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1616 Rhode Island Avenue, NW



**APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR
FINAL APPROVAL OF A PLANNED UNIT DEVELOPMENT
CASE NO. 02-51C**

Center for Strategic and International Studies, Inc.

November 2008

ZONING COMMISSION
District of Columbia

CASE NO. 02-51C

EXHIBIT NO. 3
ZONING COMMISSION
District of Columbia
CASE NO. 02-51C
EXHIBIT NO. 3A1

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DEVELOPMENT TEAM

APPLICANT:	Center for Strategic and International Studies, Inc. 1800 K Street, NW Washington, DC 20006
ARCHITECTS:	Hickok Cole Architects, Inc. 1023 31st Street, NW Washington, DC 20007
TRAFFIC ENGINEER:	Wells & Associates 1420 Springhill Road Suite 600 McLean, VA 22102
LAND USE COUNSEL:	Pillsbury Winthrop Shaw Pittman 2300 N Street, N.W. Washington, D.C. 20037

LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
First Stage Site Plan	A
Architectural Plans, including Landscape Plan, and Elevations	B
Zoning Map, showing the property outlined in red	C
Traffic Study	D
Zoning Commission Order No. 02-51A	E
Application Form and Agent Authorization Letter	F
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PREFACE

This statement is submitted by the Center for Strategic and International Studies, Inc. (“**Applicant**” or “**CSIS**”) in support of an application for approval of the Second Stage of an approved Planned Unit Development (“**PUD**”) at 1616 Rhode Island Avenue, N.W. (formally known as Square 182, Lot 82) (“**Project Site**”). The Project Site is located mid-block on Rhode Island Avenue, NW between 17th Street to the west and Scott Circle to the east. The First Stage of the PUD was approved in Zoning Commission Case No. 02-51A.

The Applicant is seeking Second Stage review and approval of the subject PUD. The First Stage of the PUD for the Project Site was approved on February 12, 2007, pursuant to Zoning Commission Order No. 02-51A, which became effective on June 29, 2007. See Exhibit E. The Project Site is approximately 15,349 square feet and is in the Dupont Circle neighborhood of Ward 2. Order No. 02-51A approved the Project Site for office use and this application proposes using the Project Site as the headquarters for CSIS. CSIS does, however, seek flexibility from the First Stage approval, specifically with regard to: the number of loading berths and parking spaces, the lot occupancy, the treatment of the wall facing the University of California building, the location and size of the penthouse, and the provision of an architectural embellishment (“**Project**”).

Submitted in support of this application are completed application forms, a Notice of Intent to File a PUD, architectural drawings, and other required materials. As set forth below, this statement and the attached documents meet the filing requirements for a PUD application under Chapter 24 of the Zoning Regulations.

**STATEMENT OF THE CENTER FOR STRATEGIC AND
INTERNATIONAL STUDIES FOR SECOND-STAGE APPROVAL OF AN
APPROVED PLANNED UNIT DEVELOPMENT**

**I.
Introduction**

This statement and the attached documents are submitted in support of the application of Center for Strategic and International Studies, Inc., pursuant to Chapter 24 of the Zoning Regulations, for Second Stage approval of a Planned Unit Development (“PUD”). The entire PUD site includes Lots 82 and 83 of Square 182, which consists of approximately 32,725 square feet of land area (“**PUD Site**”). One half of the PUD site (Lot 83) has been built and is currently the home of the University of California Washington Program. The site that is the subject of the application for Second Stage PUD approval is Lot 82, also known as 1616 Rhode Island Avenue, NW (hereinafter referred to as the “**Project Site**”), and is currently a surface parking lot.

The Zoning Commission approved the First Stage of the PUD for the Project Site on June 29, 2007. The Zoning Commission approved the Project Site for an office building with a gross floor area of approximately 129,680 square feet, a height no greater than 104 feet, and approximately 90 parking spaces to be provided below-grade. The Applicant is proposing to construct an office building to serve as the headquarters for the Center for Strategic and International Studies. As detailed herein, it will consist of approximately 113,447 square feet of gross floor area, a building height of 104 feet and include approximately 78 parking spaces in a below-grade garage.

**II.
PUD**

A. PUD Site

The PUD Site is located on the south side of Rhode Island Avenue N.W., between

16th Street/Scott Circle to the east and 17th Street to the west. The PUD property has approximately 230 feet of frontage along Rhode Island Avenue and abuts a 10 foot wide alley on its east side, a 20 foot wide alley on its south side, and a 10 foot wide alley on its west side.

The area surrounding the PUD Site contains a wide variety of land uses. Major office development is located to the south of the site while a mix of office, hotel, residential and recreational facilities, at moderate and high densities, are located to the east, west and north. The properties adjacent to the PUD Site on the west and east are buildings which house the headquarters of the Human Rights Campaign and a hotel, respectively. Both of these buildings are 90 feet in height with FARs of 6.0 and 7.6, respectively. To the south of the site is the Sumner-Magruder School office complex, built to a height of 100 feet. Directly to the north across Rhode Island Avenue is a hotel and U.S. Reservation No. 62.

B. Project Site

The Project Site, Lot 82, is the western one-half of the PUD Site. It is approximately 15,349 square feet in area and is currently a surface parking lot. It is bounded by a public alley and the Human Rights Campaign headquarters office building to the west and the University of California building, the other half of the PUD Site, to the east.

C. Existing Zoning

The existing zoning in the vicinity of the site, as shown on the Zoning Map, Exhibit C, is C-4, SP-2 and SP-1.

The C-4 Zone District, the zoning of the PUD Site and the property abutting the site to the south, is designed for the Downtown core that comprises the retail and office

centers of both the District and the metropolitan area. The C-4 Zone District permits high density commercial, residential and mixed-use development. The maximum FAR is 10.0 with a 130 foot building height, if the street abutting the site is at least 110 feet wide.

The SP Zone is intended to act as a buffer between adjoining commercial and residential areas and to ensure that new development is compatible in use, scale and design with the transitional function of the zone. These areas are designed to preserve and protect areas adjacent to commercial districts, including buildings of historic and architectural merit. The SP-1 Zone District permits a maximum FAR of 4.0, of which no more than 2.5 FAR can be used for non-residential use. The height limit in the SP-1 Zone District is 65 feet. The SP-2 District permits a maximum 6.0 FAR, with no more than 3.5 FAR for non-residential uses. The height limit in the SP-2 Zone District is 90 feet.

D. Previous Zoning Commission Approvals

The PUD Site was first approved for a consolidated PUD and map amendment from the SP-2 Zone District to the C-4 Zone District pursuant to Zoning Commission Order No. 638, dated December 15, 1989 (“Original PUD”). The Original PUD permitted the construction of a mixed-use building containing residential, office and retail space to a maximum height of 106 feet and a FAR of 8.5. The conditions of the previous PUD approval, including amenities, are discussed below. Zoning Commission Orders Numbered 638-A, 638-B, 638-C, 638-D and 638-E approved an interim use of the site, minor modifications and extensions of the Original PUD until March 9, 1999.

In Zoning Commission Order No. 638-F (871), the Commission approved the subdivision of the PUD Site and authorized two discrete buildings. The eastern half of the site was approved to allow the University of California (“University”) to construct a mixed-use building for office, academic and residential uses (on a portion of the site now

known as Lot 83). The western half of the site (now known as Lot 82) was approved for the construction of a suites hotel. In totality, Zoning Commission Order No. 638-F (871), approved a combined density for the two new PUD lots of 8.2 FAR, with 3.05 FAR allocated to residential uses and 5.15 FAR for office, academic and commercial hotel uses.

The University purchased its one-half of the PUD property and constructed its project. It is currently occupied and used by the University for its Washington Center. The hotel developer, however, decided not to build the approved hotel on Lot 82 and did not purchase the property.

In the following years, several organizations looked at Lot 82 for office and hotel uses and filed the requisite PUD time extension requests and PUD modification applications; however, nothing ever came to fruition. Most recently, in 2007, Rhode Island Associates Limited Partnership filed an application to modify the approved PUD to allow for an office building with a floor area ratio (“FAR”) of 8.4, a height of 104 feet and approximately 90 parking spaces. The Commission approved the modification application as a First Stage PUD, requiring the property owner to return to the Commission for Second Stage approval with further developed and refined plans. A copy of Zoning Commission Order No. 02-51A is attached as Exhibit E.

III. The Applicant

CSIS was founded during the height of the Cold War in 1962 and is an international bipartisan, nonprofit organization headquartered in Washington, DC. It currently leases office space at 1800 K Street, N.W. but it has purchased the Project Site to serve as the site of its new headquarters.

CSIS conducts research and analysis and develops policy initiatives that look into

the future and anticipate change. Since 1962, CSIS has grown to become one of the world's preeminent international policy institutions, with more than 220 full-time staff and a large network of affiliated scholars focused on defense and security, regional stability, and transnational challenges ranging from energy and climate to global development and economic integration. Former United States Senator Sam Nunn is Chairman of the CSIS Board of Trustees (and has been since 1999). Included among CSIS' elite list of Trustees and experts are Henry Kissinger, Zbigniew Brzezinski, Cardinal Theodore McCarrick, and Joseph Nye, to name just a few. A brochure describing CSIS in more detail is attached as Exhibit M.

IV. Project Design and Description

A. Project Description

The Plans describing this proposal are attached as Exhibit B. Hickok Cole, the Project Architect, has designed a building that reflects the prestige of CSIS and the dignitaries that will visit the building, as well as the eclectic character of other buildings in the neighborhood. The building will be state-of-the-art to serve the needs of CSIS and will provide a number of amenities for CSIS employees as well as benefits for the community. The proposed development is consistent with the parameters approved in the First Stage PUD. The following chart compares the instant proposal with what the Zoning Commission approved in 2007:

	First Stage Approval	Proposed Design
FAR/Gross Floor Area	8.4 / 129,680 square feet	7.39/ 113,447 square feet
Height	104 feet	104 feet
Lot Occupancy	96% (for entire PUD Site)	99.47% (for Project Site) approx. 98.7% (for entire PUD Site)
Parking	90 spaces	78 spaces

There are six primary distinctions between the proposed design and the base design approved in the First Stage of the PUD: (1) access to the parking garage; (2) number of loading berths and parking spaces; (3) the terrace along the eastern wall; (4) the architectural embellishment; (5) the rooftop structure; and (6) lot occupancy.

Garage Access

The plans approved by the Zoning Commission in connection with the First Stage PUD provided for a garage entrance via an existing curb cut on Rhode Island Avenue. Garage access in the instant proposal is from an alley running along the western property line, thus eliminating the existing curb cut on Rhode Island Avenue. Accessing the garage from the alley will provide a more fluid entry and exit to and from the building without disrupting traffic along Rhode Island Avenue. The elimination of an existing curb cut will make for a safer pedestrian experience along Rhode Island Avenue.

The existing alley can accommodate the proposed traffic. It is 12 feet, six inches wide¹ and is currently underutilized. See transportation study attached as Exhibit D.

¹ It is a ten foot wide public alley and the Applicant is setting its building back from the lot line 2 ½ feet for a height of fifteen feet, effectively making the alley 12 ½ feet wide.

Preliminary discussions with neighboring property owners have not generated any objections to the Applicant's use of the alley for garage access.

Loading and Parking

The alley network around the Project Site will also support the loading for the building. The loading docks will be accessed from the twenty foot alley that runs along the Project Site's southern edge. The Applicant is proposing to reduce the number of loading berths from the two that were approved in the First Stage PUD to one berth as provided in the attached plans. The initial design included two berths because there was no knowledge of who the tenant(s) would be. The design assumed that tenants would be moving in and out of the building constantly. Since it has been established that CSIS will be the sole occupant of the building and in light of the fact that it will be a long-term tenant, the Applicant is confident that one berth will be sufficient. Once CSIS moves into the building, it will not generate a significant demand for loading.

As stated earlier, one significant change in the proposed PUD from the approved First Stage PUD is the elimination of the curb cut along Rhode Island Avenue and using the existing alley to access parking. Not only will relocating the parking entrance and removing a curb cut from Rhode Island Avenue greatly reduce potential conflicts between pedestrian traffic and vehicular traffic, but use of the alley affords easy access to a below grade garage with three levels of parking. The First Stage PUD approved an office building with approximately 90 parking spaces; however, the size of the office building approved at that time was significantly larger. The Applicant is proposing 78 parking spaces but believes it will be more than enough to satisfy the parking needs of the building's tenant and visitors. The site is within walking distance of multiple Metrorail

Stations, Metrobus stops, and ZipCar lots and it will include bike racks in the garage. Moreover, nearly one quarter of CSIS's employees live within walking distance of the Property. In light of the multiple opportunities for taking alternative modes of transportation to the site, the Applicant believes the twelve space reduction in parking will discourage driving and help reduce area traffic.

Fifty-one of the 78 parking spaces are 19 feet x 9 feet, while twenty-seven spaces are compact sized. The compact sized spaces satisfy the Zoning Regulations regarding their size, but they are not all placed in groups of at least five contiguous spaces, thus the Applicant seeks flexibility from the requirements of Section 2115.4 of the Zoning Regulations.

East Elevation

The First Stage PUD required the Applicant to use specialized glass in windows along the eastern edge of the office building so as to provide privacy for the residential units in the University of California building. This condition of approval was driven by concern from the University of having office windows facing an outdoor residential terrace, which it thought would be intrusive for the residential users. The Applicant is proposing that instead of providing the specialized glass, that it will set the building back from the lot line five feet at the fourth through ninth floors and will provide a privacy screen between the University building and the office building at the fourth and fifth floors to maintain privacy for the residents. The Applicant has discussed this proposal with the University of California and has their support in pursuing it.

Architectural Embellishment

The maximum building height is 104 feet, which is consistent with the conditions

of approval of the First Stage PUD. The Applicant is proposing an architectural embellishment that rises from west to east to a maximum height of 116 feet. The embellishment serves a utilitarian purpose as well as an artistic function. It allows for covered outdoor terrace space that will be an amenity for CSIS employees while the outdoor terrace space will help activate the streetscape along Rhode Island Avenue. The rooftop element also defines the building and gives it a sense of place among the other buildings on the street. Both the Human Rights Campaign (“HRC”) building to the west and the University of California (“UCal”) building to the east have “towers” that distinguish their place on the block. The rooftop embellishment allows the structure to relate to the organization of both neighboring buildings and establish its own position on the block.

The existing surface parking lot has created a schism along that block of Rhode Island Avenue and divided the properties into those that respond to 17th Street and those that respond to Scott Circle. The proposed CSIS building bridges the gap and opens the block up to Scott Circle, while relating effectively to the HRC building. The gradual rise from west to east along the roof of the CSIS building to Scott Circle draws the eye from 17th Street to Scott Circle, successfully tying the block together. Like the UCal and the HRC buildings, the CSIS building has a base, middle, and top. Though it exhibits a similar proportion and organization as the other buildings, the embellishment allows it to retain an independent character.

The architectural embellishment rises from the top of the parapet to 116 feet; however, there is no occupiable space in the CSIS building above 104 feet, making it consistent the conditions of the First Stage PUD. The architectural embellishment

complies with the 1910 Height Act as well as the Zoning Regulations for the C-4 Zone District.

Roof Structure

The Applicant is providing a single roof structure but it will be of varying heights; thus, the Applicant seeks flexibility from the requirements of Section 777.1 of the Zoning Regulations. The majority of the structure will be 18 feet, six inches tall, while the remainder will be 8 feet, 6 inches tall. The structure will be set back varying distances from the edge of the building, but it will not be set back the requisite 18 feet, 6 inches.

There is a limited amount of space on the building's roof where the mechanical equipment can be stored since a large portion of the roof overlooks the terrace. The Applicant has moved the structure to the western edge of its building to minimize its intrusion on the terrace and its visibility from Rhode Island Avenue. In doing so, the structure is not set back from the western or southern building edges the requisite eighteen feet, six inches. The structure also steps down to a lower height in order to minimize its size, where possible. This design is the most efficient use of rooftop space while hiding the mechanical structure from view from Rhode Island Avenue or the rooftop terrace.

Lot Occupancy

The instant proposal will have a lot occupancy of 99.47%. When coupled with the lot occupancy of the University of California building, which is approximately 98%, the PUD will have a lot occupancy of 98.7%. The First Stage PUD approved a 96% lot occupancy for the entire PUD site. Nevertheless, the Applicant is minimizing the effect of the impervious surfaces by maximizing its green design package. This project will pursue the LEED Silver level of sustainability. See a LEED checklist attached as Exhibit N. One

of the more significant components of the green design package is the building's green roof. Nearly 60% of the roof will be covered by plantings. This will help manage storm water runoff and reduce the impervious surface area of the development, which is a primary objective in regulating the lot occupancy of a project. The Applicant is also providing heavy landscaping along Rhode Island Avenue in an effort to make the most of the limited open space that is available.

B. Conditions of First Stage Approval

Approval of the First Stage PUD was conditioned on twelve items, some of which are applicable to the instant application as follows:

Condition 1: The first stage PUD modification is approved in accordance with the plans and materials submitted by the Applicant and marked as Exhibits 40, 42, and 56 in the record, as modified by the guidelines, conditions and standards of this order.

Proposed: As demonstrated above, the instant proposal is generally consistent with the plans the Commission approved during the First Stage of the PUD.

Condition 2: The second-stage design of the PUD modification shall be based on further development and refinement of the plans marked as Exhibit Nos. 40, 42, and 56 of the record, as modified by the guidelines, conditions and standards of this order.

Proposed: Attached as Exhibit B are detailed architectural plans depicting the design of the building.

Condition 3: In accordance with the plans and materials noted above, the office building shall consist of approximately 129,680 square feet of gross floor area with a FAR of 8.4. The building shall contain nine stories and be no greater than 104 feet tall. Approximately 90 parking spaces must be provided in the below-grade garage.

Proposed: The proposed building has a gross floor area of 113,447 and a FAR of 7.4. It is

nine stories and has a maximum height of 104 feet, with a 3 foot parapet. As detailed in this statement, the project only provides 78 parking spaces; however, this is sufficient to meet CSIS' parking needs.

Condition 4: The PUD shall have a maximum FAR of 8.5 and a maximum height of 106 feet. The lot occupancy of the PUD Site shall be no greater than 96%.

Proposed: Once the proposed building is constructed, the PUD will have a FAR no greater than 8.5, and a height no greater than 106 feet. As detailed above, however, the PUD will have a lot occupancy greater than 96%.

Condition 5: Rhode Island Associates Limited Partnership shall provide a "green" design package that is substantially similar to that which is included as Exhibit 3 of the Office of Planning's final report submitted on December 4, 2006, Exhibit 47.

Proposed: The Applicant will provide a strong "green" design package. Attached as Exhibit N, is a LEED checklist outlining the green measures the Applicant will incorporate, including a green roof. The Applicant will reach the LEED Silver level.

Condition 6: The Project shall be set back 2 ½ feet from the west alley to a height of 15 feet.

Proposed: The Applicant is maintaining the 2 ½ foot set back from the west alley to a height of 15 feet.

Condition 7: In addition to the benefits and amenities that the Partnership has previously provided, the Partnership must submit proof of payment of the following contributions prior to issuance of a building permit: \$220,000 to planned improvements in Stead Park; \$25,000 to improvements of Scott Circle Park; \$25,000 to the Dupont Circle Citizens Association; \$20,000 to Ross Elementary School; \$10,000 to Francis Junior High; and

\$100,000 to Affordable Housing. In its second stage application, the applicant shall provide greater specificity concerning the affordable housing donation, such as the identity of the recipient of the donation and the nature of the recipient's affordable housing program.

Proposed: The Applicant will submit proof of payment prior to issuance of a building permit. The Applicant is researching affordable housing providers and will provide additional details regarding the recipient of the affordable housing donation in its pre-hearing statement.

Condition 8: Rhode Island Associates Limited Partnership shall provide at least 5% of the below grade parking spaces for car-sharing vehicles or fuel efficient vehicles and depict such spaces in its second-stage application.

Proposed: The parking plans attached as a part of Exhibit B depict the parking spaces that will be reserved for fuel efficient vehicles.

Condition 9: The Applicant shall provide a secured area for bicycles within its garage, and depict the area in its second-stage application.

Proposed: The parking plans attached as a part of Exhibit B depict the area reserved for bicycles in the garage.

Condition 10: The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans and elevations indicating the design treatment of each building.

Proposed: Attached as Exhibit B are landscape plans, detailed architectural plans, and elevations.

Condition 11: The first-stage approval is valid for a period of one year, within which time

a second stage application shall be filed.

Proposed: The Zoning Commission extended the First Stage approval until June 29, 2009, per Case No. 02-51B. This application has been filed within the required time period.

Condition 12: The Applicant is required to comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended, and this order is conditioned upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code § 2-1401.01 et seq., (Act) the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, familial status, family responsibilities, matriculation, political affiliation, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination, which is also prohibited by the act. In addition, harassment based on any of the above protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action. The failure or refusal of the applicant to comply shall furnish grounds for denial or, if issued, revocation of any building permits or certificates of occupancy issued pursuant to this order.

Proposed: The Applicant will comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended.

V. Planning Analysis

A. Land Use Impact

The proposed building will be located mid-block between two existing buildings. It will assume the site of an existing surface parking lot, complete the Rhode Island Avenue streetscape between 16th and 17th Streets, and eliminate an eyesore that has

interrupted the fabric of the block for many years. The height and massing of the building is consistent with the other buildings on the block, as well as the First Stage PUD approval.

The PUD site is located in the southeastern portion of the Dupont Circle Overlay District and is only a few blocks removed from the Downtown Development Overlay District, which favors a balanced mixture of uses. With the addition of the proposed office building, the block will truly embody a diversity of residential, office, and hotel uses.

B. Zoning Impact

The Applicant is not requesting a simultaneous amendment to the Zoning Map. The Original PUD approved in 1989 rezoned the site to the C-4 Zone District. Maintaining this zoning classification is consistent with the Comprehensive Plan, as discussed in more detail below.

C. Environmental Impact

There will be no adverse environmental impacts resulting from the construction of the proposed building. The increased use in water and sanitary services that result from construction of this building will have an inconsequential effect on the District's delivery systems. The site is currently served by all major utilities. The requisite erosion control procedures stipulated by the District will be implemented during construction of the Project. The Applicant will also incorporate a number of green design principles, including a green roof, that will help reduce the carbon footprint of the building and minimize its environmental impact. The Applicant will reach the LEED Silver level of sustainability.

D. Facilities Impact

The proposed building will not have an adverse impact on the public facilities on which it will rely for service.

VI.
Environmental Analysis

A. Water Demand

The Project will contain approximately 113,447 square feet of development and the average daily demand for water for the Project is estimated to be 31,000 gallons per day with cooling tower make-up and blow-down and 11,000 gallons per day without cooling tower make-up and blow-down. This demand can be met by the existing District water system. The proposed connection for fire water supply will be made within the existing distribution system and will be coordinated with WASA.

B. Sanitary Sewer Demand

The average daily demand on the sanitary sewer system is estimated to be 17,000 gallons per day with cooling tower make-up and blow-down and 11,000 without cooling tower make-up and blow-down. The proposed connection for the sanitary sewer line will be made with the existing distribution system and will be coordinated with WASA.

C. Storm Water Management

The Project's storm water run-off will be accommodated by a storm water management system in compliance with standards set by the Department of Health. The proposed systems will be designed, constructed, and maintained in accordance with standards set by the Department of Health.

D. Solid Waste Services

Solid waste will be collected by the District of Columbia from covered receptacles

for appropriate disposal.

E. Electrical Service

Electricity for the Project will be provided by the Potomac Electric Power Company in accordance with its usual general terms and conditions of service. All electrical systems will be designed to comply with the District of Columbia Energy Code.

F. Energy Conservation

The Project will be constructed in full compliance with Article 24 (Energy Conservation) of the District of Columbia Building Code. Conformance to code standards will minimize the amounts of energy needed for the heat, ventilation, hot water, electrical distribution and lighting systems contained in the buildings.

G. Erosion Control

During excavation and construction, erosion on the Project Site will be controlled in accordance with District of Columbia Law.

VII.
Evaluation Standards

The Project meets the standards of the PUD Regulations, Chapter 24 of 11 D.C.M.R (Zoning). A PUD must be consistent with District plans, it may not be used to circumvent the Zoning Regulations, and it must provide “present or future occupants of the planned unit development with a living or working environment and amenities superior to those that could be achieved by applying the provisions of this title.” 11 DCMR Section 2400.7(c).

The objective of the PUD process is to encourage high quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning. The instant

application will achieve the goals of the PUD process by creating a commercial office building of superior design. As demonstrated herein, the Project supports superior benefits in several of the categories listed in Section 2403.9.

A. Comprehensive Plan

The proposed design is consistent with and furthers many of the District's goals and objectives. Section VI below discusses the proposed development in light of the Comprehensive Plan in greater detail.

B. Urban Design, Architecture, and Landscaping

From a sustainability perspective, high density uses located near transit nodes is good urban design. The proposed building is located in the Dupont Circle neighborhood and is within walking distance of two Metrorail Stations and multiple bus lines. The building is also replacing a surface parking lot with a commercial office building of superior design, thus providing infill development that will enhance the quality and safety of the pedestrian experience along Rhode Island Avenue. The building will also be consistent with "green" design principles and will reach the LEED silver level of sustainability.

C. Site Planning

The Project will be located in the heart of the District and along several public transportation routes. Moreover, it will be infill development of a site that has been underutilized for a number of years. Constructing an office building of superior design on the site of a surface parking lot will improve the aesthetics of the block, reduce stormwater runoff, and increase safety with additional activity on the block.

D. Effective and Safe Vehicular and Pedestrian Access

One of the more significant changes the Applicant has made to the approved site

plan is to move garage access from Rhode Island Avenue to the alley adjacent to the building. This reduces the possibility of queuing on Rhode Island Avenue and reduces conflicts with pedestrians since it eliminates the need for an existing curb cut along Rhode Island. The proposed site plan simplifies vehicular access to promote vehicular efficiency and pedestrian safety.

E. Revenue for the District

Replacing a surface parking lot with a commercial office building will increase tax revenues for the District.

F. Additional Public Benefits of Project

This PUD has offered a number of public amenities that have already been provided in connection with past Zoning Commission approvals, including:

- \$150,000 to Ross Elementary School;
- \$10,000 to Dupont Circle Resource Center;
- Local Small and Disadvantaged Business Enterprises Agreement; and
- First Source Employment Agreement.

In addition to those benefits and amenities that have already been provided, the following contributions and “green” building package were approved during the First Stage PUD:

- \$220,000 to constructing planned improvements in Stead Park;
- \$25,000 to improvements of Scott Circle Park;
- \$25,000 to the Dupont Circle Citizens Association;
- \$20,000 to Ross Elementary School;
- \$10,000 to Francis Junior High;
- \$100,000 to Affordable Housing; and a
- “Green” Building Package.

The Applicant is not proposing any changes to the amount of the above monetary contributions; however, it understands that some of the projects listed above have been completed (for instance, improvements to Scott Circle). The Applicant is working with the

ANC to determine appropriate recipients in such situations. Thus, the Applicant requests some flexibility from Order No. 02-51A to reallocate these funds with input from the ANC.

The Applicant will provide greater detail regarding its contribution to affordable housing in its pre-hearing statement. As mentioned earlier, the Applicant is providing a very strong green design package and will reach the LEED silver level of sustainability.

VIII.

The Project is Consistent with the Comprehensive Plan

The proposed project is consistent with and fosters numerous goals and policies enumerated in the new Comprehensive Plan, adopted in 2006 (the “Plan”).

The purposes of the comprehensive Plan are to:

(a) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development; (b) Guide executive and legislative decisions and matters affecting the District and its citizens; (c) Promote economic growth in jobs for District residents; (d) Guide private and public development in order to achieve District and community goals; (e) Maintain and enhance the natural and architectural assets of the District; and (f) Assist in conservation, stabilization and improvement of each neighborhood and community in the District (D.C. Code Section 1-245(b)).

The proposed Project significantly advances these purposes by furthering the social and economic development of the District by encouraging development on an underutilized lot. The Project will assist in the improvement and stabilization of the urban environment in the neighborhood adjacent to Scott Circle.

A. Compliance with Citywide Elements

The Project serves the goals of several of the citywide elements of the

Comprehensive Plan.

1. Land Use Map

The Future Land Use Map designates the Property as appropriate for High Density Commercial development. This designation calls for promoting appropriate commercial development and is used to define major office employment centers on the downtown perimeter. It is characterized by office and mixed office/retail buildings greater than eight stories in height and is generally consistent with the C-4 Zone District. The proposed building and the proposed use are consistent with the Comprehensive Plan designation.

2. Land Use Element

The Plan cites the importance of transit-oriented development. (Section 306.1). The Project will be located a short walk from the Farragut North and Dupont Circle Metrorail Stations. It is also located along several bus routes. As such, it fulfills the Plan's desire for infill development near established transportation infrastructure.

The Project has also been designed to integrate into the existing fabric of Rhode Island Avenue and to make it a cohesive corridor. The building design replaces a surface parking lot with a thoughtfully designed commercial office building. The new development will improve pedestrian safety and traffic circulation along Rhode Island Avenue by removing a curbcut. Ultimately, this Project is an appropriate infill development that will improve an underutilized site in a prominent location in the District.

3. Transportation Element

The Plan supports transit-oriented development and encourages investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Though this Project is within walking distance of two Metrorail stations, it is also located along a major bus corridor. Numerous bus routes

travel down Rhode Island Avenue, making this location easily accessible by public transportation.

The Project is also aligned with the Plan's goal of supporting transit-oriented employment. Constructing a nine-story office building that is easily accessible by multiple modes of public transportation is consistent with this objective.

4. Economic Development Element

The proposed office building will serve as the headquarters for an international organization. Policy ED-2.1.2 of the Economic Development Element suggests promoting the qualities that favor the District as a headquarter for multi-national corporations and to construct incentive packages to encourage large corporations to locate and maintain their offices in the District. This development will allow the District to retain the headquarters for the CSIS organization.

The Economic Development Element also encourages emphasizing opportunities for build-to-suit/signature office buildings in order to accommodate high-end tenants and users and corporate headquarters. (Policy ED-2.1.3.) This building has been designed specifically for CSIS and to meet the needs of their daily operations. The design incorporates creative architectural elements and high-quality materials, resulting in an elegant building of superior design.

This Element also supports continued growth of the office sector through infill development, which is consistent with this proposal. As stated previously, this office building will improve an underutilized lot and replace a surface parking lot along Rhode Island Avenue.

5. Urban Design Element

The Urban Design Element of the Plan seeks to, among other goals, reinforce

boulevards and gateways and improve the aesthetic character of the city's avenues. This Project replaces a surface parking lot with a well-designed high-end office building along a prominent stretch of Rhode Island Avenue. Improving this underutilized site will improve the streetwall along the Avenue, enhance the aesthetic of the street, and encourage additional pedestrian traffic. The superior design of the building will also contribute to the quality of the existing design in the surrounding neighborhood. There are several iconic buildings in the immediate area and the Project will add to that rather than detract from it.

6. Compliance with Area Element

The Project is located within the boundaries of the Central Washington Area Element and the Golden Triangle/K Street study area. The Plan encourages maintaining the area as a prestigious employment center. CSIS is a prestigious international company that interacts with national and foreign dignitaries on a daily basis. Keeping the CSIS headquarters in this area of DC and encouraging the construction of a high-quality office building support this goal.

The area element also encourages improving pedestrian safety by restricting the number of curb cuts along streets and improving certain streets for pedestrian use. This project will eliminate an existing curb cut on Rhode Island Avenue, making it safer for pedestrian traffic. It will also fill a vacant site that may be imposing to pedestrians who pass by it at night. This development will eliminate vacant space and create a visually interesting and active building in its place.

IX. Community Outreach

The Applicant has presented this design to its neighbors, the University of California and the HRC, as well as the ANC. The Applicant has the support of all three

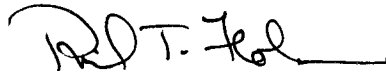
entities in pursuing this proposal.

X.
Conclusion

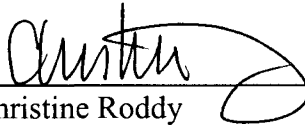
For the foregoing reasons, the Applicant submits that the application for final approval of the Second Stage PUD meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; it is not inconsistent with the Comprehensive Plan; it satisfies the requirements for approval of a Two Stage PUD; it provides significant public benefits; and it advances important goals and policies of the District of Columbia.

Accordingly, we respectfully request that the Zoning Commission set the application down for a public hearing at the earliest possible date.

PILLSBURY WINTHROP SHAW PITTMAN



Phil T. Feola



Christine Roddy

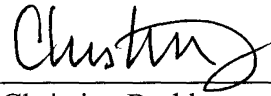
CERTIFICATE OF SERVICE

I hereby certify that the foregoing document was sent by first class mail or hand delivery on 11/14, 2008 to:

Arthur Jackson
Office of Planning
801 North Capitol Street; NE
4th Floor
Washington, DC 20001

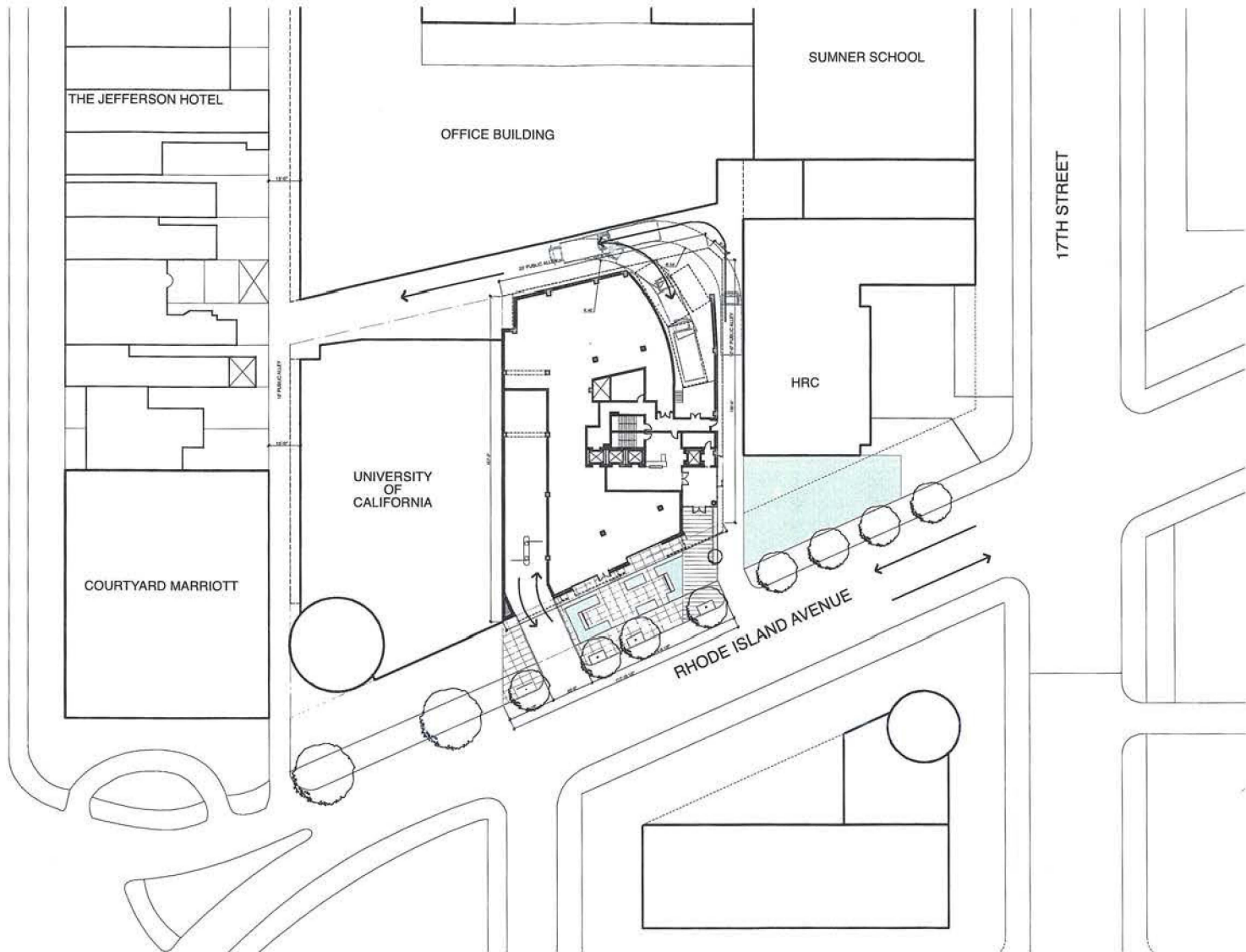
ANC 2B
#9 Dupont Circle, NW
Washington, DC 20036

Gordon Schanck
University of California Office of the President
1111 Franklin Street, 6th. Floor
Oakland, CA 94607-5200

By: 
Christine Roddy

A

16TH STREET



1616 Rhode Island Ave.

General Site and Circulation

5/30/06

Gould Property Company

STUDIOS
architecture

B

CSIS 1616 RHODE ISLAND AVENUE, NW

SECOND-STAGE PUD APPLICATION
NOVEMBER 14, 2008

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PROJECT MANAGER

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LAND USE COUNSEL

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2000 L STREET, NW, SUITE 840
WASHINGTON, DC 20036-4913
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8401 ARLINGTON BLVD., SUITE 600
FAIRFAX, VA 22031
703.698.9440

CIVIL

WILES MENSCH CORPORATION
11860 SUNRISE VALLEY DRIVE
RESTON, VA 20191
703.391.7600

DRAWING INDEX

COVER SHEET

G-001 CODE ZONING

A-001 ARCHITECTURAL VICINITY PLAN
A-002 ARCHITECTURAL SITE PLAN

A-101 GROUND FLOOR PLAN
A-102 SECOND FLOOR PLAN
A-103 TYPICAL FLOOR PLAN
A-104 NINTH FLOOR PLAN
A-105 ROOF/PENTHOUSE PLAN
A-106 CONCOURSE LEVEL FLOOR PLAN
A-107 P1 LEVEL GARAGE PLAN
A-108 P2 LEVEL GARAGE PLAN
A-109 P3 LEVEL GARAGE PLAN

L-001 LANDSCAPE & STREETSCAPE PLAN
L-002 ROOF PLANTING

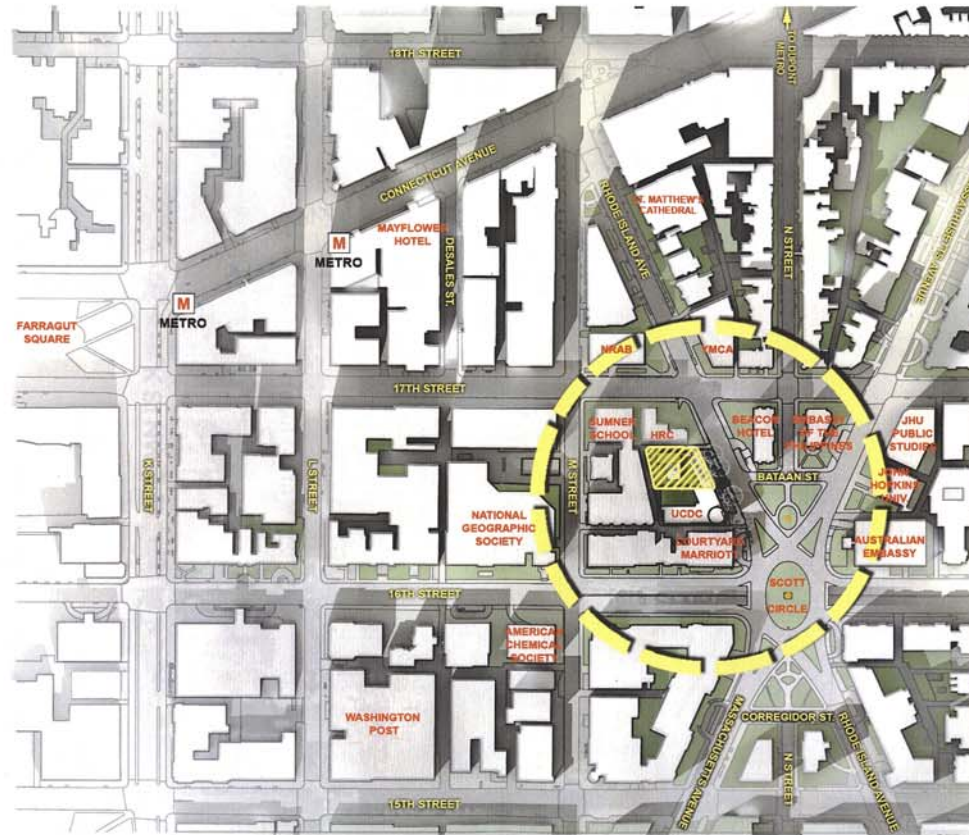
A-200a MAIN ELEVATION RENDERING
A-200c MAIN ELEVATION RENDERING- IN CONTEXT (BLOCK)
A-201b NORTH ELEVATION
A-202a WEST ELEVATION RENDERING
A-202b WEST ELEVATION
A-203a SOUTH ELEVATION RENDERING
A-203b SOUTH ELEVATION
A-204a EAST ELEVATION RENDERING
A-204b EAST ELEVATION
A-205 MODEL PHOTOGRAPHS

A-301 LONGITUDINAL BUILDING SECTION
A-302 TRANSVERSE BUILDING SECTION

A-401 SITE CONTEXT PHOTOGRAPHS

C1.01 EXISTING CONDITIONS PLAN
C1.02 SEDIMENTATION AND EROSION CONTROL PLAN
C1.03 SITE AND GRADING PLAN
C1.04 UTILITY PLAN
C1.05 SEDIMENTATION AND EROSION CONTROL DETAILS





ARCHITECTURAL VICINITY PLAN

A-001

PUD CHECKLIST

SECTION	ITEM	SHEET NO.
2406.12(b)	DETAILED STATEMENT OF USES LOCATED IN PROJECT	In Written Application
2406.12(c)	DETAILED SITE PLAN: LOCATION AND EXTERNAL DIMENSIONS OF ALL BUILDINGS AND STRUCTURES UTILITIES AND OTHER EASEMENTS WALKWAYS AND DRIVEWAYS	A-103, A-105 C1.04 C1.03, L-001, A-101
2406.12(d)	DETAILED LANDSCAPING AND GRADING PLAN: EXISTING TOPOGRAPHY, CONTOURS, NATURAL FEATURES, LANDSCAPING GRAPHIC ILLUSTRATION OF GRADES EXCEEDING 15% IN 5% INCREMENTS NEW CONTOURS, PROPOSED FINISHED GRADES, PLANTING, AND LANDSCAPING EXISTING TREES OF 6" CALIPER OR GREATER PROPOSED DRAINAGE, INCLUDING WATER AND SEWER LINES, INLETS AND BASINS, CONNECTIONS TO PUBLIC WATER AND SEWER LINES PROPOSED EROSION CONTROLS	C1.01 N/A C1.03, L-001 C1.01, L-001 C1.04 C1.02, C1.05
2406.12(e)	ARCHITECTURAL PLANS SECTIONS, AND ELEVATIONS: TYPICAL FLOOR PLANS AND ELEVATIONS FOR EACH BUILDING SECTIONS FOR EACH BUILDING ELEVATIONS FOR ENTIRE SQUARE	A-101 - A-204b A-301 - A-302 A-200c
2406.12(f)	CIRCULATION PLAN: DRIVEWAYS AND WALKWAYS, INCLUDING WIDTHS, GRADES, AND CURB CUTS DETAILED PARKING PLAN - NUMBER OF PARKING SPACES DETAILED LOADING PLAN - NUMBER OF LOADING BERTHS	A-002, A-102, L-001 A-107 - A109, G-001 A-101, G-001
2406.12(g)	OTHER INFORMATION SITE CONTEXT IMAGES PERSPECTIVE RENDERING - DAYTIME PHOTOGRAPHS OF MODEL	A-401 A-200a A-205
2406.12(b)	STATEMENT OF ACCORDANCE WITH FIRST-STAGE APPROVAL	In Written Application

Section 2406.12 (b)

DETAILS

AREA AND DIMENSIONS

LOT AREA - 15,349 S.F. MEASURED

PERCENTAGE OF LOT OCCUPANCY

= BUILDING AREA/LOT AREA
= 15,268 / 15,349 S.F. = 99.47%

GROSS FLOOR AREA CALCULATION

		EXCLUSIONS	TOTAL G. S.F.
FIRST FLOOR	15,268	2,475	12,793
SECOND FLOOR	15,093	1,504	13,589
THIRD FLOOR	3,701	63	3,638
FOURTH FLOOR	14,782	175	14,607
FIFTH FLOOR	14,286	175	14,111
SIXTH FLOOR	14,286	175	14,111
SEVENTH FLOOR	14,286	791	13,495
EIGHTH FLOOR	14,286	791	13,495
NINTH FLOOR	14,286	678	13,608
TOTAL	120,274	6,827	113,447
PENTHOUSE	2,446	95	2,351

TOTAL GROSS FLOOR AREA

BUILDING 113,447 S.F.
PENTHOUSE 2,351 S.F.

FAR

BUILDING FAR ALLOWED = 8.5 (PER FIRST-STAGE PUD)
BUILDING FAR PROVIDED = 7.39
BUILDING = TOTAL GROSS FLOOR AREA/LOT AREA
= 113,447 S.F. / 15,349 S.F.
= 7.39

PENTHOUSE FAR ALLOWED = 0.37
PENTHOUSE FAR PROVIDED = 0.15

PENTHOUSE = TOTAL GROSS AREA/LOT AREA
= 2,351 S.F. / 15,349 S.F.
= 0.15

Section 2406.12 (f)

CIRCULATION

PARKING

78 TOTAL SPACES PROVIDED

LEVEL:	Standard (9' x 19')	Compact (8' x 16')	Total
P-1 LEVEL	16	9	25
P-2 LEVEL	17	9	26
P-3 LEVEL	18	9	27
	51	27	78

*INCLUDES 4 ACCESSIBLE SPACES (IBC 2000 Table 106.1)

3 STANDARD SPACES

1 VAN SPACE WITH 98" CLEAR HEIGHT (IBC 2000 Section 1106.4)

HYBRID VEHICLES - 5% OF TOTAL (per LEED NC requirement)

PERCENTAGE OF COMPACT SPACES ALLOWED - 40% (Section 2115.2)

PERCENTAGE OF COMPACT SPACES PROVIDED 27/78 = 34.6%

BICYCLE SPACES

4 BICYCLE SPACES REQUIRED PER ZONING - 5% OF AUTOMOBILE SPACES (Sect. 2119.2)

30 BICYCLE SPACES PROVIDED (per LEED NC requirement)

LOADING BERTHS (2201.1)

1 12'X30' LOADING BERTH PROVIDED

1 10'X20' SERVICE/DELIVERY BERTH PROVIDED

2 LOADING PLATFORMS @ 100 SQ.FT. PROVIDED

CODE ZONING
G-001

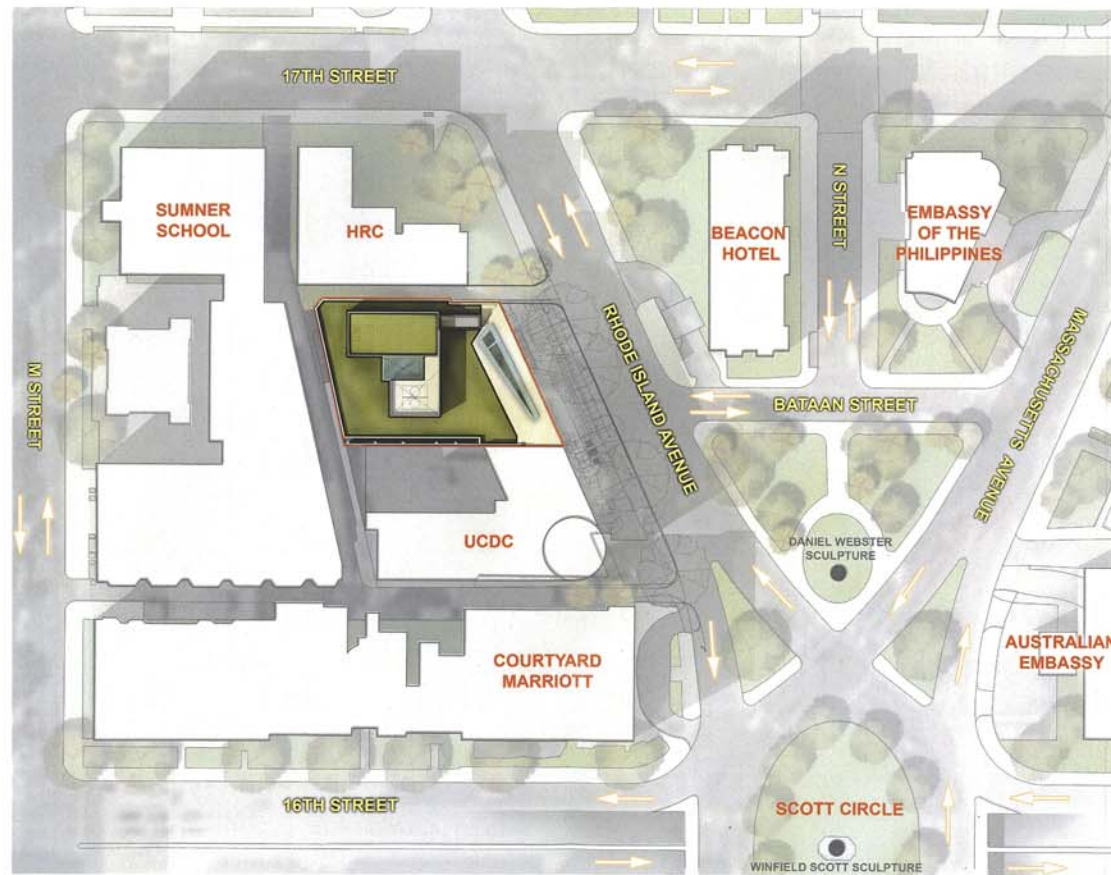
CSIS

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INTERNATIONAL STUDIES

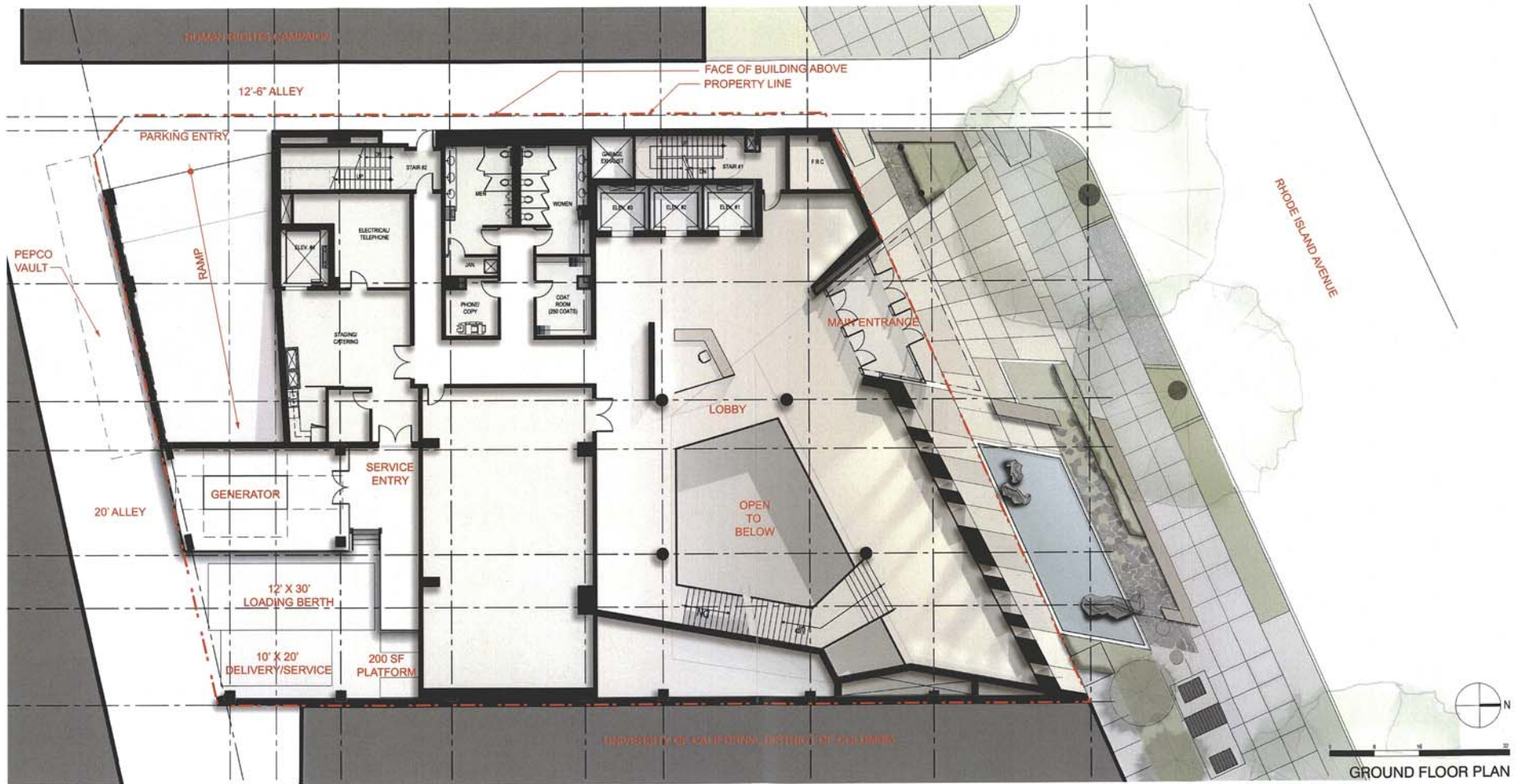
Submission
SECOND-STAGE PUD
APPLICATION

Scale
AS NOTED

Date
NOVEMBER 14, 2008

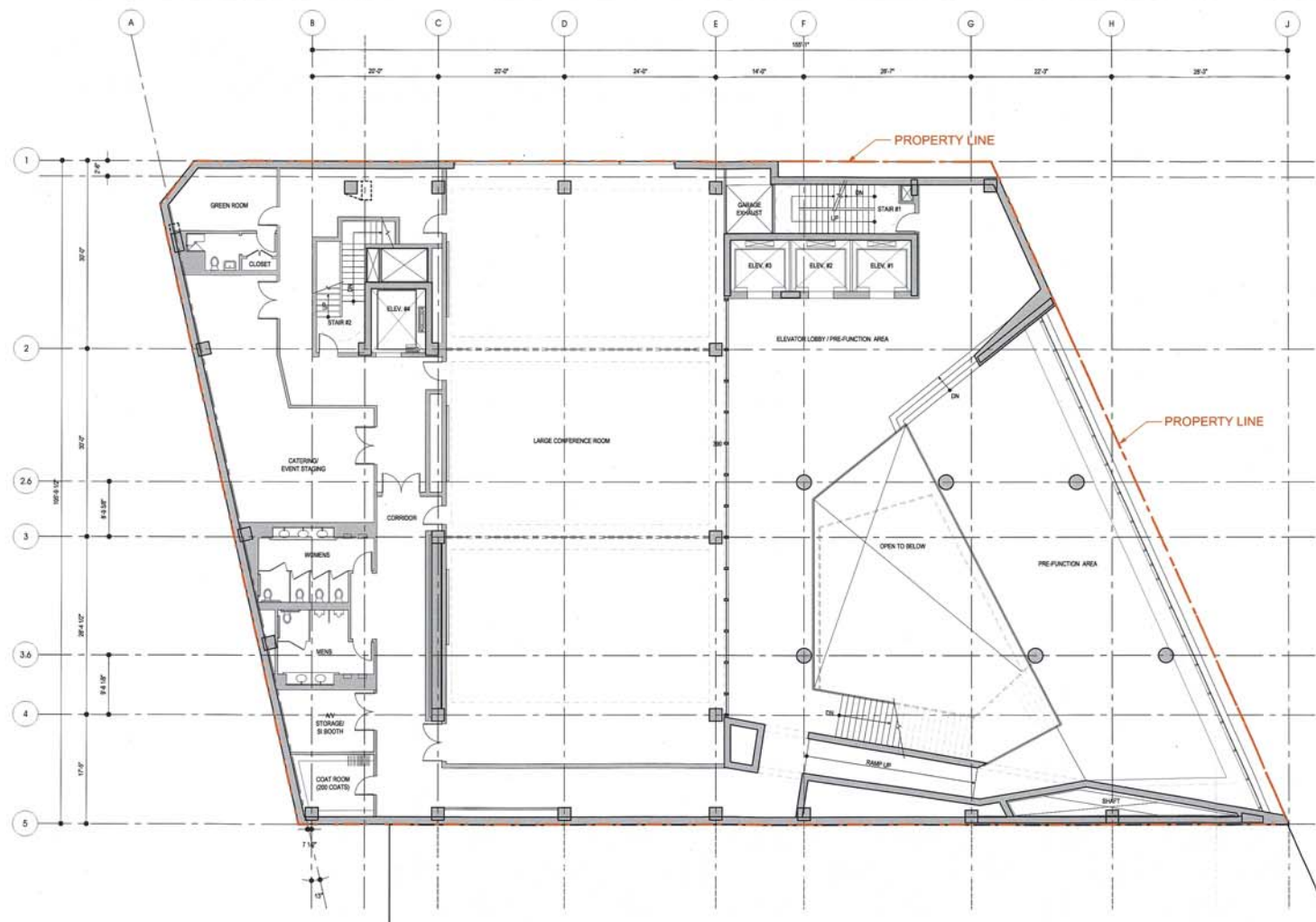



ARCHITECTURAL SITE PLAN
A-002

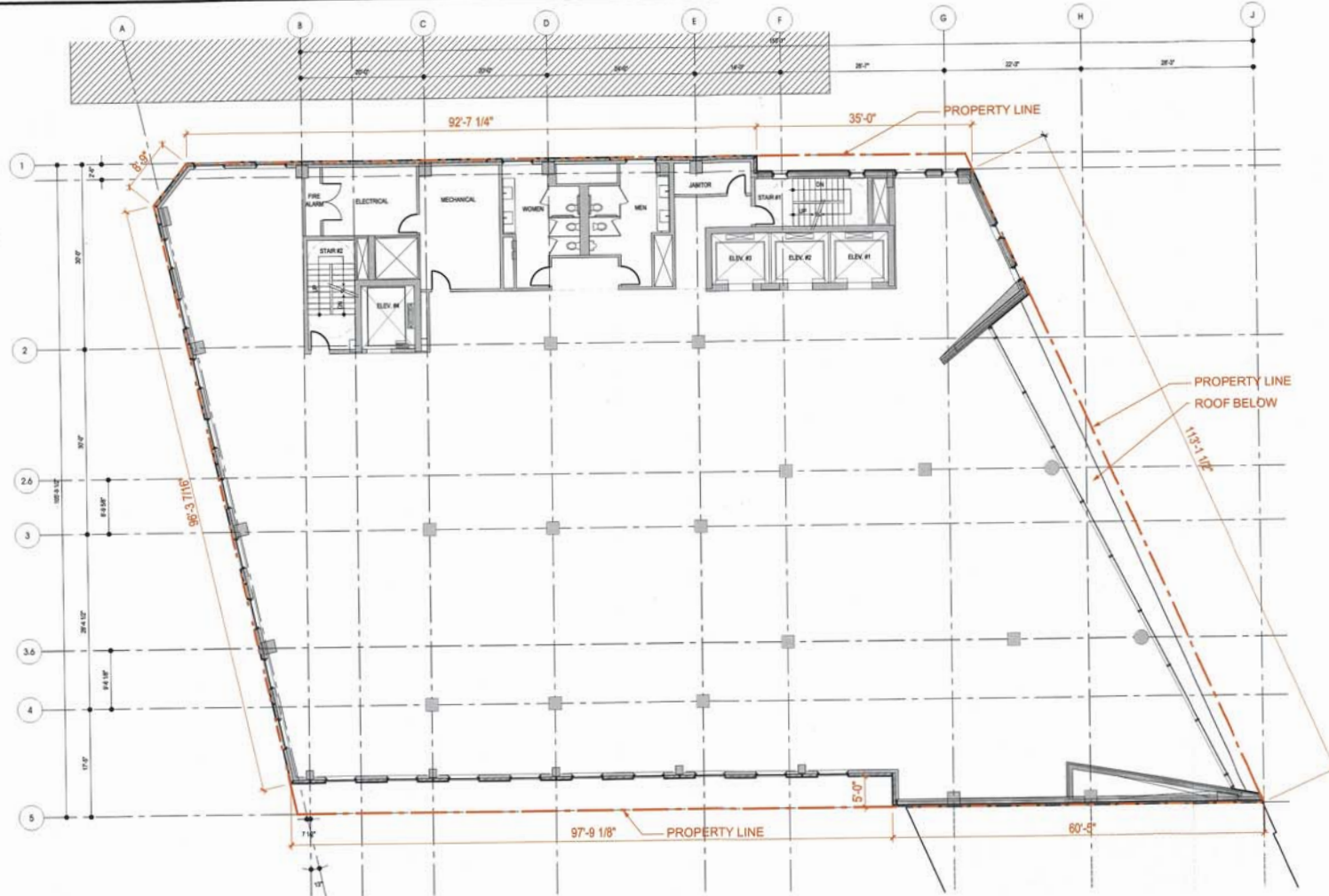


GROUND FLOOR PLAN

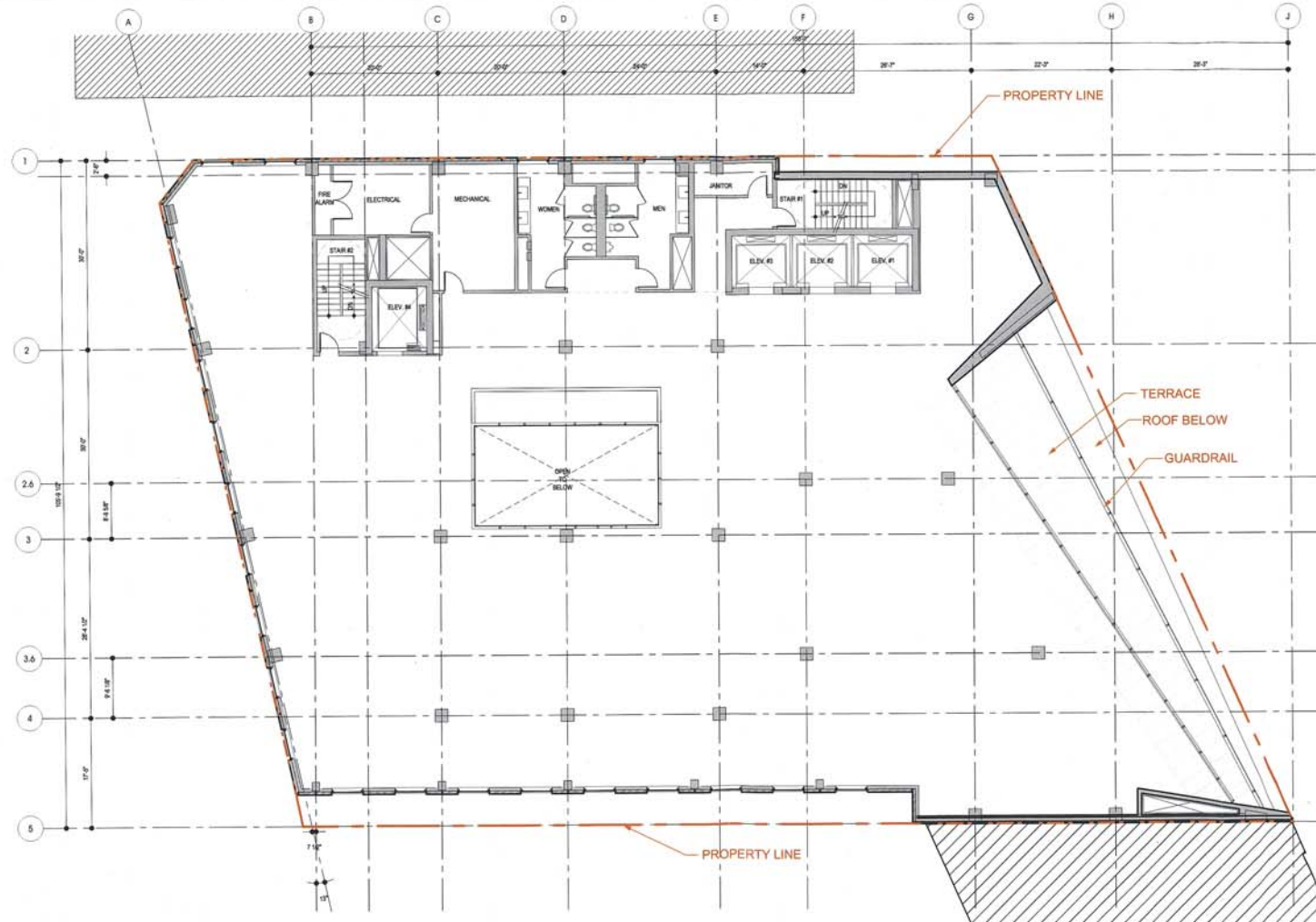
A-101



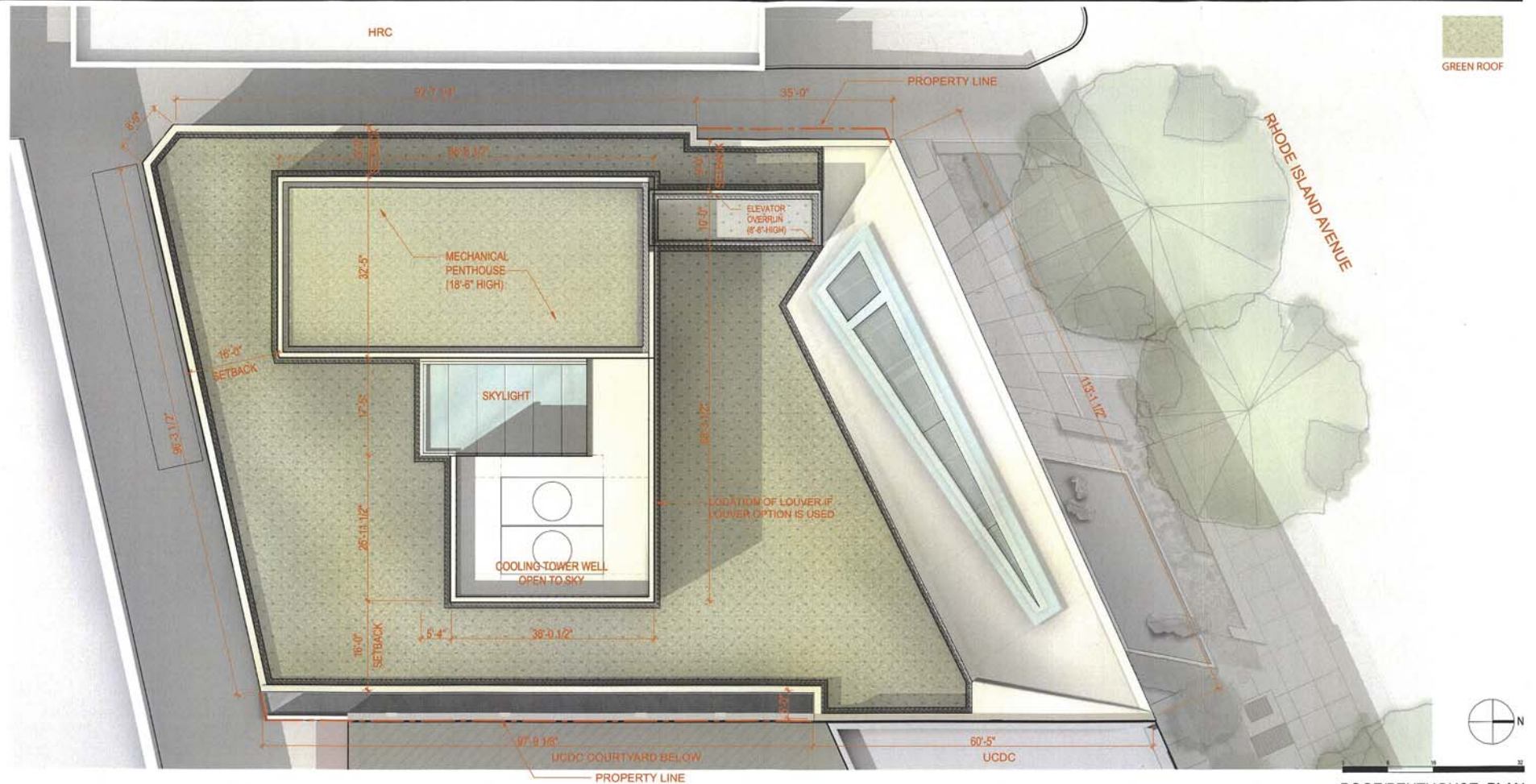
SECOND FLOOR PLAN
A-102

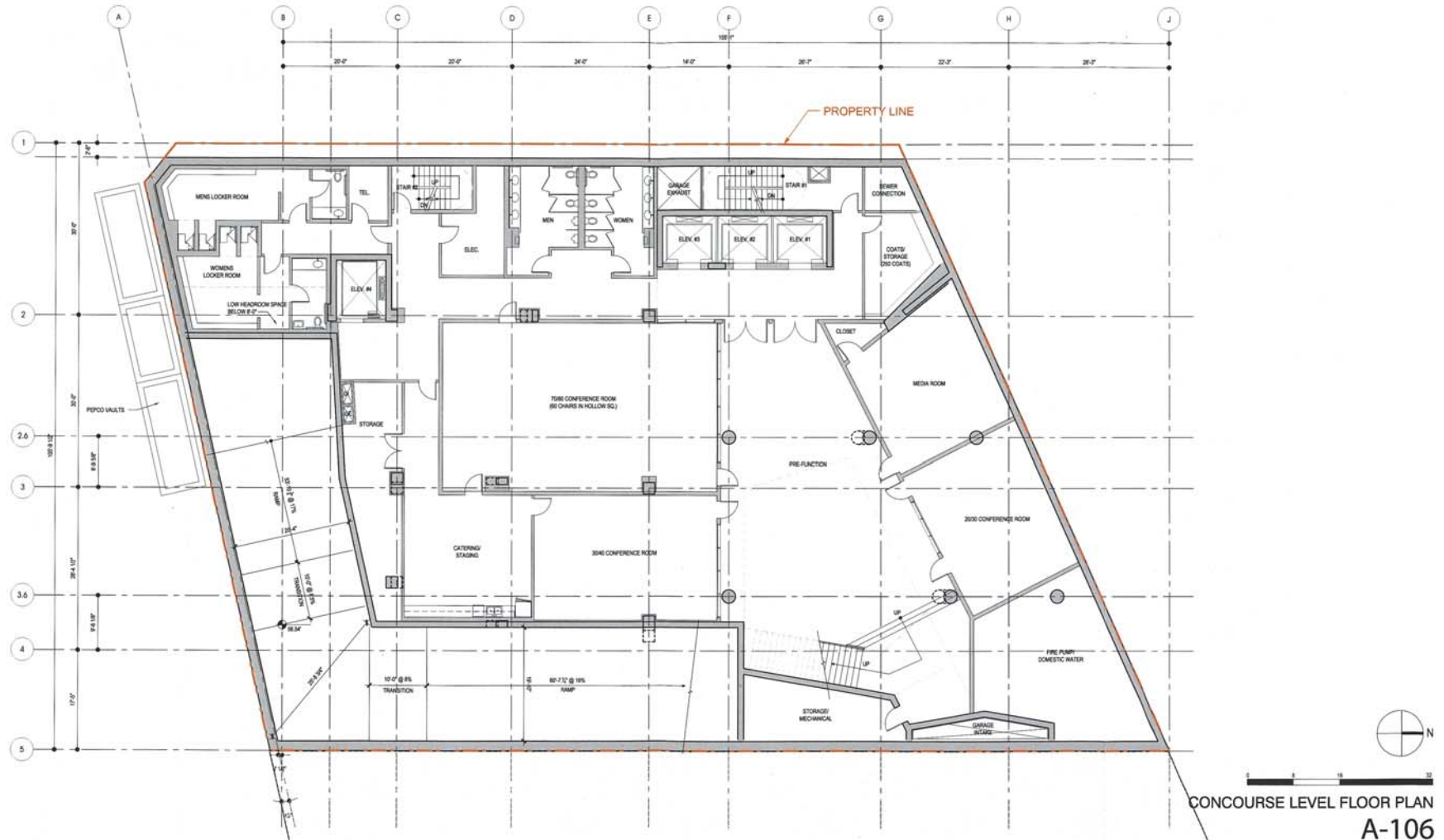


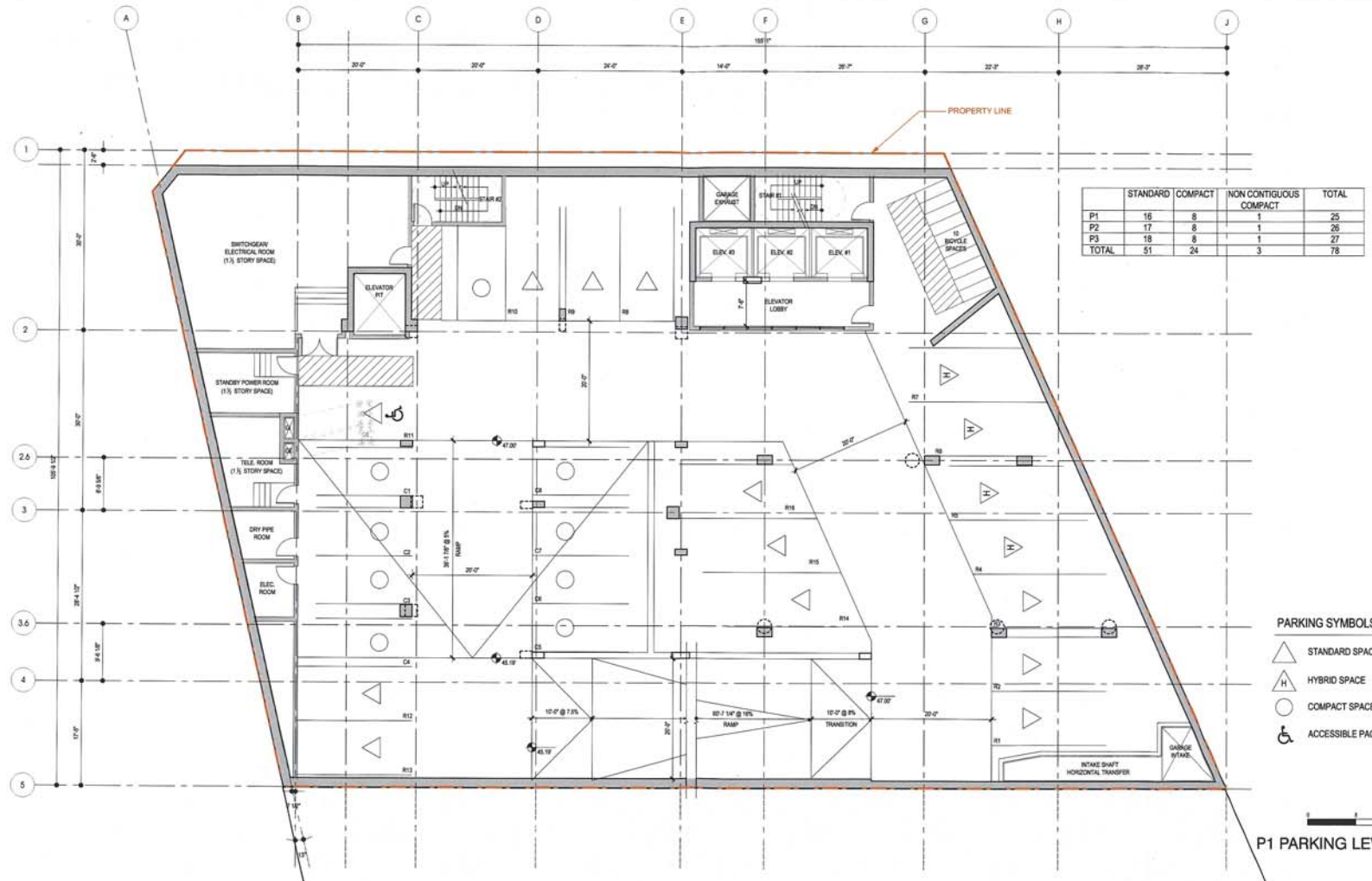
TYPICAL FLOOR PLAN
A-103



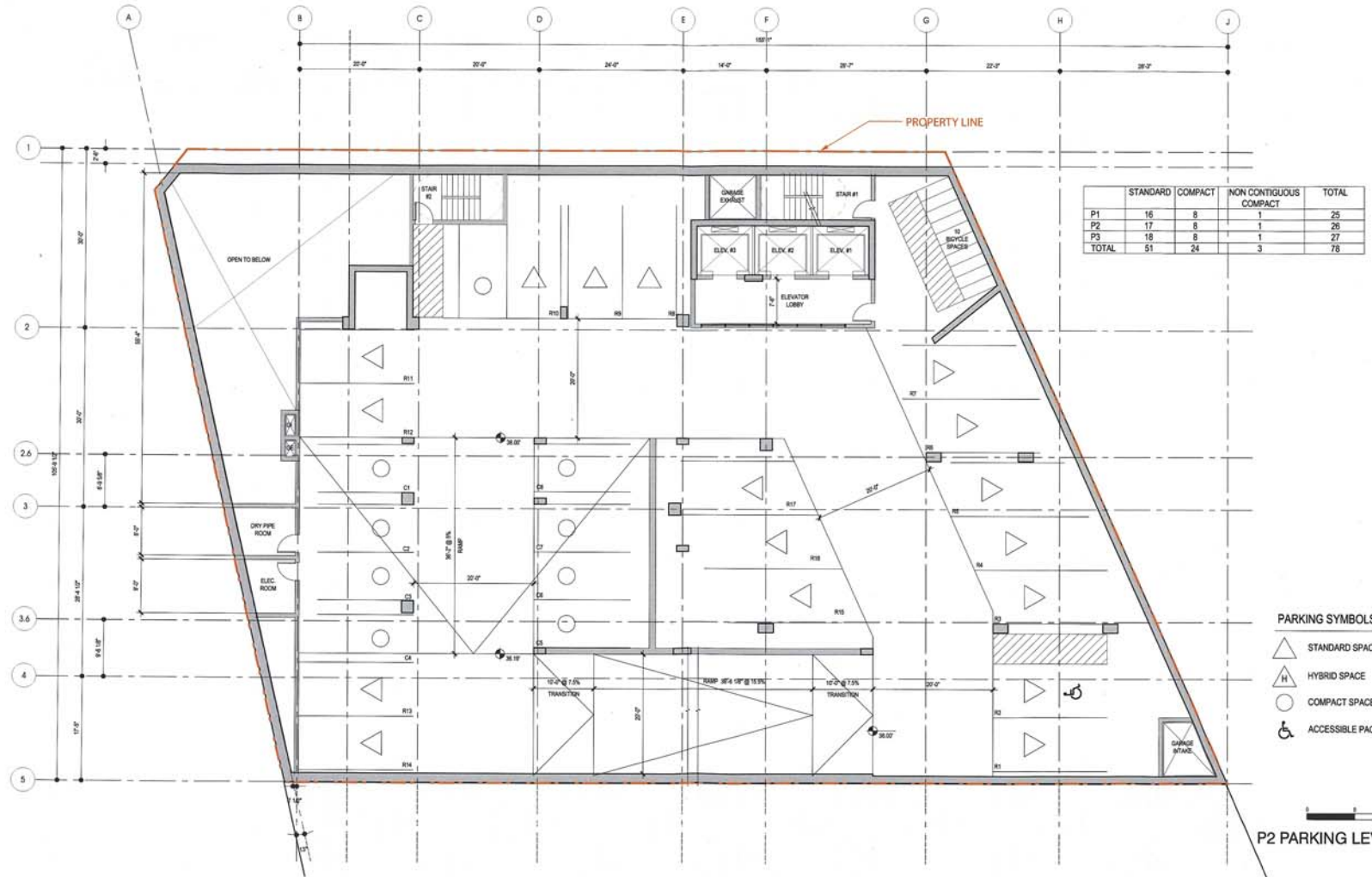
NINTH FLOOR PLAN
A-104

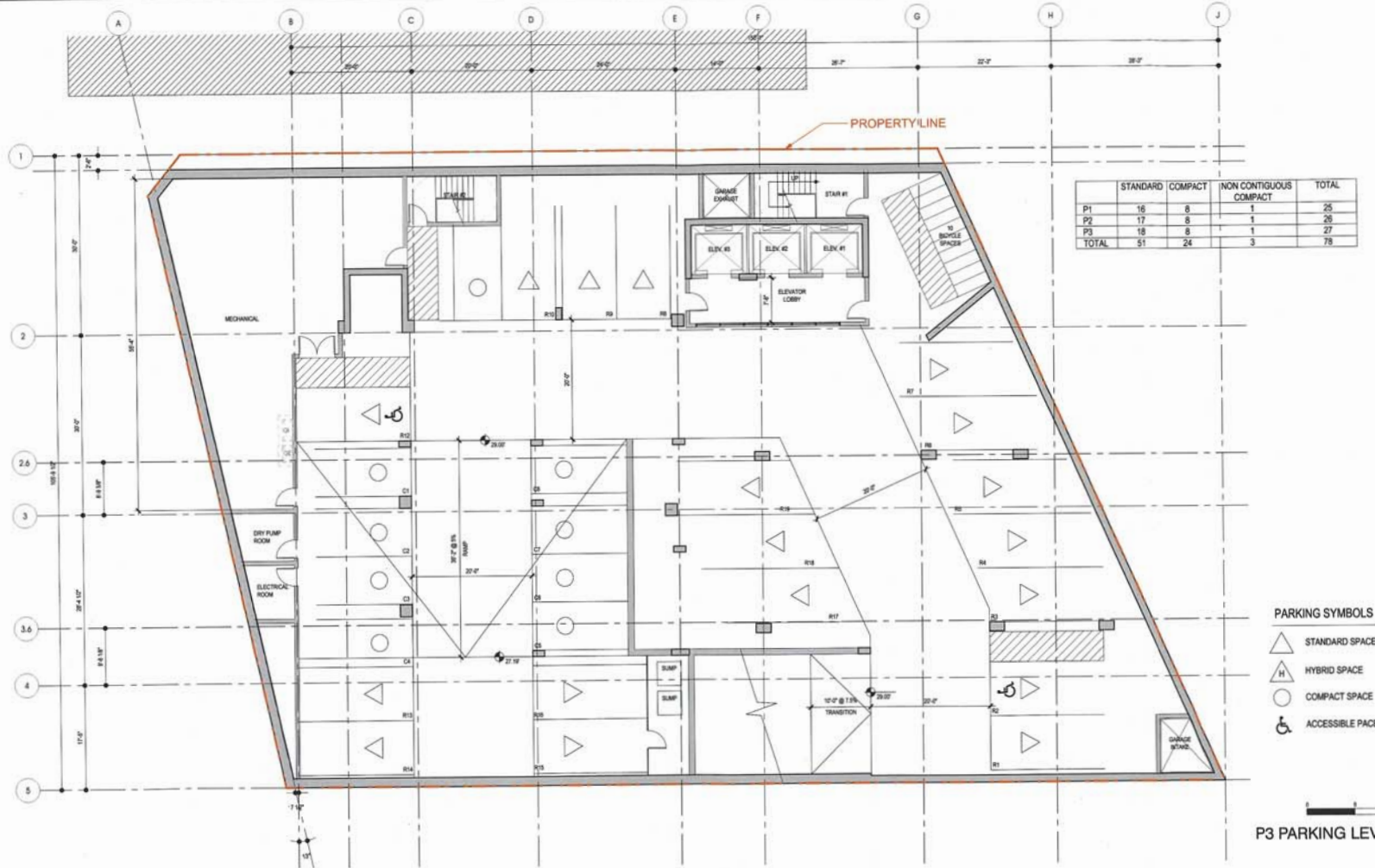




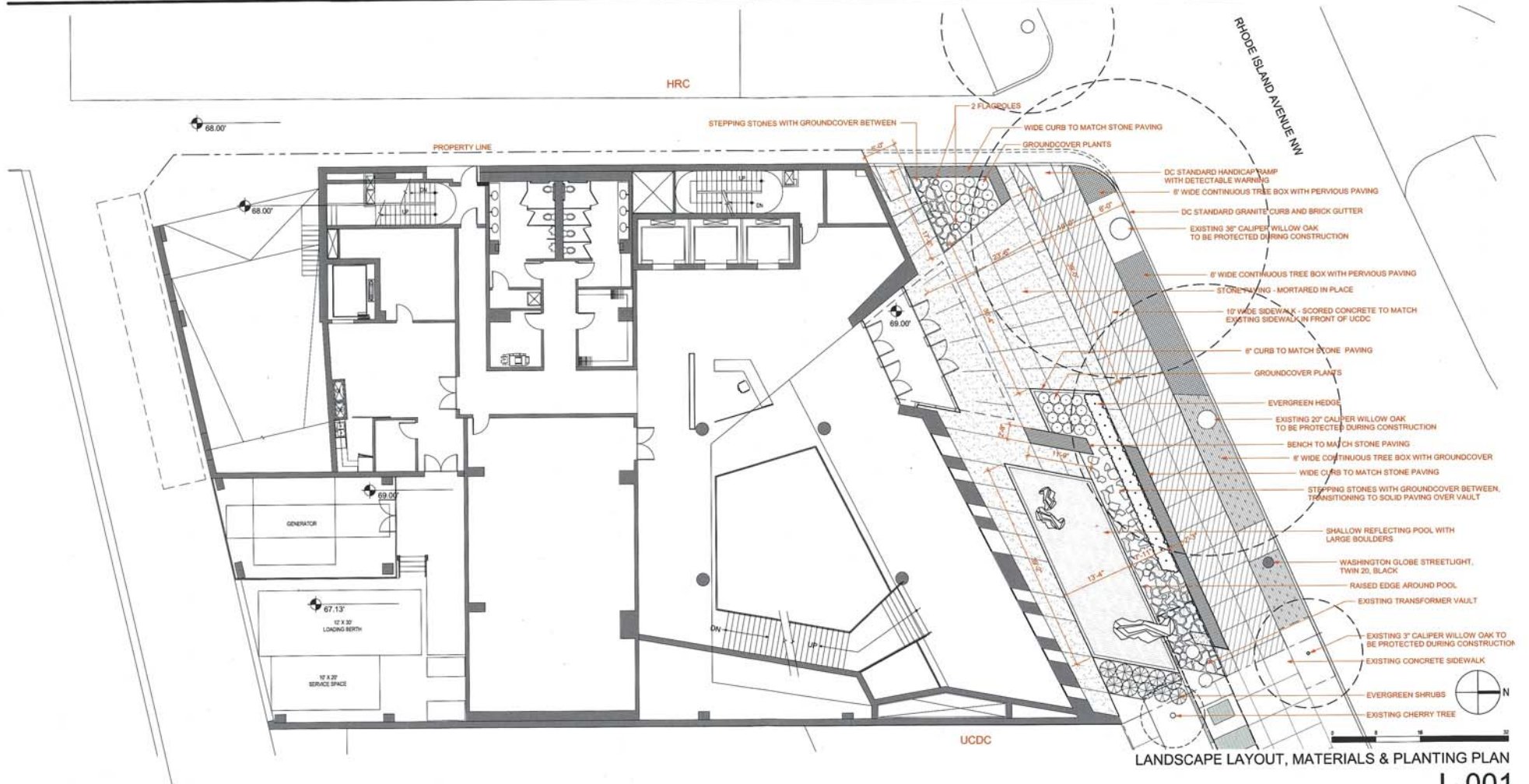


A-107





CSIS - 1616 RHODE ISLAND AVENUE



ROOF AREA CALCULATIONS:

TOTAL ROOF AREA 14,765.35 SF
 GREEN ROOF AREA 8,520.45 SF
 PERCENTAGE GREEN ROOF 57.7%

LEGEND



GREEN ROOF PLANTING AREA
 - LIGHT WEIGHT SOIL WITH EQUAL MIX OF THE FOLLOWING:

Quan.	Botanical Name (Common Name)	Size	Remarks
2430	Delosperma nubigenum "Blauchland" (Blauchland Ice Plant)	Plug	10" O.C.
2430	Talinum calycinum (Flameflower)	Plug	10" O.C.
2430	Sedum forsterum Weihenstephaner Gold (Weihenstephaner Stonecrop)	Plug	10" O.C.
2430	Sedum kamtschaticum (Kamtschatska Stonecrop)	Plug	10" O.C.
2430	Sedum spatum "Pulchellum" (Pulchellum Creeping Stonecrop)	Plug	10" O.C.

12" GRAVEL BORDER

GREEN ROOF AREA

ATRIUM LOCATION

COOLING TOWER WELL
 OPEN TO SKY

RHODE ISLAND AVENUE NW



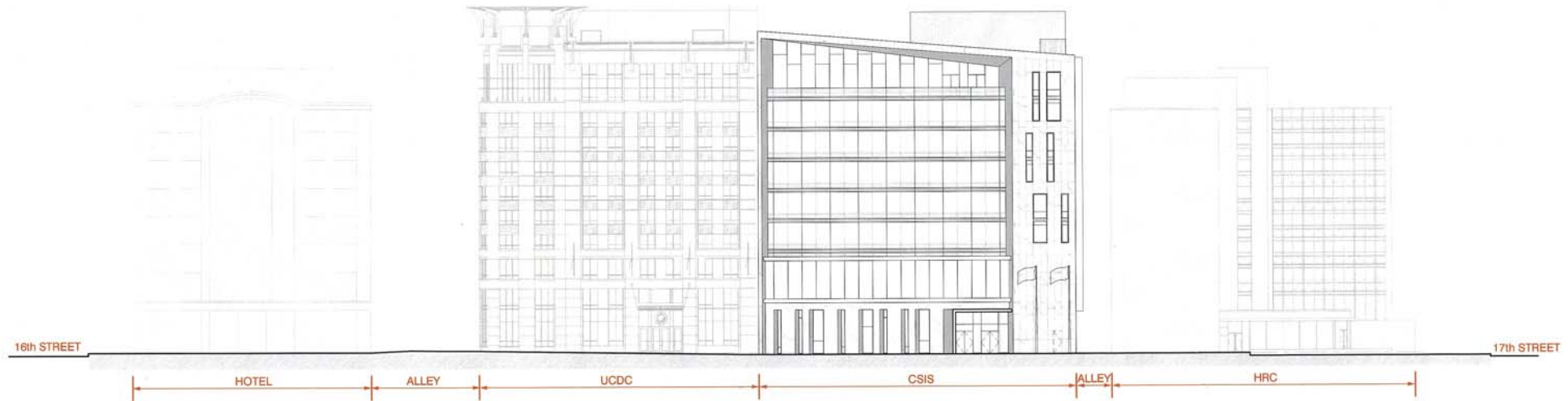
ROOF PLANTING PLAN
 L-002



MAIN ELEVATION RENDERING

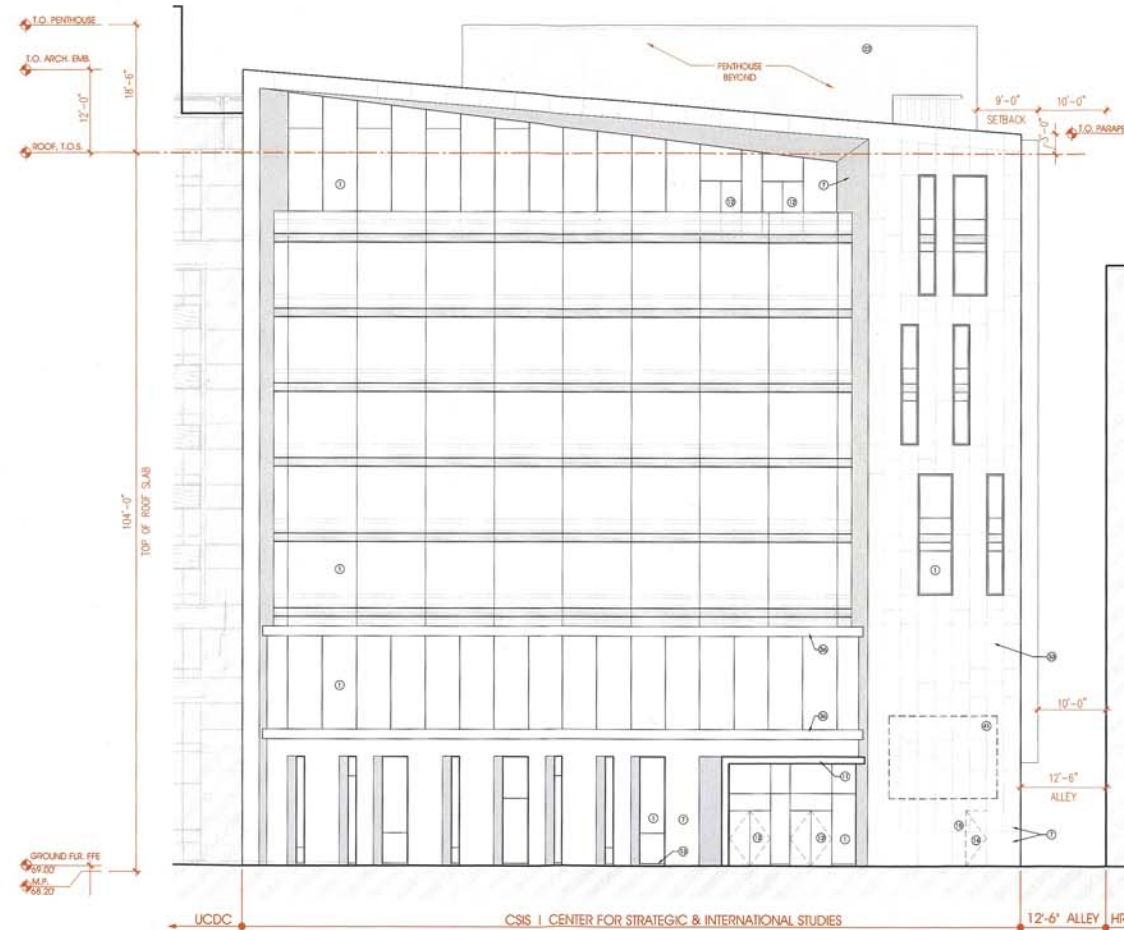
A-200a

CSIS - 1616 RHODE ISLAND AVENUE



RHODE ISLAND AVENUE ELEVATION
A-200c

CSIS - 1616 RHODE ISLAND AVENUE, NW



ELEVATION NOTES

- ① STAINLESS STEEL METAL PANEL
- ② PRECAST CONCRETE
- ③ GLASS UNIT
- ④ STONE

① CURTAIN WALL SYSTEM 1

②

③

④

⑤ PUNCHED WINDOW SYSTEM 5

⑥

⑦ STONE, ST-1

⑧ PRECAST CONCRETE, COLOR/FINISH 1, PC-1

⑨ PRECAST CONCRETE, COLOR/FINISH 2, PC-3

⑩ PRECAST CONCRETE, FLUTED PANEL, PC-2

⑪ BUILDING CANOPY

⑫ GLASS DOORS

⑬ CURB CLAD WITH S.S. METAL PANEL

⑭ FIRE COMMAND CENTER STONE VENEER GLASS DOOR

⑮ FIRE COMMAND CENTER SIGNAGE ETCHED IN STONE

⑯ VISION GLASS, GL-1

⑰

⑱ FINITED GLASS, GL-3

⑲

⑳

㉑

㉒ OVERHEAD COILING GARAGE DOOR

WITH 18'-0" CLEAR, HEIGHT 8'-0" CLEAR

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NORTH ELEVATION

A-201b

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Submission
SECOND-STAGE PUD
APPLICATION

Scale
1/8"=1'-0"

Date
NOVEMBER 14, 2008





NOTE:
FOR DETAILED
EXTERIOR FINISHES
SEE NEXT PAGE

WEST ELEVATION
A-202a

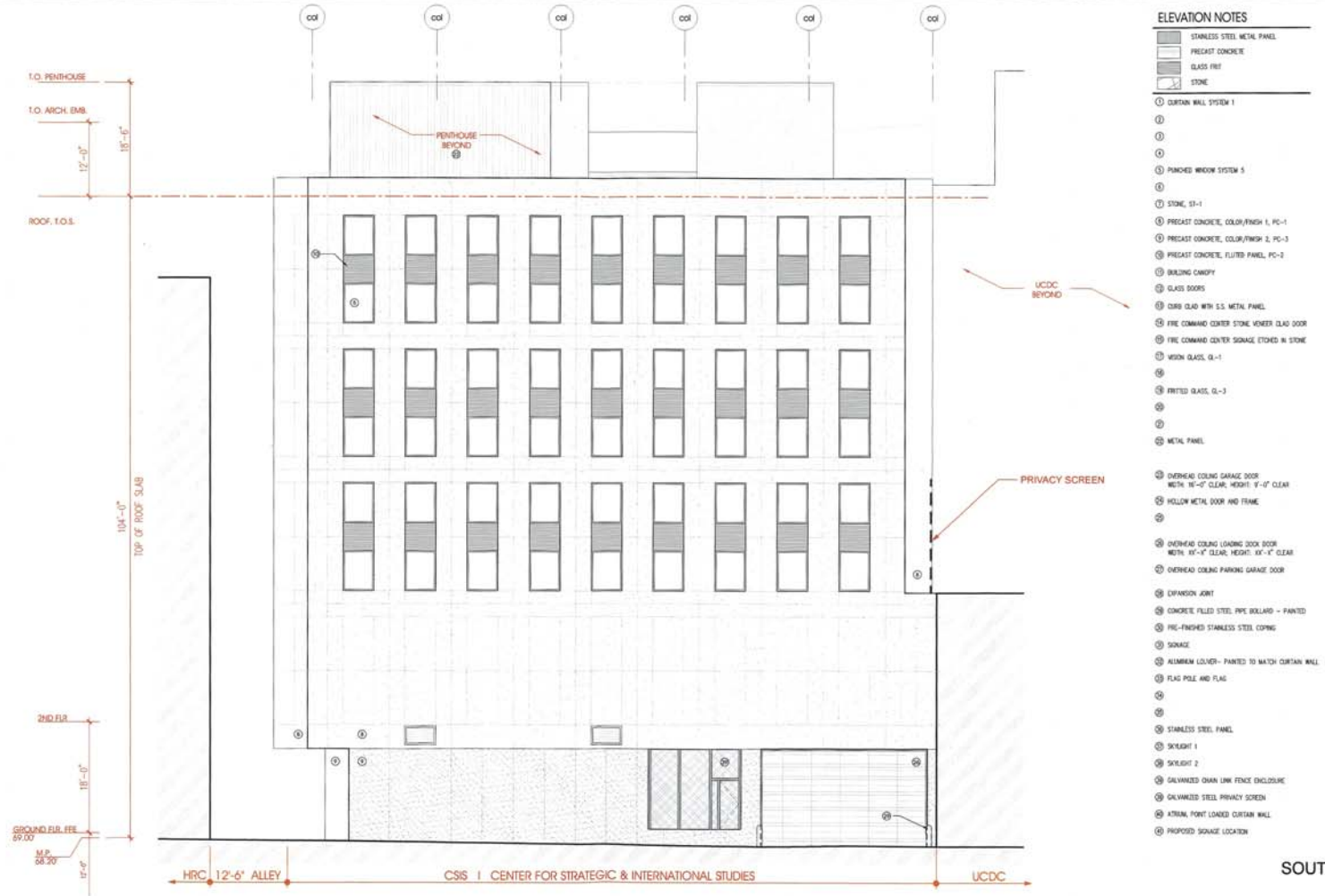
CSIS - 1616 RHODE ISLAND AVENUE, NW



WEST ELEVATION
A-202b



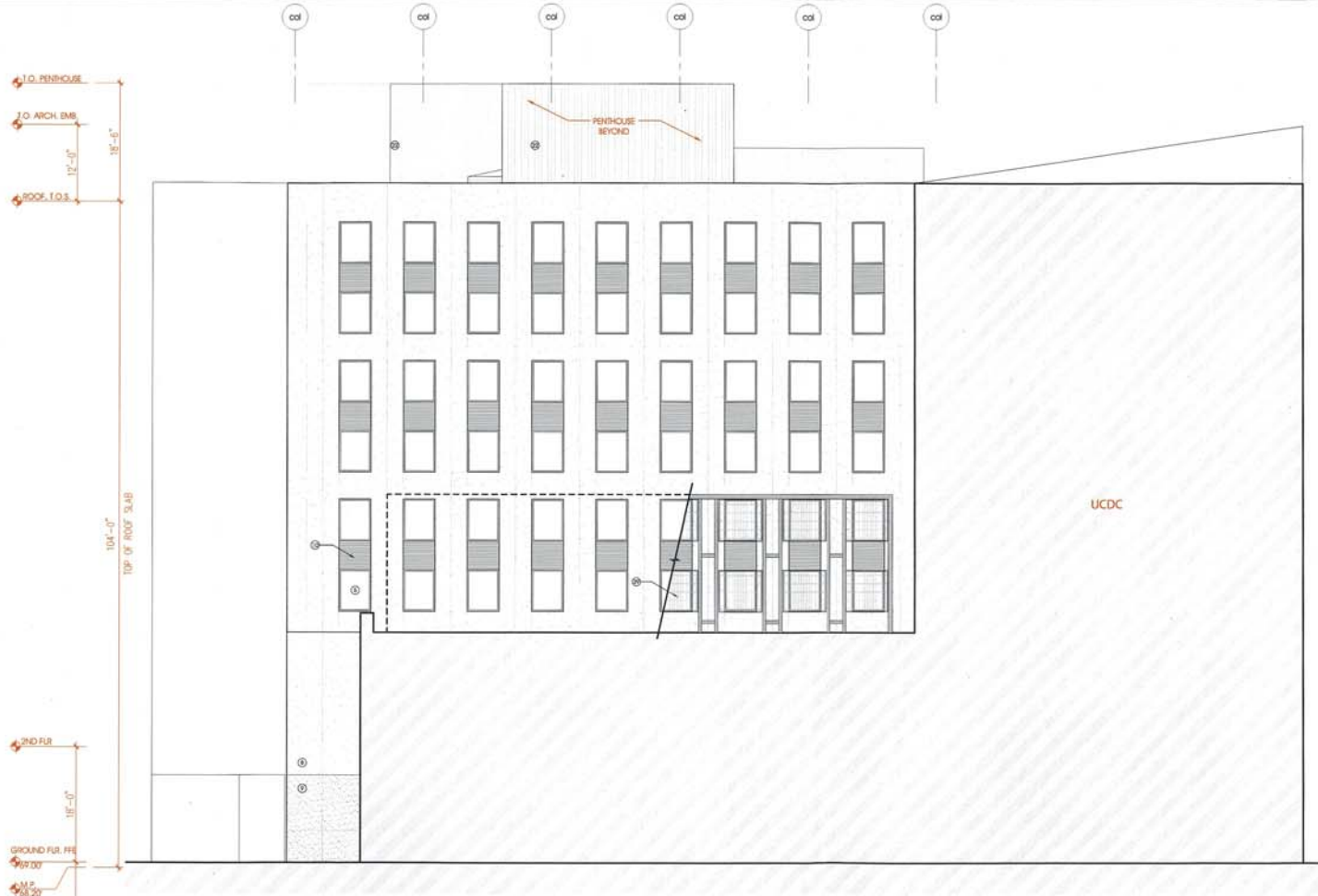
CSIS - 1616 RHODE ISLAND AVENUE, NW



SOUTH ELEVATION
A-203b



EAST ELEVATION
A-204a



ELEVATION NOTES

- ① STAINLESS STEEL METAL PANEL
- ② PRECAST CONCRETE
- ③ GLASS FRIT
- ④ STONE
- ① CURTAIN WALL SYSTEM 1
- ②
- ③
- ④
- ① PUNCHED WINDOW SYSTEM 5
- ②
- ③ STONE, ST-1
- ④ PRECAST CONCRETE, COLOR/FINISH 1, PC-1
- ⑤ PRECAST CONCRETE, COLOR/FINISH 2, PC-3
- ⑥ PRECAST CONCRETE, FLUTED PANEL, PC-2
- ⑦ BUILDING CANOPY
- ⑧ GLASS DOORS
- ⑨ CLUNG GLAZ WITH S.S. METAL PANEL
- ⑩ FIRE COMMAND CENTER STONE VENEER GLAZ DOOR
- ⑪ FIRE COMMAND CENTER SIGNAGE ETCHED IN STONE
- ⑫ VISION GLASS, GL-1
- ⑬
- ⑭ FINTED GLASS, GL-2
- ⑮
- ⑯
- ⑰ METAL PANEL
- ⑱ OVERHEAD COILING GARAGE DOOR
- ⑲ WIDTH: 15'-0" CLEAR, HEIGHT: 9'-0" CLEAR
- ⑳ HOLLOW METAL DOOR AND FRAME
- ㉑
- ㉒ OVERHEAD COILING LOADING DOCK DOOR
- ㉒ WIDTH: 15'-0" CLEAR, HEIGHT: 10'-0" CLEAR
- ㉓ OVERHEAD COILING PARKING GARAGE DOOR
- ㉔ EXPANSION JOINT
- ㉕ CONCRETE FILLED STEEL PIPE BOLLARD - PAINTED
- ㉖ PRE-FINISHED STAINLESS STEEL COPING
- ㉗ SIGNAGE
- ㉘ ALUMINUM LOUVER- PAINTED TO MATCH CURTAIN WALL
- ㉙ FLAG POLE AND FLAG
- ㉚
- ㉛
- ㉜ STAINLESS STEEL PANEL
- ㉝ SKYLIGHT 1
- ㉞ SKYLIGHT 2
- ㉟ GALVANIZED CHAIN LINK FENCE ENCLOSURE
- ㊱ GALVANIZED STEEL PRIVACY SCREEN
- ㊲ ATRIAL, POINT LOADED CURTAIN WALL
- ㊳ PROPOSED SIGNAGE LOCATION

EAST ELEVATION
A-204b



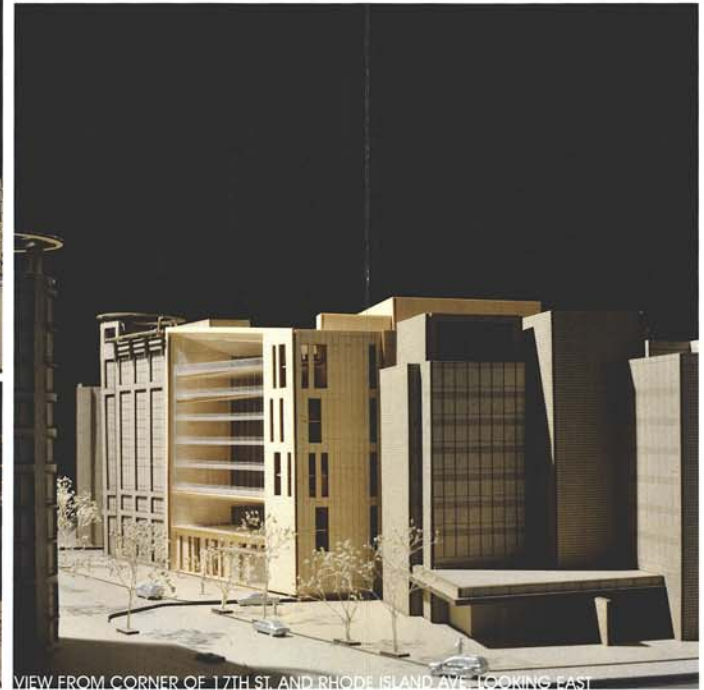
VIEW FROM RHODE ISLAND AVENUE LOOKING WEST



VIEW FROM ADJACENT PARK LOOKING SW



AERIAL VIEW LOOKING SOUTH

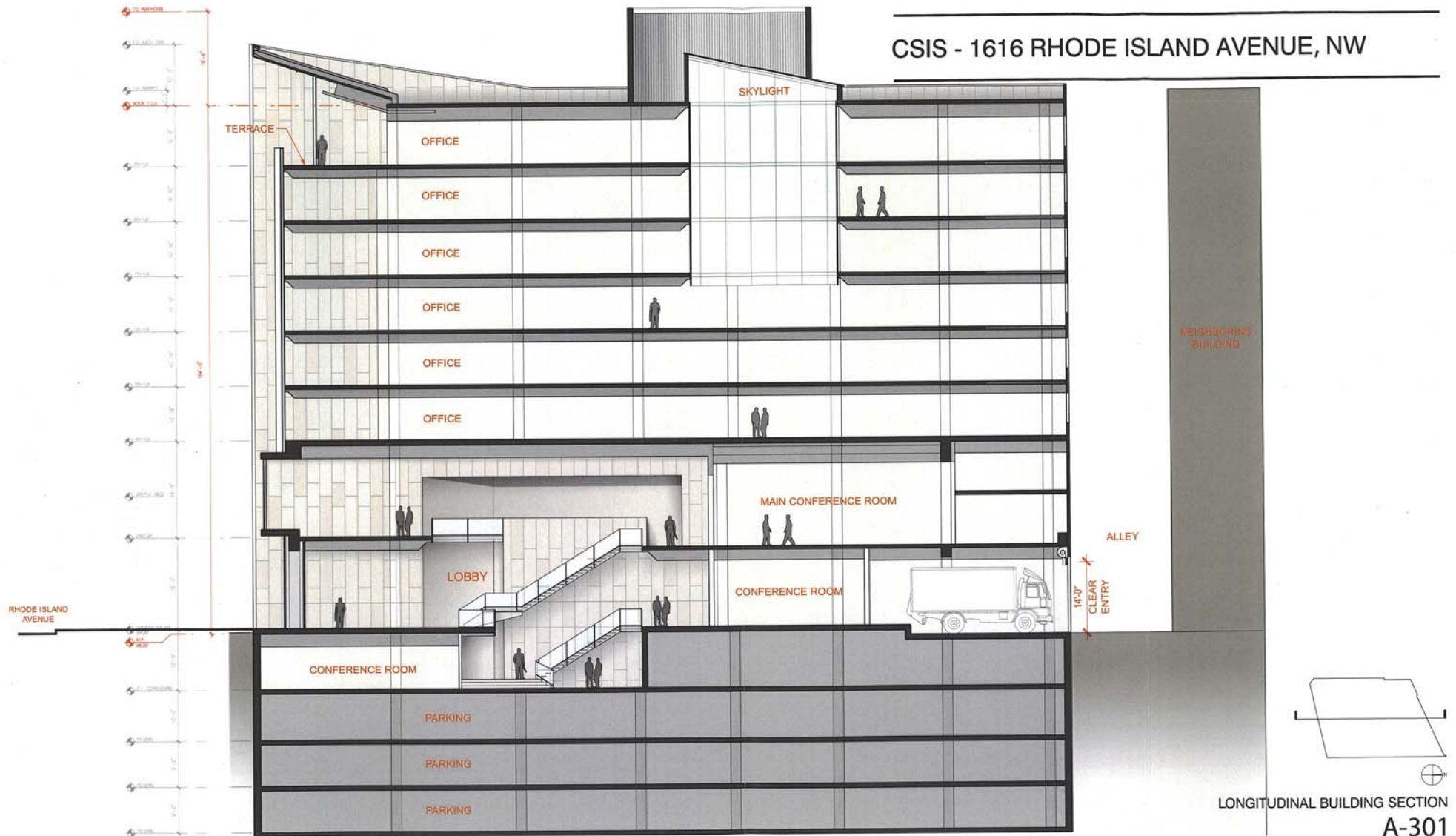


VIEW FROM CORNER OF 17TH ST. AND RHODE ISLAND AVE. LOOKING EAST

MODEL PHOTOGRAPHS

A-205

CSIS - 1616 RHODE ISLAND AVENUE, NW



LONGITUDINAL BUILDING SECTION

A-301

CSIS - 1616 RHODE ISLAND AVENUE, NW





LOOKING EAST AT SCOTT CIRCLE



LOOKING SOUTH WEST AT SITE



LOOKING SOUTH FROM BASAN STREET



LOOKING SOUTH FROM SCOTT CIRCLE



LOOKING SOUTH FROM SITE



LOOKING EAST AT RHODE ISLAND AVENUE



LOOKING WEST AT RHODE ISLAND AVENUE



LOOKING EAST FROM RHODE ISLAND AVENUE



THE UNOBSTRUCTED VIEW

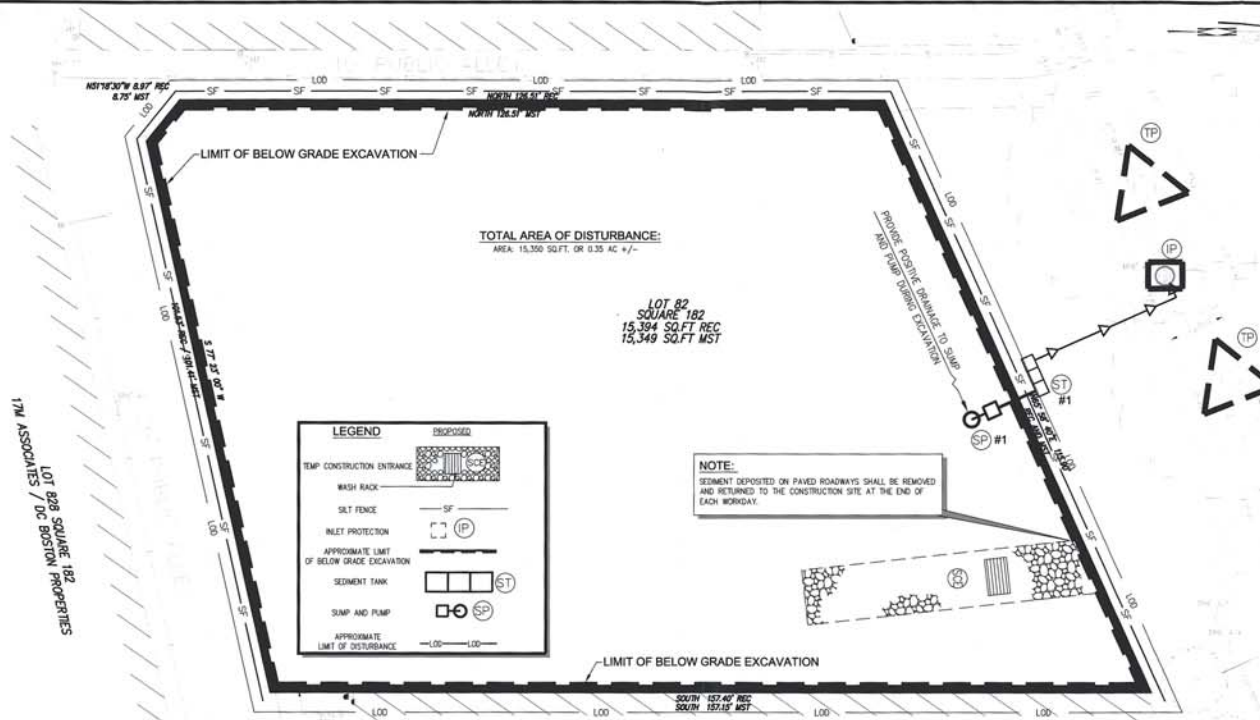
SCOTT CIRCLE - MONUMENTALITY OF SITE

PROMINENT PRESENCE FROM THE STREET

SITE
CONTEXT
PHOTOGRAPHS

A-401





CONSTRUCTION AND STABILIZATION SEQUENCE:

1. CONTACT DC-WATERWAYS PROTECTION DIVISION AT 202-534-1364 TO SCHEDULE PRE-CONSTRUCTION MEETING PRIOR TO MOBILIZATION.
2. INSTALL SEDIMENT AND EROSION CONTROL MEASURES INCLUDING STABILIZED CONSTRUCTION ENTRANCE, WASH RACK, INLET PROTECTION, SILT FENCE, AS INDICATED ON THIS SHEET. SEE SHEET C-108 FOR SEDIMENT AND EROSION CONTROL DETAILS.
3. SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR PRIOR TO COMMENCING ANY OTHER LAND DISTURBING ACTIVITIES.
4. REMOVE TIMING AS INDICATED ON DEMOLITION PLAN.
5. INSTALL SITE IMPROVEMENTS AS INDICATED ON CONSTRUCTION DOCUMENTS FOR THE PROPOSED BUILDING.
6. AT THE COMPLETION OF CONSTRUCTION AND AFTER THE INSPECTOR'S APPROVAL, ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE REMOVED.

DUST CONTROL NOTES:

5. THE CONTRACTOR SHALL DUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE. THE CONTRACTOR SHALL MAINTAIN A DUST CONTROL LOG. DUST CONTROL MEASURES SHALL BE USED FOR ON-SITE DUST CONTROL.
6. THE CONTRACTOR SHALL PROVIDE WATER SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
7. THE CONTRACTOR SHALL IMPLEMENT STRIT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON-SITE. THESE CONTROL MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED AT THE RATE OF ONECE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
8. FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:
 - a. MAINTAIN A MINIMUM OF 100 PSI WATER PRESSURE.
 - b. ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER.
 - c. DISPERSE WATER THRU NOZZLES ON SPRAY BAR AT 20 PSI (137.8 PSI).
 - d. MAINTAIN WETTER KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS FOGGING.

6. FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITION AND/OR EXCAVATION, THE CONTRACTOR SHALL:
- A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGE, HOSES AND MIST NOZZLES.
 - B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
 - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND SITE BOUNDARIES.

CONSTRUCTION DATES:

- * THE PROPOSED DEMOLITION WORK DUE TO COMMENCE IN SUMMER 2008 AND IS ANTICIPATED TO TAKE APPROXIMATELY 24 MONTHS.
- * EXACT BEGINNING AND END OF CONSTRUCTION IS TO BE ESTABLISHED BY THE OWNER.

NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF SHEETING AND SHORING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES. SHORING, BRACING, AND UNDERPINNING DESIGNED BY THE CONTRACTOR'S STRUCTURAL ENGINEER LICENSED IN THE DISTRICT OF COLUMBIA SHALL BE PROVIDED AS NECESSARY TO ENSURE THEIR SUPPORT.

INSTALL SILT FENCE AT PERIMETER TO REMAIN IN PLACE UNTIL BELOW GRADE EXCAVATION HAS BEGUN, UNLESS OTHERWISE APPROVED BY THE INSPECTOR.

STORMWATER MANAGEMENT NARRATIVE:

- * STORMWATER MANAGEMENT IS BEING PROVIDED FOR THE NEW DEVELOPMENT BY MEANS OF GREENROOF AND STORMFILTER. OFFICE AND RESIDENTIAL BUILDING WILL BE HANDLED BY GREENROOF AND STORMFILTER. COURTYARD AREA WILL BE HANDLED BY GREENROOF. REFER TO STORMWATER MANAGEMENT PLAN FOR DETAILS.

FOR FURTHER INFORMATION, PLEASE CALL:
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF ENVIRONMENT
ENVIRONMENTAL HEALTH ADMINISTRATION
WATERSHED PROTECTION DIVISION

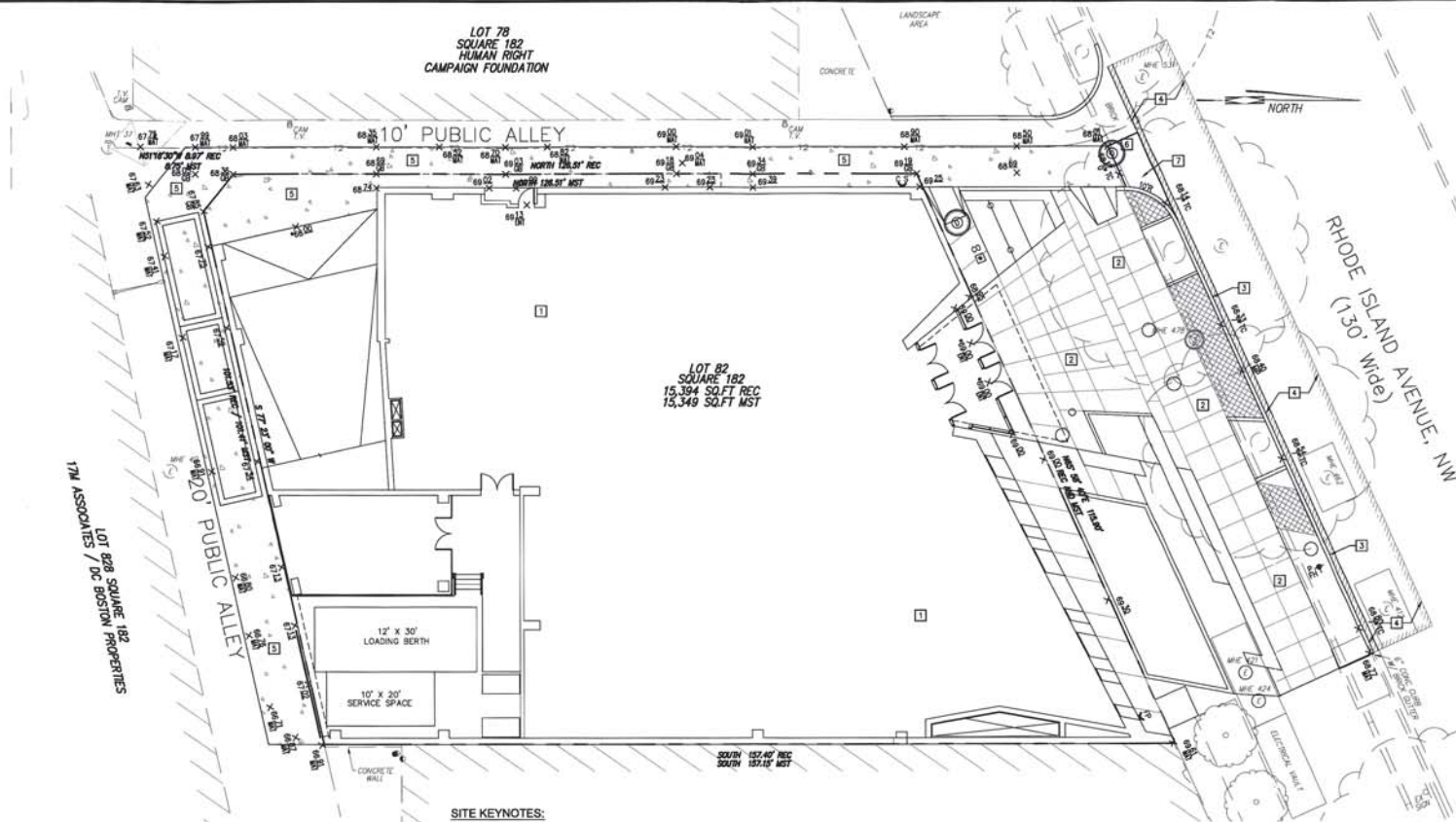
51 N. STREET, N.E., 5TH FL.
WASHINGTON, D.C. 20002
FAX NO. (202) 535-1364
TEL NO. (202) 535-2240

SEDIMENTATION AND EROSION CONTROL PLAN

C1.02

THIS SHEET IS TO BE USED FOR SEDIMENTATION
AND EROSION CONTROL PURPOSES ONLY !!

CSIS - 1616 RHODE ISLAND AVENUE

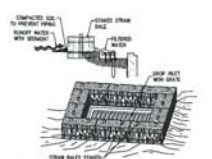


SITE KEYNOTES:

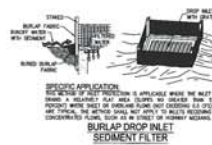
- 1 NEW BUILDING. REFER TO ARCHITECTURAL DRAWING FOR DETAILS.
- 2 NEW SIDEWALK. REFER TO LANDSCAPE DRAWING FOR DETAILS.
- 3 NEW GRANITE CURBS AND BROCK GUTTER PER DC/DPW STANDARDS AND SPECIFICATIONS.
- 4 NEW ASPHALT SURFACE COURSE FOR CURB LINE (12"x12" NOC. PAVING CONSTRUCTION ON RHODE ISLAND AVENUE, NW PER DOTD STANDARDS AND SPECIFICATIONS.
- 5 NEW CONCRETE PAVEMENT AT THE CENTERLINE OF THE PUBLIC ALLEY PER DC/DOTD STANDARDS AND SPECIFICATIONS.
- 6 NEW CONCRETE PAVEMENT APRON PER DC/DPW STANDARDS AND SPECIFICATIONS.
- 7 NEW DRIVEWAY ENTRANCE ON PUBLIC ALLEY WITH 10" RADII CURB RETURN PER DC/DPW STANDARDS AND SPECIFICATIONS.

SITE AND GRADING PLAN

C1.03



STRAW BALE DROP INLET SEDIMENT FILTER
(NOT TO SCALE)



STRAW BALE DROP INLET SEDIMENT FILTER
(NOT TO SCALE)



STRAW BALE DROP INLET SEDIMENT FILTER
(NOT TO SCALE)



STRAW BALE DROP INLET SEDIMENT FILTER
(NOT TO SCALE)



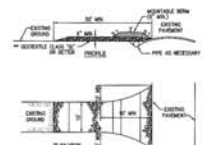
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(NOT TO SCALE)



STRAW BALE DROP INLET SEDIMENT FILTER
(NOT TO SCALE)



VEHICLE WASH DETAIL
(NOT TO SCALE)



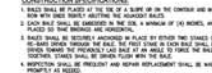
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VEHICLE WASH DETAIL
(NOT TO SCALE)



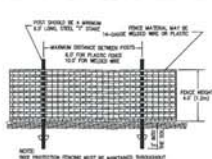
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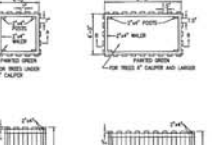
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VEHICLE WASH DETAIL
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TREE PROTECTION FENCE INSTALLATION DETAIL
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TREE PROTECTION FENCE INSTALLATION DETAIL
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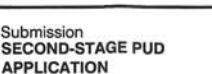
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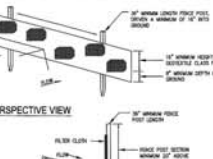
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TREE PROTECTION FENCE INSTALLATION DETAIL
(NOT TO SCALE)



TREE PROTECTION FENCE INSTALLATION DETAIL
(NOT TO SCALE)



PERSPECTIVE VIEW
(NOT TO SCALE)



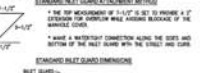
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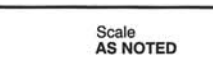
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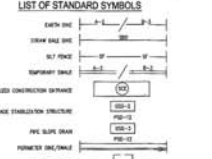
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PERSPECTIVE VIEW
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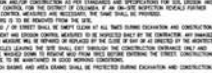
PERSPECTIVE VIEW
(NOT TO SCALE)



CROSS SECTION
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CROSS SECTION
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CROSS SECTION
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CROSS SECTION
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CROSS SECTION
(NOT TO SCALE)



CROSS SECTION
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



TOP VIEW
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TOP VIEW
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TOP VIEW
(NOT TO SCALE)



LIST OF STANDARD SYMBOLS



LIST OF STANDARD SYMBOLS



LIST OF STANDARD SYMBOLS



LIST OF STANDARD SYMBOLS

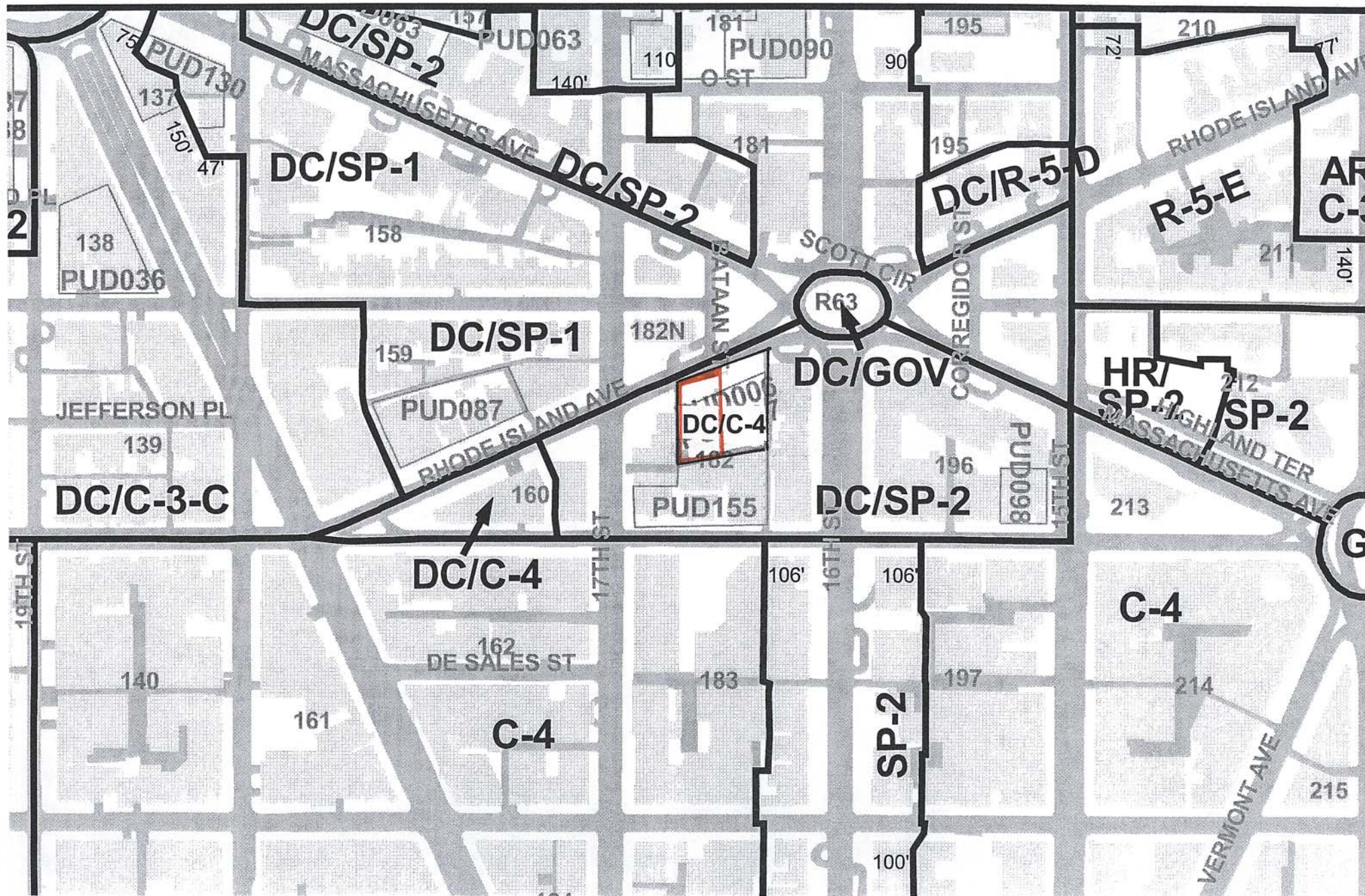


LIST OF STANDARD SYMBOLS



LIST OF STANDARD SYMBOLS

C



D

**CENTER FOR STRATEGIC
AND INTERNATIONAL STUDIES
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

Prepared for:
Center for Strategic and International Studies

Prepared by:
Wells + Associates, Inc.

November 13, 2008



WELLS + ASSOCIATES

**CENTER FOR STRATEGIC AND INTERNATIONAL STUDIES
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

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**CENTER FOR STRATEGIC AND INTERNATIONAL STUDIES
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

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**CENTER FOR STRATEGIC AND INTERNATIONAL STUDIES
TRANSPORTATION IMPACT STUDY
WASHINGTON, D.C.**

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- A. Existing Vehicular Traffic Counts
- B. Existing Pedestrian Traffic Counts
- C. Existing Levels of Service
- D. Background Future Levels of Service
- E. Total Future Levels of Service

Section I

INTRODUCTION

This report presents the results of a traffic impact analysis of a new office building that the Center for Strategic and International Studies proposes to build on the site of an existing surface parking lot at 1616 Rhode Island Avenue, in the northwest section of Washington, D.C., as shown on Figure I-1.

The proposed 113,447 square foot office building would be located on the south side of Rhode Island Avenue, approximately mid-block between 17th Street and Scott Circle, as shown on Figure I-2. The subject site is improved with a 40-space surface parking lot.

The proposed office building would be served by approximately 78 parking spaces (or 0.69 spaces per 1,000 S.F.) on three (3) underground levels. The garage driveway would be located on the southwest corner of the property off the existing alley system.

For purposes of this traffic analysis, this development was assumed to be completely built and occupied three years hence, by 2011.

Tasks undertaken in this study included the following:

1. Review the Center for Strategic and International Studies' proposed development plans and other background data.
2. A field reconnaissance of existing roadway and intersection geometrics, traffic controls, traffic signal phasing/timings, and speed limits.
3. Counts of existing vehicular and pedestrian traffic at four (4) key intersections.
4. Analysis of existing levels of service at these intersections.
5. Background future traffic volumes were forecasted for project buildout.
6. Background levels of service were calculated at key intersections based on background traffic forecasts, existing traffic controls, and existing intersection geometrics.

7. The number of AM and PM peak hour trips that would be generated by the proposed project were estimated based on: (1) Institute of Transportation Engineers (ITE) trip generation rates, (2) the proximity of the project to the nearest Metro station, and (3) experience with other comparable projects in Washington, D.C.
8. Total future traffic volumes were forecasted for 2011.
9. Total future levels of service were calculated at key intersections based on total future traffic forecasts, existing traffic controls, and existing intersection geometrics.
10. The adequacy of the proposed number of parking spaces and loading berths were evaluated.

Sources of data for this analysis included traffic counts conducted by Wells & Associates, ITE, the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia Office of Planning, the District Department of Transportation (DDOT), Hickok Cole Architects, and The Center for Strategic and International Studies.

The conclusions of this traffic impact study are as follows:

1. ***The four intersections in the study area currently operate at level of service (LOS) "D" or better during both the AM and PM peak hours. All approaches to each of the intersections also operate at LOS "D" or better during both the AM and PM peak hours.***
2. ***Rhode Island Avenue and M Street currently operate at bicycle level of service (BLOS) "E", according to the April 2005 District of Columbia Bicycle Master Plan. 16th and 17th Streets currently operate at BLOS "D".***
3. ***Center for Strategic and International Studies will add 73 new AM peak hour trips and 74 new PM peak hour trips, to the public street system upon project completion.***
4. ***The net additional trips that would be generated by the proposed office building would have no significant impact on the intersections in the study area.***
5. ***The 78 parking spaces in the three-level, underground garage would adequately accommodate the Center for Strategic and International Studies.***

- 6. *Center for Strategic and International Studies provides one 30-foot deep loading berth and a 20-foot service space, which will adequately serve the Center's needs.***
- 7. *The elimination of the curb cut on Rhode Island Avenue will enhance the pedestrian experience and safety.***

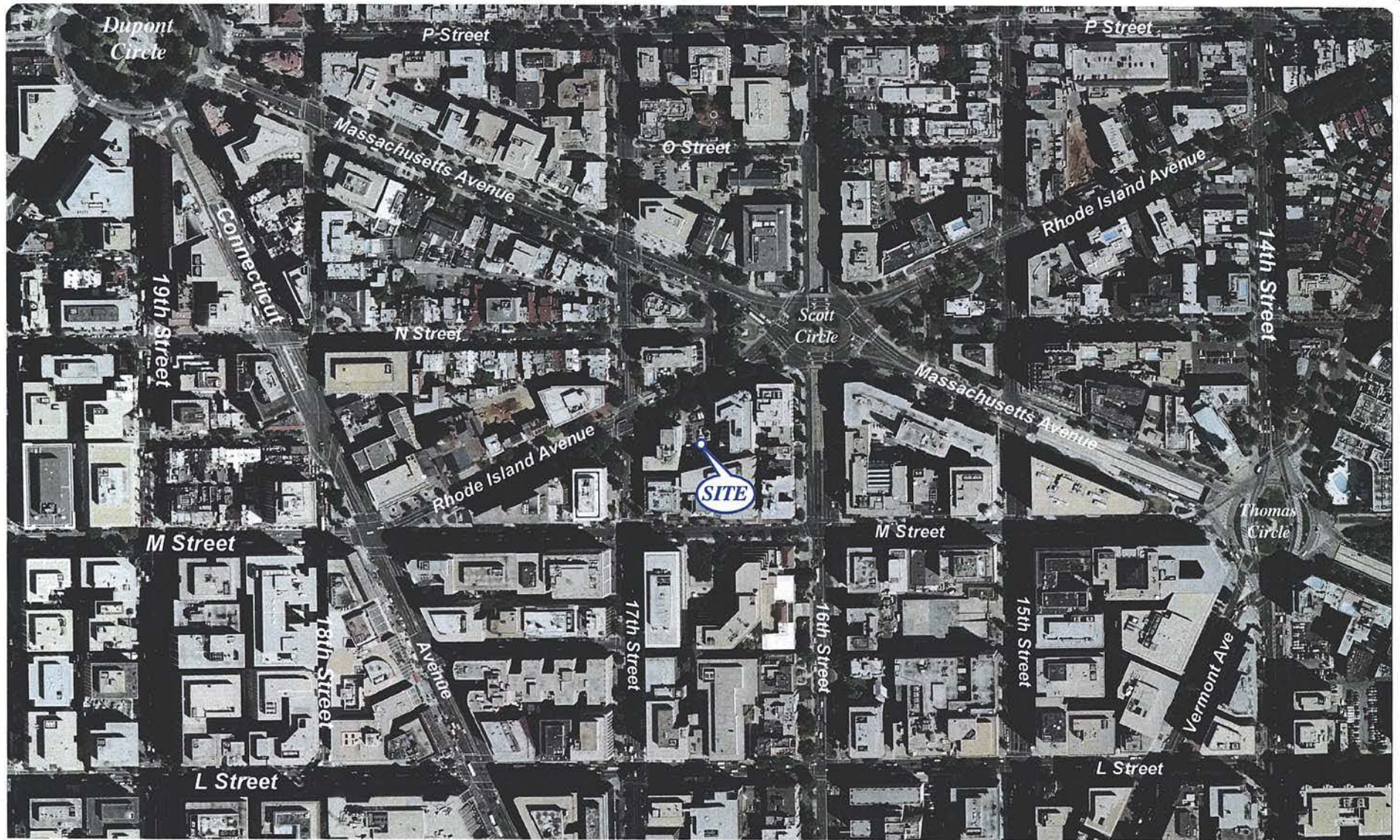


Figure 1-1
Site Location



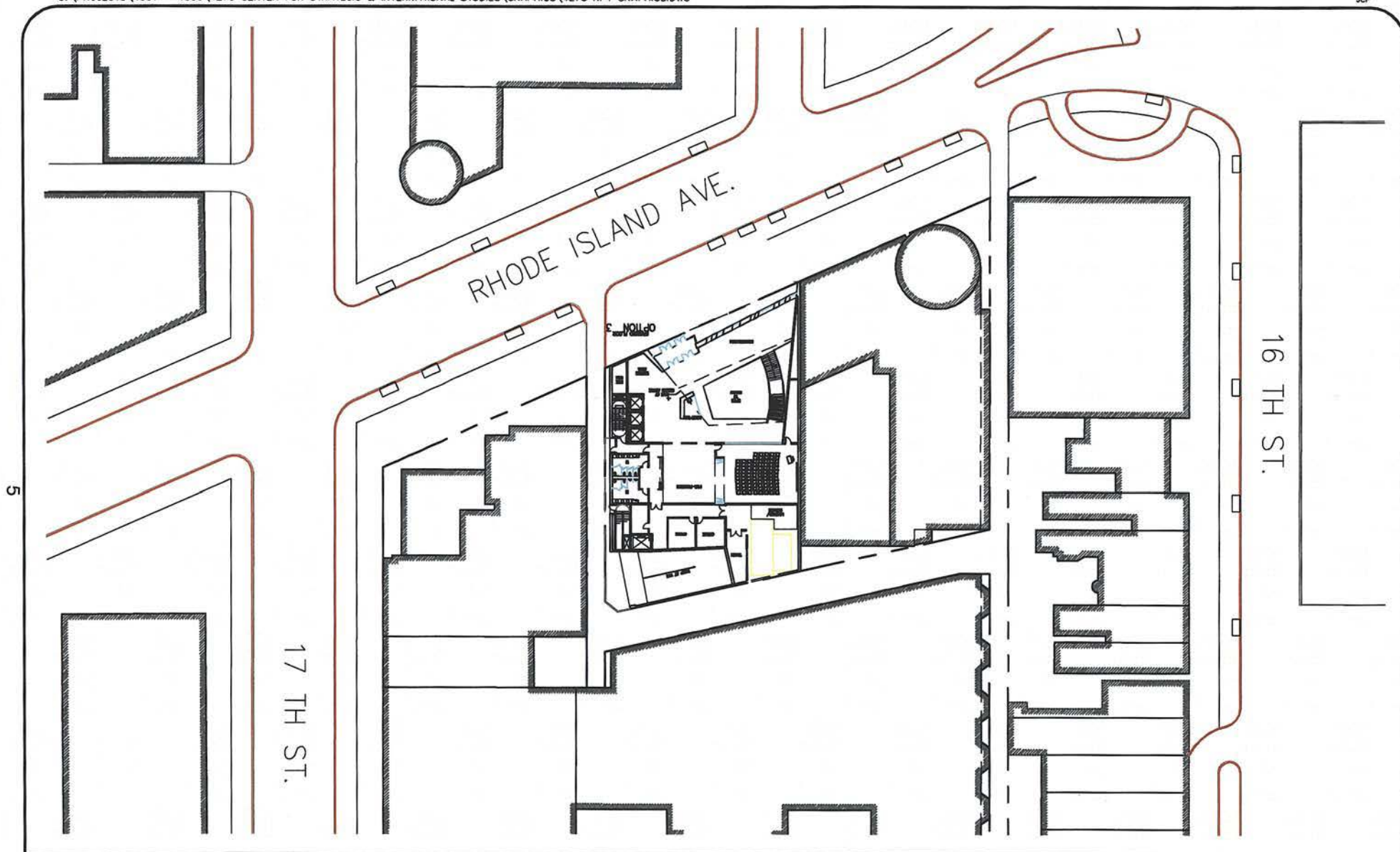


Figure 1-2
Site Plan

Plan Provided By: Hickok Cole Architects



North

Section 2 BACKGROUND DATA

Overview

This section presents the general study scope and background data regarding the public road network, existing vehicular and pedestrian traffic counts, public transportation facilities and services, curb parking, and bicycle facilities.

Study Scope

This traffic study includes the following intersections:

1. Rhode Island Avenue/17th Street,
2. Rhode Island Avenue/Bataan Street/existing parking lot driveway,
3. Rhode Island Avenue/Massachusetts Avenue/Scott Circle,
4. Rhode Island Avenue/16th Street/Scott Circle,
5. Rhode Island Avenue/Alley west of existing parking lot, and
6. Rhode Island Avenue/Alley east of existing parking lot,

Level of service (LOS) “D” is considered the minimum acceptable level of service in urban areas such as Washington, D.C.

Public Road Network

Overview. The subject site is served by a connected network of arterial, collector, and local streets. Existing intersection lane use and traffic control at key intersections in the site vicinity are shown on Figure 2-1.

In the site vicinity, Rhode Island Avenue, 17th Street, and M Street are classified by DDOT as Minor Arterials. 16th Street and Massachusetts Avenue are classified as Principal Arterials. Bataan Street is a local street.

Rhode Island Avenue is a five-lane street with metered, curb parking on the north and south sides during off-peak hours. On-street parking is prohibited during the commuter peak hours of 7:00 to 9:30 AM and 4:00 to 6:30 PM. During peak hours, Rhode Island Avenue operates with three westbound lanes and two eastbound lanes. Traffic signals are located on Rhode Island Avenue at 17th Street and Scott Circle.

17th Street operates one-way southbound with five travel lanes from 7:00 to 9:30 AM, Monday through Friday. During other hours, 17th Street operates two-ways, with on-street parking restrictions during the commuter PM peak hours.

The site currently is a surface parking lot with a curb cut on Rhode Island Avenue.

Existing Traffic Counts

Vehicular Traffic Counts. Existing AM and PM peak period vehicular traffic counts were conducted on Tuesday, October 10, 2008, by Wells + Associates, Inc. at the following intersections:

1. Rhode Island Avenue/17th Street,
2. Rhode Island Avenue/Bataan Street/existing parking lot driveway,
3. Rhode Island Avenue/Massachusetts Avenue/Scott Circle,
4. Rhode Island Avenue/16th Street/Scott Circle,
5. Rhode Island Avenue/Alley west of existing parking lot, and
6. Rhode Island Avenue/Alley east of existing parking lot,

The results are included in Appendix A and summarized on Figure 2-2.

Rhode Island Avenue, between 17th Street and Scott Circle, carried 12,600 vehicles per day (vpd) in 2002, according to DDOT. 17th Street, south of Rhode Island Avenue carried 20,000 vpd.

The morning peak hour generally occurred at 8:30 to 9:30 AM, and the afternoon peak hour generally occurred at 5:30 to 6:30 PM. Figure 2-2 indicates that Rhode Island Avenue, along the site frontage, carried 1,225 trips during the AM peak hour and 1,273 trips during the PM peak hour. The east/west directional splits are 17 percent/84 percent during the AM peak hour, and 47 percent/53 percent during the PM peak hour.

The existing commercial parking lot generated 20 AM peak hour trips and 19 PM peak hour trips on the survey day.

Pedestrian Traffic Counts. Existing AM and PM peak period pedestrian traffic counts also were conducted on Tuesday, October 10, 2008, by Wells + Associates, Inc. at the intersections listed above. The results are included in Appendix B and summarized on Figure 2-3.

Public Transportation Facilities and Services

The subject site is served by numerous Metrobus lines and the Farragut North and Dupont Circle Metro stations, as shown on Figure 2-4. Metrobus line G2 operates on P Street, two blocks north of the subject site. Metrobus lines S1, S2, and S4 operate on 16th Street, one block east of the subject site. The D1, D3, D6, L2, and 80 lines operate on K Street, three blocks south of the subject site. Metrobus lines 42, N2, N4, and N6 operate on Connecticut Avenue and 18th Street, one and a half blocks west of the subject site.

The Farragut North Metro station is located approximately three blocks (or 1,375 feet) southwest of the subject site, on L Street at Connecticut Avenue. The Dupont Circle Metro station is located approximately three blocks (or 1,800 feet) northwest of the site on 19th Street at Connecticut Avenue.

Curb Parking

Parking is permitted on both sides of Rhode Island Avenue, between 17th Street and Scott Circle, during off-peak hours. Parking is prohibited on both sides of Rhode Island Avenue during the commuter peak hours from 7:00 to 9:30 AM and from 4:00 to 6:30 PM.

The north side of Rhode Island Avenue has four (4)-one (1) hour metered parking spaces from 9:30 AM to 4:00 PM. The south side of Rhode Island Avenue has nine (9)-two (2) hour metered parking spaces from 9:30 AM to 4:00 PM.

Parking is permitted on both sides of 17th Street, between M Street and N Street, during off-peak hours. Parking is prohibited on both sides of 17th Street south of Rhode Island Avenue and on the west side north of Rhode Island Avenue during the commuter peak hours from 7:00 to 9:30 AM and from 4:00 to 6:30 PM.

The west side of 17th Street from M Street to N Street has 13-two (2) hour metered parking spaces from 9:30 AM to 4:00 PM. The east side of 17th Street, north of Rhode Island Avenue has five (5)-two (2) hour metered parking spaces from 7:00 AM and 6:30 PM. The east side of 17th Street, south of Rhode Island Avenue has six (6)-two (2) hour metered parking spaces and parking space for two (2) tour buses from 9:30 AM and 4:00 PM.

Parking is permitted on the east side of Bataan Street between Massachusetts Avenue and Rhode Island Avenue with a total of nine (9) spaces; four (4) spaces are reserved for Zipcar and the remaining spaces have no restriction.

Bicycle Facilities

Massachusetts Avenue northwest of Scott Circle, and Rhode Island Avenue northeast of Scott Circle, are signed bicycle routes, according to the April 2005 District of Columbia Bicycle Master Plan.

Rhode Island Avenue and M Street currently operate at bicycle level of service (BLOS) "E", according to the Plan. 16th and 17th Street currently operate at BLOS "D".

New bike lanes are proposed on Rhode Island Avenue, along the subject site frontage, and on N Street, west of Scott Circle. Separated, on-road bicycle facilities are proposed on 17th and M Streets.

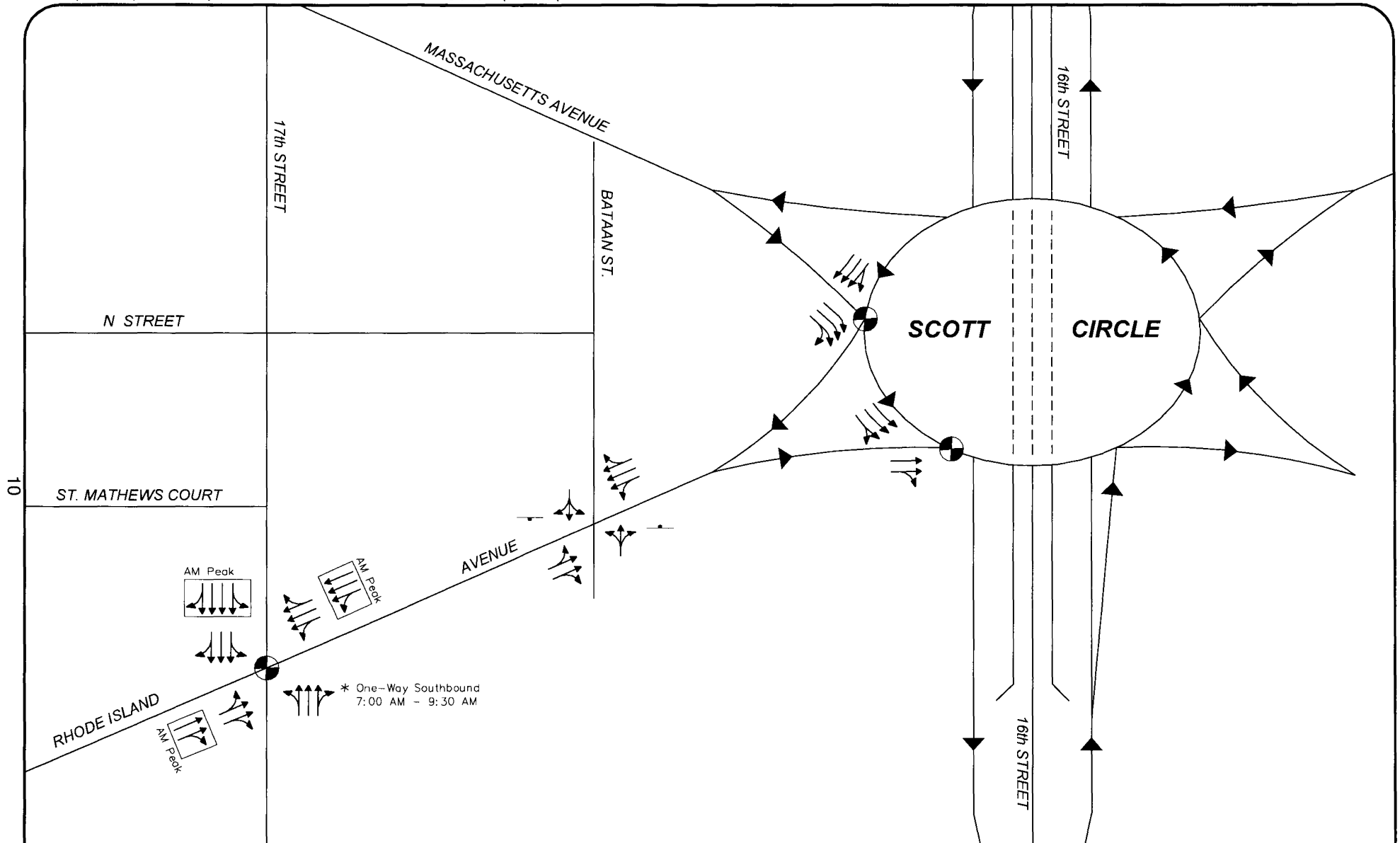
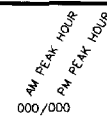


Figure 2-1
Existing Lane use and Traffic Control

- ← Represents One Travel Lane
- ⊙ Signalized Intersection
- ⊙ Stop Sign
- AM Lane Use (One Way)





North

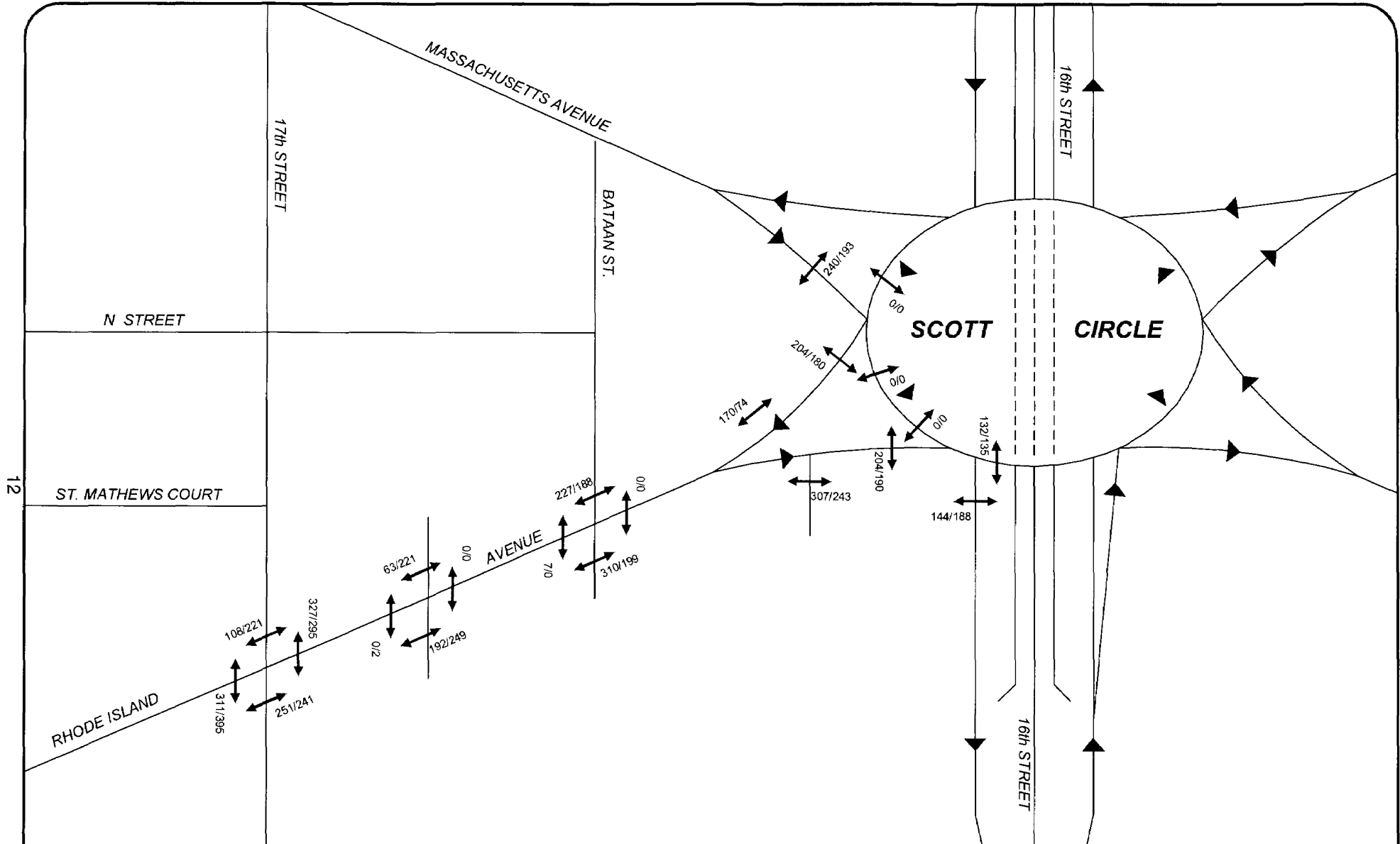


Figure 2-3
Pedestrian Counts

AM PEAK HOUR
PM PEAK HOUR
000/000



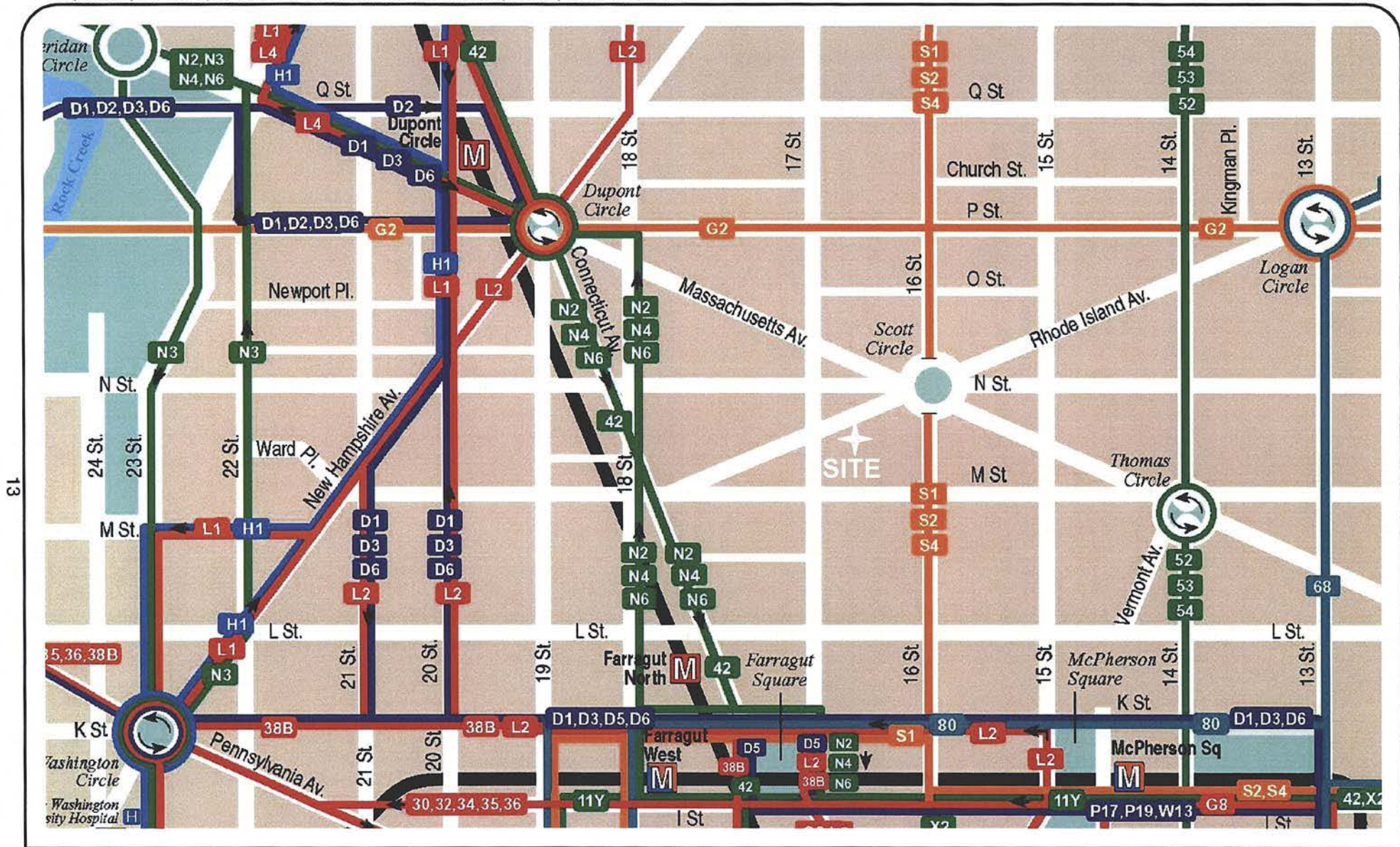


Figure 2-4
Existing Metro Bus and Rail Services

Source: WMATA

