Hand Delivery, w/enc)

ZONING COMMISSION  
District of Columbia

CASE NO 06-31  
EXHIBIT NO 42

ZONING COMMISSION  
District of Columbia  
CASE NO.06-31  
EXHIBIT NO.42

MODIFIED PREHEARING SUBMISSION  
FOR  
THE JOHN AKRIDGE DEVELOPMENT COMPANY

5220 WISCONSIN AVENUE, N.W.  
ZONING COMMISSION CASE No. 06-31C

FEBRUARY 15, 2007



HOLLAND & KNIGHT, LLP  
2099 Pennsylvania Avenue, N.W.  
Suite 100  
Washington, DC 2006  
(202) 955-3000  
Christopher H. Collins  
Christy Moseley Shiker  
Land Use Counsel

FILED  
FEB 15 2007

D.C. OFFICE OF ZONING

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**LIST OF EXHIBITS**

<b><u>Description</u></b>	<b><u>Exhibit</u></b>
Architectural Plans and Drawings entitled Hearing Set <i>(The plans have been re issued in their entirety for the convenience of the Commission)</i>	Submitted Separately
Letter from PEPCO in Support of Façade Enhancements	1
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# **I** **INTRODUCTION**

This Modified Prehearing Statement and attached documents (the "Modified Prehearing Submission") are submitted by The John Akridge Development Company, on behalf of 5220 Wisconsin, LLC (collectively, the "Applicant") in support of its request for consolidated review and approval of a Planned Unit Development ("PUD") and related Zoning Map amendment to C-2-B. The subject property is known as 5220 Wisconsin Avenue, NW, consisting of Lots 810, 811 and 812 in Square 1657 (the "Site"). The Site is located on the west side of Wisconsin Avenue between Harrison and Jennifer Streets, NW, in Ward 3. The Site consists of approximately 22,500 square feet of land area and is currently zoned R 5-B.

On June 19, 2006, the Applicant filed with the Zoning Commission its statement and exhibits in support of a request for approval of a PUD and related Zoning Map amendment, including architectural plans and drawings (the "PUD Submission"). That PUD Submission set forth in detail the proposed development and project design, public benefits and project amenities, and consistency of the PUD with the Comprehensive Plan and the Ward 3 Plan. The Zoning Commission set down this case for hearing at its September 11, 2006, meeting. The Applicant then filed a Prehearing Submission with the Zoning Commission on November 13, 2006, which supplemented the PUD Submission and provided information in response to matters raised by the Zoning Commission and Office of Planning.

As set forth below, this Modified Prehearing Submission, along with the PUD Submission and the Prehearing Submission, meet the filing requirements for an application for a PUD and related Zoning Map Amendment under Chapter 24 and Chapter 30 of the District of Columbia Zoning Regulations

## **II** **FURTHER REFINEMENTS TO THE PROJECT DESIGN**

The Architectural Plans and Drawings entitled "Hearing Set" submitted herewith (the "Plans") reflect changes, enhancements and clarifications of the design of the project incorporated since the filing of the Prehearing Submission. The Plans have been reissued in their entirety for the convenience of the Zoning Commission.

The Plans provide an updated conceptual project rendering and clarified elevations of the Wisconsin Avenue frontage as originally requested by the Office of Planning. One site section sheet has been eliminated from a previous set due to the ability to communicate the same information better in a subsequent document.

Other refinements include clarifying the location of major façade planes on the north and south elevations in relationship to the property lines. An additional new oak tree (replacement) is now added to a tree box along Wisconsin Avenue. A loading platform area was moved for better functionality. Minor adjustments were made to the layout of the south fire stair to bring it into code compliance. Finally, one additional private roof deck on the rear (west) side of the building has been indicated.

**III**  
**UPDATES TO THE PUBLIC BENEFITS AND PROJECT AMENITIES**

In the PUD Submission, the Applicant set forth the details regarding its proposed public benefits and project amenities. The Prehearing Submission summarized that information and included additional information where it was necessary to further define and explain specific benefits and amenities. This Modified Prehearing Submission provides the following three updates regarding the public benefits and project amenities:

**A. Enhancements to the Façade of the Adjacent PEPCO Substation**

The Applicant has been working closely with PEPCO regarding the proposed enhancements to the façade of the PEPCO Substation adjacent to the Site, which is currently a bricked over and damaged storefront. Attached as Exhibit 1 is a letter from PEPCO in support of the proposed improvements, as shown on the plan included with that exhibit. The Applicant's commitment to upgrade the street façade will improve the aesthetics in this block and will serve as a benefit to pedestrians and residents in this area.

In addition, the Applicant has been working with the Cultural Development Corporation, a local organization experienced in the administration of public display areas. Experts at this organization advised the Applicant that a coordinated, high-quality installation of artwork would be the most beneficial use of the renovated PEPCO display windows.

Consequently, the Applicant and the Office of Planning worked with the DC Commission on Arts and Humanities ("CAH") to create a plan whereby CAH will

administer, commission and install art work (or a set of works) within the storefront windows. As indicated in its letter attached as Exhibit 2, CAH has committed \$100,000 to ensure that this installation is completed. This installation plan replaces the concept of the Community Display Administrator referenced in the PUD and Prehearing Submission.

**B Environmental Features - LEED Certification**

The Applicant has committed to construct the project as a LEED-certified project under the LEED-NC v2.2 guidelines. In order to achieve this certification, the Applicant commits to achieve a total of 26 credits. The Office of Planning has requested additional information providing examples of the types of credits that this project might achieve. Accordingly, attached as Exhibit 3 is a summary of credits that are available and an indication of the types of credits that may be achieved for this project. Retaining the flexibility to vary which credits the project will achieve is both essential and customary for a project in this phase of schematic design.

**C Funding for Friendship Heights Transportation Management Coordinator**

At the request of the Office of Planning and Zoning Commission, as indicated at the setdown hearing, the Applicant has been working with the Transportation Demand Management and Policy and Planning staff members from the District Department of Transportation ("DDOT") as well as outside experts in an effort to determine the feasibility of creating and initially funding a Transportation Management Association ("TMA") in Friendship Heights. As presented to the

Commission by the former Director of Planning, this TMA would work within the community to identify and address transportation issues which currently exist. After careful review, the Applicant has instead been encouraged at this time to fund a Friendship Heights Transportation Management Coordinator ("FHTMC") to better accomplish the same objectives as an amenity for this project.

The FHTMC would be a contractor to DDOT with the goal of implementing transportation solutions that are specific to the needs of the Friendship Heights neighborhood. The scope of work would include addressing the management of current parking and traffic challenges that have been identified by DDOT and the community. DDOT would select and manage the contractor, and the Applicant would fund the position. The Applicant commits to a contribution of \$40,000, which is anticipated to fund the contractor on a part-time basis for a period of one to two years.

DDOT supports this proposed amenity, as indicated in the letter attached as Exhibit 4. As indicated in the letter, this amenity is offered not to mitigate traffic impacts of the project, but rather to address area-wide transportation issues previously identified by the community and DDOT. DDOT notes in its letter that this project will have only marginal impacts on the surrounding automobile network. Thus, this amenity serves to implement targeted transportation efforts within the community notwithstanding this project.

**IV**  
**CONSISTENCY OF PROJECT WITH RECENTLY-ADOPTED**  
**COMPREHENSIVE PLAN**

In its PUD Submission, the Applicant set forth the project's consistency with the elements of the existing Comprehensive Plan, including the Ward 3 element. Since then, the DC Council has adopted a new Comprehensive Plan for the District, including an area element for the Rock Creek West area which includes the project. The project is consistent with numerous policies of the recently-adopted Comprehensive Plan, as will be set forth in detail by the testimony of the Applicant's expert in Urban Planning.

The Future Land Use Map of the newly-adopted Comprehensive Plan designates the Site for Low Density Commercial/Medium Density Residential/Local Public Facilities. A copy of an excerpted portion of the newly-adopted Comprehensive Plan Future Land Use Map is attached as Exhibit 5. As indicated thereon, the Medium Density Residential designation defines neighborhoods or areas where mid-rise (i.e., four to seven stories) apartment buildings are the predominant use. The Low Density Commercial designation defines shopping and service areas that are generally low in scale and character and can include areas that are small business districts or large business districts. The proposed project is consistent with these designations.

The Land Use Element (Chapter 3) sets forth the importance of a focus on transit-oriented and corridor development – and in fact, this focus is a central theme throughout many elements of the recently-adopted Comprehensive Plan.

Section LU-1.3 recognizes the importance of fully capitalizing on the investment made in Metrorail and states that this requires better use of the land surrounding transit stations and along transit corridors. The plan further states that much of the city's planning during the last five years has focused on making better use of transit areas. The plan sets forth certain principles for management of these lands, including the following: a preference for housing above ground floor retail uses, a preference for diverse housing types, including both market-rate and affordable housing units, a priority on attractive, pedestrian-friendly design, and a stepping down of densities away from each station.

The proposed project provides housing – including affordable housing – with ground floor retail at an ideal, transit-oriented location along a major transit corridor. As more fully set forth in the PUD Submission, the project was recognized by the Smart Growth Alliance in April 2006 as being exemplary in achieving smart growth objectives, including accommodating growth in a manner that achieves economic, environmental, and quality-of-life objectives. Furthermore, the massing and scale of the project is sensitive to the established patterns of development in the area and steps down from the main transit corridor to lower-scale areas.

The recently-adopted Comprehensive Plan stresses the critical housing issues facing the District, including, among other things, ensuring housing affordability, fostering housing production, and promoting home ownership. The new Housing Element recommends providing zoning incentives to developers proposing to build affordable housing, which should be considered as a public benefit for the purposes

of granting density bonuses when new development is proposed (Policy H-1 27)

The project is an ideal candidate for these incentives

The Rock Creek West Area Element supports the development of underutilized sites along the major corridors, such as this Site. The area element, however, raises the issues of height, scale, character and density as sources of concern. Policy RCW-1 1 1 encourages both residential and commercial development to be carefully managed to enhance existing scale, function and character of the neighborhoods. Policy RCW-1 1 4 encourages projects to combine housing and commercial uses rather than projects that contain single uses, so long as scale and character are appropriate. This project has been designed to enhance the physical character of the area and complement the materials, height, scale and massing of the medium density commercial and residential uses in the area, consistent with the Future Land Use Map. Thus, the project provides the needed buffering and stepping down of building heights from the northeast corner of the development to the southwest corner closest to the residential neighborhood and thereby furthers the policy of providing for careful transitions along the avenues to nearby neighborhoods (RCW-1 1 6)

The area element also emphasizes the need for a better variety of retail choices, including favoring neighborhood-serving retail, which this project provides. Policy RCW-1 1 3 promotes supporting and sustaining local retail uses. Similarly, Policy RCW-1 1 5 indicates a preference for local-serving retail uses providing a range of goods and services necessary to meet the needs of local residents.

Furthermore, the area element raises the issues of traffic and parking. For this project, the Applicant has performed a Traffic Impact Study, which concludes that the project will have no adverse impact on traffic. Furthermore, the Applicant proposes many transportation-oriented amenities to the project. These include funding the FHTMC which will help to resolve transportation issues currently affecting the community and using transportation demand management strategies, such as prohibiting residential parking permits for owners of the residential units, providing bicycle parking and storage for residents, retail employees and customers, and providing two designated car-sharing spaces. These elements of the application help ensure that land use decisions do not exacerbate congestion and parking problems in already congested areas (Policy RCW-1 1 12). Accordingly, the project helps to further those goals set forth in this area element.

## V REFINEMENTS TO AREAS OF FLEXIBILITY

The Applicant has set forth those areas of flexibility that are needed for this project. The requests for flexibility were set forth in the PUD Submission and further refined in the Prehearing Submission. In consultation with the Office of Planning, the Applicant proposes the following modifications to three areas of requested flexibility:

1. Unit Count The Applicant modifies its requests for flexibility to vary the range of residential units between 60 and 70 total apartment units, rather than 55 to 70 units.

2     Parking     As requested by the Office of Planning, the Applicant modifies its request for flexibility to provide parking at 1 2 spaces per unit based on the final count of apartment units, rather than having a parking ratio of *at least* 1 2 spaces per unit based on the final count of apartment units. Therefore, the total number of parking spaces to be provided is as follows: 1 2 spaces per unit based on the final count of apartment units, 15 retail parking spaces, 3 residential visitor parking spaces, and 2 car sharing spaces. Therefore, based on a unit range of 60 to 70 units, the total parking provided will range between 92 and 104 parking spaces.

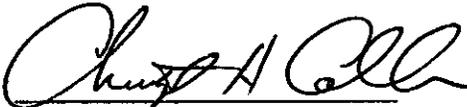
3     Location of Balconies and Windows     The Applicant modifies its request for flexibility for the location of balconies and windows in keeping with the Office of Planning's request as follows: *To adjust the placement of windows, balconies, balcony railings and privacy screens as necessary based upon the final unit count and layout of demising walls, so long as the adjustments do not materially alter the character of the building.*

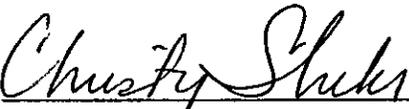
## **VI** **CONCLUSION**

This Modified Prehearing Submission, along with the PUD Submission and the Prehearing Submission, meet the filing requirements for an application for consolidated review and approval of a PUD and a related amendment to the Zoning Map under Chapters 24 and 30 of the District of Columbia Zoning Regulations. For the foregoing reasons, the Applicant respectfully requests that the Zoning Commission approve the applications.

Respectfully submitted,

HOLLAND & KNIGHT LLP  
2099 Pennsylvania Avenue, NW, Suite 100  
Washington, D C 20006  
(202) 828-5001

By   
Christopher H Collins, Esq

By   
Christy M Shiker, Esq



A PHI Company

Real Estate Department  
701 Ninth Street, NW  
Washington DC 20068

202 872 2554

202 872-3579 Fax

dg bso @pepco.com

January 3 2007

JAN 8 2007

Mr David Tuchmann  
Assistant Development Manager  
Akridge Real Estate Services  
601 Thirteenth Street NW Suite 300 North  
Washington DC 20005

Re Akridge's Proposed Façade Renovation to Pepco's Substation No 38 Harrison  
5210 Wisconsin Avenue NW Washington DC 20015

Dear Mr Tuchmann

I am writing in response to Akridge's proposal to renovate the exterior of Potomac Electric Power Company's (Pepco's) Harrison Substation No 38 as part of your proposed new condominium project at 5220 Wisconsin Avenue

Pepco has conceptually approved Akridge's proposal as shown on the plan and profile Drawing No PEP 1 dated 10/13/2006 and delivered via email from Kent Eberhardt to William Spruill on 10/26/2006. Final approval is pending Pepco's review and approval of Akridge's final full detailed construction drawings.

If you have any questions please contact Mr William Spruill at 202 872 3453 or Mr Joseph Nice at 202 872 2147

Sincerely

A handwritten signature in black ink that reads "Vernon D Gibson".

Vernon D Gibson  
Manager Real Estate & Right of Way

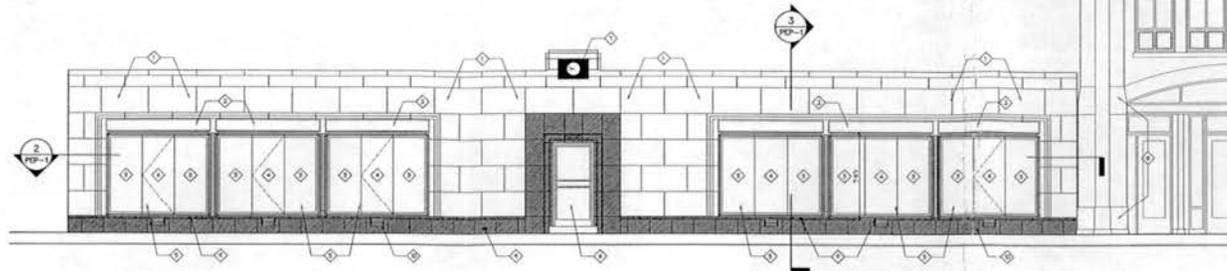
VDG wds

**FACADE NOTES:** ◇

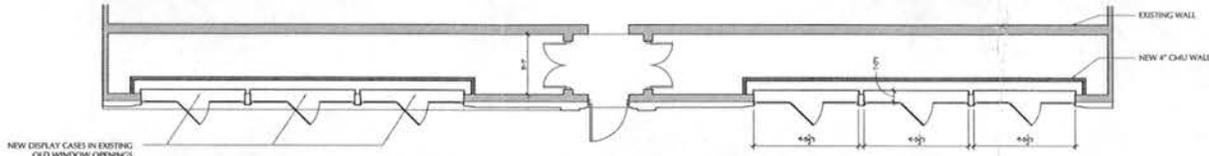
1. CLEAN EXISTING STONE AND POINT UP MASONRY JOINTS.
2. INSTALL NEW CANOPES WHICH CONTAIN SOLAR PANELS. THESE SOLAR PANELS WILL POWER DISPLAY WINDOW LIGHTING.
3. FIXED TEMPERED GLASS
4. BLUICKRAFT FRAMELESS TEMPERED GLASS DOOR. DEADBOLT LOCK TO BE LOCATED AT BOTTOM OF DOOR. PROVIDE CONCEALED PIVOT HINGES. THIS DOOR IS THE ONLY ACCESS TO THE SHOW WINDOWS.
5. BEFORE INSTALLING DISPLAY STRUCTURE, REMOVE EXISTING MASONRY FROM THESE OPENINGS.
6. PAINT EXISTING STEEL DOOR. REMOVE EXISTING STEEL MESH GATE AND REPLACE WITH DECORATIVE METAL GATE (SEE WORKSCHEDULE PER PEPCO SECURITY STANDARDS).
7. REPLACE EXISTING CLOCK. CLEAN GLASS. REPLACE INOPERATIVE LIGHTING SOURCE WITH HIGH EFFICIENCY, LONG LIFE (LOW MAINTENANCE) BULBS. CLEAN AND REFURBISH MOTOR (PER PEPCO APPROVAL).
8. PROPOSED ADJACENT 5220 WISCONSIN AVENUE
9. REPAIR/REPLACE CHANGED SERPENTINE SILL FACING WHERE INDICATED.
10. EXISTING VENTS TO VENTILATE CAVITY.

**GENERAL NOTE:**

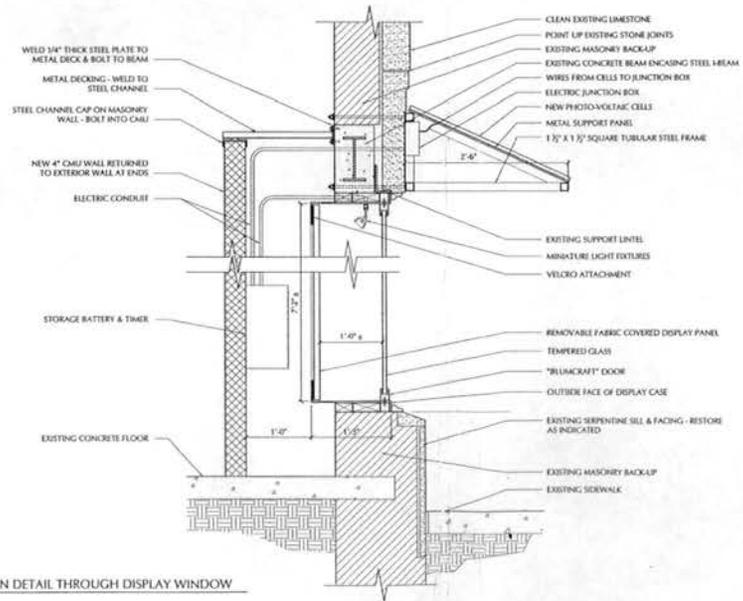
DETAILS FOR SOLAR PANEL AND BATTERY SYSTEM ARE PRELIMINARY PENDING FURTHER STUDY OF ELECTRICITY NEEDS FOR DISPLAY WINDOWS.



1 5210 WISCONSIN AVENUE - EAST FACADE  
SCALE: 1/4" = 1'-0"



2 PARTIAL PLAN AT WISCONSIN AVENUE  
SCALE: 1/4" = 1'-0"



3 TYPICAL SECTION DETAIL THROUGH DISPLAY WINDOW  
SCALE: 1/8" = 1'-0"

PROPOSED RENOVATIONS TO EXISTING PEPCO SUBSTATION FACADE (5210 WISCONSIN AVENUE, NW)



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
D C COMMISSION ON THE ARTS AND HUMANITIES

February 8, 2007

Zoning Commission of the District of Columbia  
One Judiciary Square  
441 4<sup>th</sup> Street, NW, Suite 210 South  
Washington, DC 20001

Re 5220 Wisconsin Avenue, Case 06-31

Dear Members of the Commission

In response to a request from Akridge and the DC Office of Planning, we write to document the DC Commission on the Arts and Humanities' commitment to install public artwork in the PEPCO Substation display windows at 5210 Wisconsin Avenue NW

The renovation of the building's façade and reestablishment of its large display windows present a unique opportunity to enhance this section of streetscape with artwork for the enjoyment of neighborhood residents and visitors. If this Planned Unit Development is approved, we will commission one or more artists to design, fabricate and install a quality artwork (or set of artworks) in the substation windows through our Neighborhood Projects Program.

The goal of this program is to involve community members in bringing public art projects to their neighborhoods while creating opportunities for local artists. Examples of past successful efforts of the Neighborhood Projects Program include

- EPOCH, a vibrant gateway sculpture project by Albert Paley, in front of PEPCO Headquarters at 9<sup>th</sup> and G Streets NW that includes a poem by Washington DC Poet Laureate, Dolores Kendrick
- PANDAMANIA and PARTY ANIMAL PROJECT, a citywide effort designed to be an economic generator, promote civic pride and cultural awareness and offer a public art opportunity for emerging artists. The projects placed 200 creatively designed donkeys and elephants and 150 pandas on the streets of Washington, DC
- EXPRESSIVE SIGN PROJECT, an innovative project that paired artists with business owners along H Street NE to create 12 unique business signs that herald the revival of the H Street NE corridor

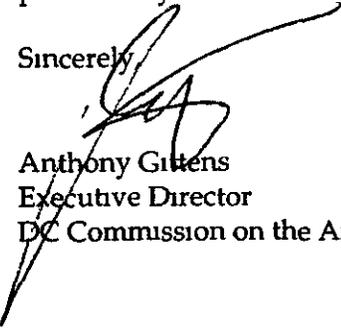
As the Arts Commission is interested in facilitating the creation of artwork that specifically takes into account *community interests and the public use of each site*, we will incorporate the input and collaborative ideas of Friendship Heights neighborhood residents in this project

through community member representation on the artwork selection committee. We are particularly excited by the prospect of installing art in the public realm in Ward 3 as our agency has had few opportunities for such a project in the past.

Based on the size of the display windows and the site conditions, the Arts Commission has set aside a minimum of \$100,000 in our Fiscal Year 2008 budget to cover the costs of administering the selection, commissioning, design, creation and installation of the art work. If the scope of the project changes, we have the ability to set aside as much as \$200,000.

In closing, we are eager to begin the planning process for this initiative and are pleased to provide any additional information you may require. Thank you.

Sincerely,



Anthony Gittens  
Executive Director  
DC Commission on the Arts and Humanities



## 5220 Wisconsin Avenue Condominiums

**To** Zoning Commission of the District of Columbia

---

**CC** David Tuchmann Akridge

---

**Re** LEED Credit Analysis for 5220 Wisconsin Avenue Condominiums (Case 06 31)

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**Date:** February 13 2007

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### LEED overview

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The 5220 Wisconsin Avenue Condominium project will incorporate green building principles and will achieve Leadership in Energy and Environmental (LEED®) certification upon completion. Akridge has retained Sustainable Design Consulting (SDC) to provide advisory services towards fulfilling this commitment. In response to a request from the DC Office of Planning, this memorandum describes the LEED credits which the project team has identified in order to achieve LEED-NC certification.

The LEED Green Building Rating System is a voluntary, consensus-based national standard for developing high performance sustainable buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards, LEED emphasizes state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. LEED recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training, and practical resources. LEED NC is a measurement system designed for rating the new construction or major renovation of commercial and institutional buildings, with a focus on office buildings. LEED NC has also been applied to many other building types, including multi-family residential buildings. This project will be registered under LEED NC version 2.2.

To achieve LEED NC certification, projects must meet the requirements of twenty-six credits and seven prerequisites. Based upon the current design, SDC has identified twenty-eight credits that the project is likely to achieve. Throughout the design and construction of this project, SDC will re-evaluate the potential for capturing additional credits, as well as removing those credits that are no longer feasible. The following is a summary of the current status of the targeted twenty-eight credits and the required prerequisites. The analysis reflects the credit numbering system under LEED-NC. A LEED NC Scorecard is provided on the final page.

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## LEED Credit Analysis

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### ***Sustainable Sites***

#### ***Prerequisite Erosion & Sedimentation Control***

During the demolition excavation and construction phases the Project will employ an erosion and sediment control plan for the site and will incorporate in the site work and development plans erosion and sedimentation control measures that comply with EPA best management practices. The erosion and sediment control program will also meet Chesapeake Bay watershed standards.

#### ***Credit 1 Site Selection***

The Project site is not prime agricultural land, lower than 5 feet above the 100 year flood plain, a habitat for a threatened or endangered species, within 100 feet of a wetland, and is not prior parkland.

#### ***Credit 2 Development Density & Community Connectivity***

The Project site is on a previously developed site and within 1/2 mile of a residential neighborhood with and within 1/2 mile of a commercial downtown.

#### ***Credit 3 Brownfield Redevelopment***

The preliminary environmental testing indicates the presence of site contamination. The Project team will complete a ASTM E 1903 1997 Phase II Environmental Site Assessment to document the site contamination. Any environmental contaminants will be remediated in accordance with all applicable laws.

#### ***Credit 4 1 Alternative Transportation Public Transportation Access***

The Project site is located approximately 300 feet from the Friendship Heights Metro transit station that includes both Metrorail and Metrobus facilities.

#### ***Credit 4 2 Alternative Transportation Bicycle Storage & Changing Rooms***

The Project will provide bicycle storage in the form of private bicycle garages located in the parking garage. The current building program offers bicycle storage to approximately 15% of the unit owners. Because the Project is a for-sale residential condominium, shower facilities are contained within each residence.

Retail employees will have access to a separate shower and changing room. Bicycle parking for retail employees will be located in the parking garage. Bicycle parking for retail patrons will be provided near the building entrance.

#### ***Credit 4 3 Alternative Transportation Alternative Fuel Vehicles***

One of the two car-sharing vehicles located in the parking garage will be a hybrid vehicle, which meets the credit requirements.

#### ***Credit 5 1 Reduced Site Disturbance Protect or Restore Open Space***

The Project site has been previously developed, and the Project will utilize all of the available site area to construct an underground parking garage. At a minimum, a 5,625 sf green roof will be provided, which exceeds the credit requirements for urban projects.

#### ***Credit 6 2 Stormwater Management Treatment***

The Project will utilize a site storm water collection and management system that complies with the EPA best management practices for removing 80 percent of total suspended solids from site runoff. The design shall consider filtration strips, stormwater catchments, and sand filters. The stormwater management for the Project will also meet Chesapeake Bay watershed standards.

**Credit 7 1 Heat Island Effect Non Roof**

All of the vehicular parking for the Project is contained below-grade in an underground parking garage

**Credit 7 2 Heat Island Effect Roof**

The Project will include both green roof and an approved highly reflective high-emissivity roof system for approximately 75% of the total roof area

Targeted Sustainable Sites Points 10

**Water Efficiency****Credit 1 1 Water Efficiency Reduce by 50%**

The proposed landscape design will not required a permanent irrigation system and will earn both LEED points

**Credit 1 2 Water Efficiency No Potable Use or No Irrigation**

The proposed landscape design will not required a permanent irrigation system and will earn both LEED points

**Credit 3 1 Water Use Reduction 20% Reduction**

The Project will use low flow showerheads and lavatory faucet aerators to earn this point

Targeted Water Efficiency Points 3

**Energy and Atmosphere****Prerequisite Fundamental Building Systems Commissioning**

To verify that the building s energy related systems are installed calibrated and perform according to the owner's project requirements the Project will utilize a commissioning authority and will adopt a building commissioning plan Commissioning process activities shall be completed for the mechanical system lighting controls and the domestic hot water system

**Prerequisite Minimum Energy Performance**

The building will meet ASHRAE/IESNA 90 1-2004 requirements for energy efficiency

**Prerequisite CFC Reduction in HVAC&R Equipment**

The Project will specify HVAC equipment that uses no CFC refrigerants for base building refrigeration systems

**Credit 1 Optimize Energy Performance**

The Project will use computer simulation technologies to asses the energy performance and identify the most cost effective energy measures compared to the baseline building While this modeling has not yet begun the project anticipates at least 1 point for 10 5% energy savings

**Credit 4 Enhanced Refrigerant Management**

The project will utilize HVAC&R and fire suppression systems that do not contain HCFC s or Halons

Targeted Energy & Atmosphere Points 2

## **Materials and Resources**

### **Prerequisite Storage & Collection of Recyclables**

The Project will develop a recycling program that creates opportunities for recycling

### **Credit 2 1 Construction Waste Management Divert 50% from Landfill**

Because existing buildings are to be demolished achievement of this credit will depend upon a combination of demolition as well as construction waste recycling the total percentage of which cannot be confirmed at this time The Project will utilize construction waste management with the goal of diverting at least 50% of the waste generated during construction to recycling

### **Credit 4 1 Recycled Content 10% (post consumer + ½ post industrial)**

The Project will comply with the credit requirements due to the quantities of steel and other recycled content component although final calculations can only be done toward the end of the construction phase

### **Credit 5 1 Regional Materials 10% Extracted, Processed & Manufactured Regionally**

The Project will utilize a minimum of 10% of building materials and products that are manufactured within a radius of 500 miles

## **Targeted Materials & Resources Points 3**

## **Indoor Environmental Quality**

### **Prerequisite Minimum IAQ Performance**

The Project will utilize a building HVAC and control system that is compliant with ASHRAE 62.1-2004 Ventilation for Acceptable Indoor Air Quality

### **Prerequisite Environmental Tobacco Smoke (ETS) Control**

Because the Project is a for sale residential condominium smoking cannot be regulated inside individual residences However smoking will be prohibited in all common areas of the building For the residential units the Project will require blower door testing to demonstrate prevention of smoke in a dwelling unit from contaminating neighboring units or common areas

### **Credit 3 1 Construction IAQ Management Plan During Construction**

The Project will meet SMACNA requirements for this credit and provide MERV 8 filters in all dwelling unit air handling units

### **Credit 4 1 Low Emitting Materials Adhesives & Sealants**

The Project will utilize field applied interior adhesives and sealants complying with the VOC limits of South Coast Air Quality Management District Rule # 1168 Aerosol Adhesives will comply with Green Seal Standard for Commercial Adhesives GS 36 requirements in effect on October 19 2000

### **Credit 4 2 Low Emitting Materials Paints and Coatings**

The Project will specify the use of low-emitting field-applied interior paints and coating that comply with LEED requirements

### **Credit 4 3 Low Emitting Materials Carpet**

The Project will utilize carpet systems for the public and common use areas which meet the VOC limits established by the Carpet and Rug Institute's Green Label Plus program

### **Credit 6 1 Controllability of Systems Lighting**

Individual lighting control zones will be provided to meet the requirements for this credit point

**Credit 8.2 Daylight & Views Views for 90% of Spaces**

Initial Project calculations indicate that the required percentage of Views can be achieved. Calculations on the remainder of the building will be run to confirm compliance.

**Targeted Indoor Environmental Quality Points 6**

**Innovation & Design Process****Credit 1 Innovation in Design**

Based on the precedent set by other LEED multi-family projects, it is anticipated that the Project would earn three (3) points for the following measures:

- User education program
- 10% Additional Water Savings from Low-Water-Use appliances
- Green Housekeeping program

**Credit 2 LEED™ Accredited Professional**

Kara S. Strong, a LEED-Accredited Professional, is a principal participant of the project team.

**Targeted Innovation & Design Process Points 4**

**Total Anticipated Points 28**

**LEED NC version 2.2 Scorecard**

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As discussed in the LEED overview, SDC has identified twenty-eight credits that the project is likely to achieve. Throughout the design and construction of this project, SDC will re-evaluate the potential for capturing additional credits, as well as removing those credits that are no longer feasible. The following Scorecard highlights which credits are currently targeted for this Project.

**LEED® Credit Scorecard**

LEED-NC Green Building Rating System, version 2.2, final version

**5220 Wisconsin Avenue Condominiums**

Akridge Real Estate Services

February 13, 2007



**28 Total Project Score**

Possible Points **69**

Certified 26 to 32 points Silver 33 to 38 points Gold 39 to 51 points Platinum 52 or more points

**10 Sustainable Sites Possible Points 14**

Y	Prereq	Credit	Description	Points
Y	Prereq 1		Construction Activity Pollution Prevention	
1	Credit 1		Site Selection	1
1	Credit 2		Development Density & Community Connectivity	1
1	Credit 3		Brownfield Redevelopment	1
1	Credit 4.1		Alternative Transportation: Public Transportation Access	1
1	Credit 4.2		Alternative Transportation: Bicycle Storage & Changing Rooms	1
1	Credit 4.3		Alternative Transportation: Low Emitting & Fuel Efficient Vehicles	1
	Credit 4.4		Alternative Transportation: Parking Capacity	1
1	Credit 5.1		Site Development: Protect or Restore Habitat	1
	Credit 5.2		Site Development: Maximize Open Space	1
	Credit 5.1		Stormwater Design: Quantity Control	1
1	Credit 6.2		Stormwater Design: Quality Control	1
1	Credit 7.1		Heat Island Effect: Non-Roof	1
1	Credit 7.2		Heat Island Effect: Roof	1
	Credit 8		Light Pollution Reduction	1

**3 Water Efficiency Possible Points 5**

Y	Prereq	Credit	Description	Points
1	Credit 1.1		Water Efficient Landscaping: Reduce by 50%	1
1	Credit 1.2		Water Efficient Landscaping: No Potable Use or No Irrigation	1
	Credit 2		Innovative Wastewater Technologies	1
1	Credit 3.1		Water Use Reduction: 20% Reduction	1
	Credit 3.2		Water Use Reduction: 30% Reduction	1

**2 Energy & Atmosphere Possible Points 17**

Y	Prereq	Credit	Description	Points
Y	Prereq 1		Fundamental Commissioning of the Building Energy Systems	
Y	Prereq 2		Minimum Energy Performance	
Y	Prereq 3		CFC Reduction in HVAC&R Equipment	
1	Credit 1.1		Optimize Energy Performance: 14% New / 7% Existing	2
	Credit 1.2		Optimize Energy Performance: 21% New / 14% Existing	2
	Credit 1.3		Optimize Energy Performance: 28% New / 21% Existing	2
	Credit 1.4		Optimize Energy Performance: 35% New / 28% Existing	2
	Credit 1.5		Optimize Energy Performance: 42% New / 35% Existing	2
	Credit 2.1		On-Site Renewable Energy: 2.5%	1
	Credit 2.2		On-Site Renewable Energy: 7.5%	1
	Credit 2.3		On-Site Renewable Energy: 12.5%	1
	Credit 3		Enhanced Commissioning	1
1	Credit 4		Enhanced Refrigerant Management	1
	Credit 5		Measurement & Verification	1
1	Credit 6		Green Power	1

**3 Materials & Resources Possible Points 13**

Y	Prereq	Credit	Description	Points
Y	Prereq 1		Storage & Collection of Recyclables	
	Credit 1.1		Building Reuse: Maintain 75% of Existing Walls, Floors & Roof	1
	Credit 1.2		Building Reuse: Maintain 95% of Existing Walls, Floors & Roof	1
	Credit 1.3		Building Reuse: Maintain 50% of Interior Non-Structural Elements	1
1	Credit 2.1		Construction Waste Management: Divert 50% from Disposal	1
	Credit 2.2		Construction Waste Management: Divert 75% from Disposal	1
	Credit 3.1		Materials Reuse: 5%	1
	Credit 3.2		Materials Reuse: 10%	1
1	Credit 4.1		Recycled Content: 10% (post-consumer + 1/2 pre-consumer)	1
	Credit 4.2		Recycled Content: 20% (post-consumer + 1/2 pre-consumer)	1
1	Credit 5.1		Regional Materials: 10% Extracted, Processed & Manufactured Re	1
	Credit 5.2		Regional Materials: 20% Extracted, Processed & Manufactured Re	1
	Credit 6		Rapidly Renewable Materials	1
	Credit 7		Certified Wood	1

**6 Indoor Environmental Qua Possible Points 15**

Y	Prereq	Credit	Description	Points
Y	Prereq 1		Minimum IAQ Performance	
Y	Prereq 2		Environmental Tobacco Smoke (ETS) Control	
	Credit 1		Outdoor Air Delivery Monitoring	1
	Credit 2		Increased Ventilation	1
1	Credit 3.1		Construction IAQ Management Plan: During Construction	1
	Credit 3.2		Construction IAQ Management Plan: Before Occupancy	1
1	Credit 4.1		Low-Emitting Materials: Adhesives & Sealants	1
1	Credit 4.2		Low-Emitting Materials: Paints	1
1	Credit 4.3		Low-Emitting Materials: Carpet	1
	Credit 4.4		Low-Emitting Materials: Composite Wood & Agrifiber Products	1
	Credit 5		Indoor Chemical & Pollutant Source Control	1
1	Credit 6.1		Controllability of Systems: Lighting	1
	Credit 6.2		Controllability of Systems: Thermal Comfort	1
	Credit 7.1		Thermal Comfort: Design	1
	Credit 7.2		Thermal Comfort: Verification	1
	Credit 8.1		Daylight & Views: Daylight 75% of Spaces	1
1	Credit 8.2		Daylight & Views: Views for 90% of Spaces	1

**4 Innovation & Design Proce Possible Points 5**

Y	Prereq	Credit	Description	Points
1	Credit 1.1		Innovation in Design: Green Educational Program	1
	Credit 1.2		Innovation in Design: Improved acoustics	1
1	Credit 1.3		Innovation in Design: Water Savings from Appliances	1
1	Credit 1.4		Innovation in Design: Green Housekeeping	1
1	Credit 2		LEED™ Accredited Professional	1

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

## Memorandum

**TO** Jerrily R. Kress, Director  
Office of Zoning

**FROM** Kenneth G. Laden   
Associate Director

**DATE** February 7, 2007

**RE** 5220 Wisconsin Avenue NW, Case No 06-31

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As part of their PUD application, the applicant is proposing, as an amenity item, to fund the implementation of targeted efforts to improve transportation-related issues in the Friendship Heights neighborhood. The District of Columbia Department of Transportation (DDOT) agrees with the submitted traffic impact analysis that the proposed development will have marginal impacts on the surrounding automobile network. We also appreciate the applicant's efforts to assist the District in addressing issues previously identified by both DDOT and the community.

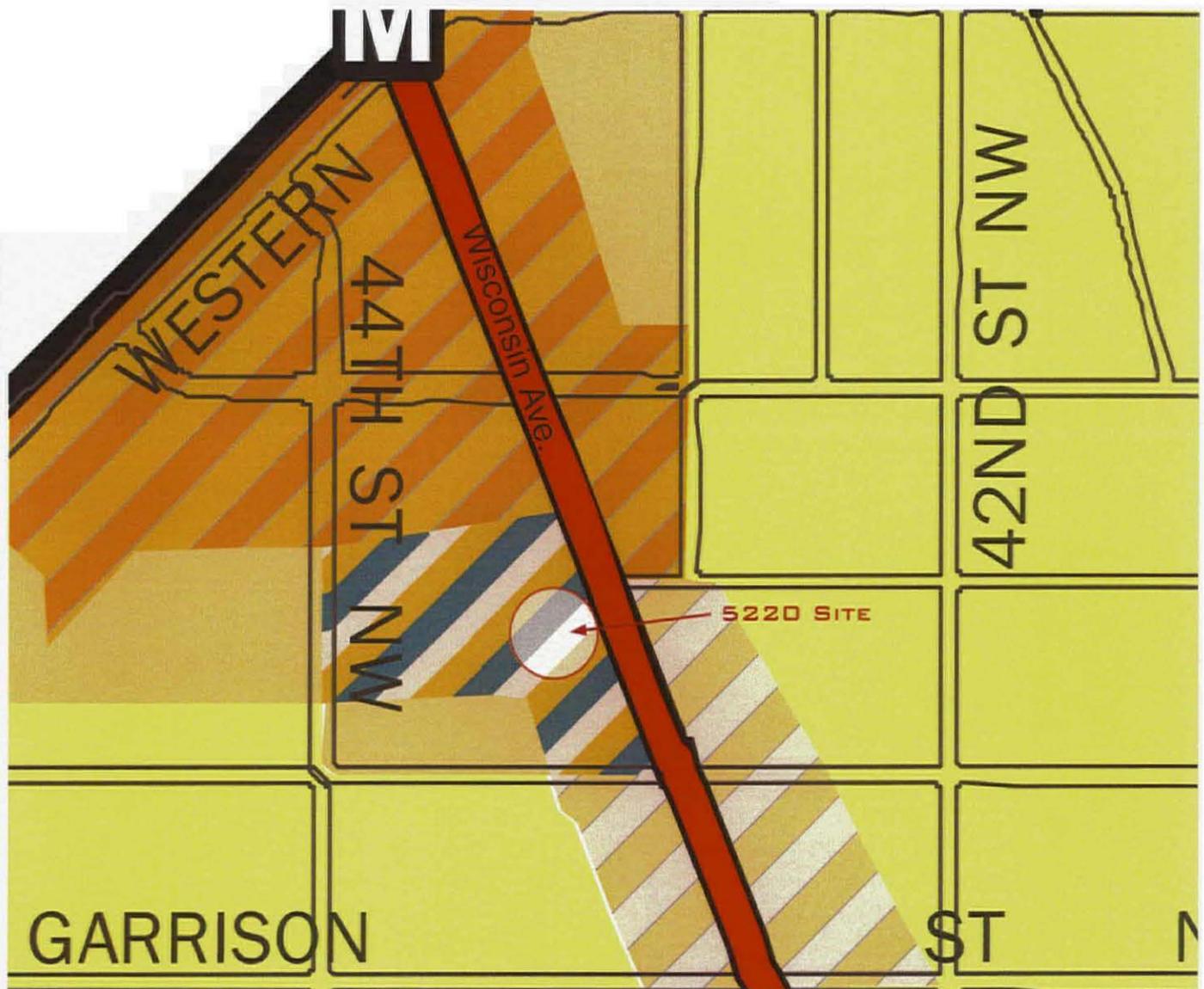
DDOT feels that the most efficient approach for this amenity item would be for the applicant to provide funding to hire a contractor to develop and implement programs to minimize vehicular traffic in the neighborhood. While this contractor would be paid by the applicant, the contractor would report to DDOT as the Friendship Heights Transportation Management Coordinator (FHTMC). The potential scope of work will address the management of current parking and traffic challenges that have been identified by DDOT and the community. It is estimated that the proposed contribution of \$40,000 will fund 10 hours per week for a period of one – two years with the consultant maintaining a presence in the community for much of that time.

Additionally, complementing the efforts of this FHTMC, DDOT will expand current employer outreach efforts in the Friendship Heights neighborhood through an existing contract with Commuter Connections. This includes targeted outreach to identified employers encouraging their employees to take transit, carpool, bicycle, and walk to work.

With this combined approach, DDOT feels that significant progress can be made in the Friendship Heights neighborhood to resolve the local transportation challenges.

# EXCERPT FROM THE "FUTURE LAND USE MAP"

(as adopted by the DC Council, 2006)



## Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



## Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



## Local Public Facilities

Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.

## Updated List of Witnesses

### **Representative from The John Akridge Development Company**

The John Akridge Development Company

*Representative of the Applicant*

### **Eric Colbert**

Eric Colbert & Associates

*Expert in Architecture and Design*

### **Osborne George/Iain Banks**

O R George & Associates, Inc

*Experts in Traffic Engineering and Design*

### **Eric Smart**

Bolan Smart Associates, Inc

*Expert in Economic Analysis*

### **Larry Demaree**

Demaree & Associates, Inc

*Expert in Retail and Retail Leasing*

### **Steven E Sher**

Holland & Knight

*Expert in Urban Planning*

**ESTIMATED TIME REQUIRED FOR  
PRESENTATION OF APPLICANT'S CASE**

1 Hour

**Representatives from The John Akridge Development Company  
The John Akridge Development Company**

**OUTLINE OF TESTIMONY**

- I Introduction
- II Summary of History of the Project
- III Work with Community and District
- IV Summary of Public Benefits and Project Amenities
- V Conclusions

**David Demaree  
Demaree & Associates, Inc**

**OUTLINE OF TESTIMONY**

- I Introduction
- II Experience and Expertise
- III Retail Strategies
- IV Conclusions

**Larry Demaree**  
**Demaree & Associates, Inc**

Larry Demaree of Demaree & Associates, Inc , has worked with retail leasing and development for the past 40 years in the Washington, DC metropolitan area. A DC native, Mr Demaree has worked with hundreds of retailers from all across the spectrum and has worked on over twenty mixed-use projects. Mr Demaree founded Innovative Aircourts, a pioneering concept in the Airport industry. As President of Innovative Aircourts, Mr Demaree was the first developer to privatize airport concessions. This model, which he implemented at Washington National Airport has been replicated at airports nationwide.

Demaree & Associates is recognized in the development industry as a leader in creative retail solutions and strategies and has been involved with the International Council of Shopping Centers, Leadership Washington, and Leadership Maryland. Mr Demaree maintains designation as a Senior Certified Shopping Center manager.