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By Hand Delivery

Carol Mitten
Chairperson
District of Columbia Zoning Commission
441 4th Street, NW, Second Floor
Washington, D.C. 20001

Re: The Salvation Army - Zoning Commission Case No. 04-35, Post Hearing Submission

Dear Chairperson Mitten and Members of the Commission:

At the public hearing on July 9, 2005 in the above-captioned matter, the Zoning Commission asked that additional information on a number of items be filed in the record on, or before, August 18, 2005. The following narrative explains The Salvation Army's position with regard to these issues.

1. The Salvation Army Sign

In response to critique from the Commission, The Salvation Army has decided to forego its traditional, illuminated building signage and incorporate into the design of the building, at a lower elevation, a pre-cast sign which blends into the pre-cast concrete masonry material of the building. Attached as Exhibit A to this submission is: (a) the proposed new elevation with the new sign located lower on the building; (b) for comparison, the same elevation as it was shown to the Commission on July 9; and (c) the design details of the new proposed sign. The new proposal shows that the sign will be incorporated into the concrete masonry block of the building, with no illumination, and without the traditional Army red coloring.

04-35
28

2. Child Care Drop-Off

The Commission was concerned with the vehicle circulation pattern for the First Floor with the "circle" as shown in the application and the possibility that users of the Day Care Center would park "illegally" in the circle (or in the driveways) to impair the flow of vehicles in the garage. The Army has re-evaluated the First Floor and re-designed it to eliminate the circle and, as shown on Exhibit B, create a more direct and

efficient garage operation. With regard to Child Care Drop-Off, the Army and the day care provider will require all parents/care givers to park their vehicles in a marked parking space and walk their child (or children) into the facility. The Army pledges to manage the pick-up and drop-off in such a way as that it does not create traffic congestion either within the facility and/or on Morris Road. This will include, if necessary, stationing appropriate personnel both inside and outside the facility to ensure safe and efficient flow of vehicles as well as the safety of the children entering the center.

3. Parking Analysis

The Commission noted at the public hearing that a number of the parking spaces appeared to be compact or substandard. The Army's architects have evaluated those standards and measured the parking spaces as shown on Exhibit C. The parking as it has been reconfigured shows a total of 38 spaces, ten of which are on the First Floor and 28 of which are on Parking Level, P1. All spaces are at least 19' deep (with some as deep as 23' 10"), thus the length of all spaces meet the test for full size parking spaces under the Zoning Regulations. Further, eighteen (18) spaces are nine feet wide (or wider) which meets the "width" standard under the Zoning Regulations for a standard parking space. Twenty spaces, however, are less than nine feet wide (but in no case less eight feet wide which is the standard for compact parking spaces in the Regulations). Thus, of the 38 spaces, 18 spaces are full size spaces and 20 are compact spaces.

4. Roof, Fence, and Equipment Room

The Commission requested more details with regard to the building's roof deck, the roof terrace perimeter fence and the screening of the equipment room which is located on the building's roof. Exhibit D shows, in detail, the roofscape for the building as well as the details of the proposed perimeter fencing and the visual screening of the mechanical enclosure.

5. Streetscape

The Army has developed, in more detail, a comfortable and inviting streetscape, both on Morris Road and on Martin Luther King, Jr. Avenue adjacent to the Project, as shown in Exhibit E. As was testified at the public hearing, the existing public sidewalk on Martin Luther King, Jr. Avenue is only ten feet wide. There is no existing sidewalk or even public right-of-way available on Morris Road within which to build a sidewalk. The Army proposes to create, out of its own property, a ten foot wide sidewalk on Morris Road and widen the public sidewalk on Martin Luther King, Jr. Avenue from ten feet to

thirteen feet. These sidewalks will create a better pedestrian experience to users of the facility as well as to the neighboring properties.

6. Architectural Vision of Martin Luther King, Jr. Avenue

The Commission requested a more detailed explanation of the design philosophy behind The Salvation Army Project and its impact on the future development of Martin Luther King, Jr. Avenue. Attached to this submission, as Exhibit F, is the design philosophy and analysis of Colden Florance, FAIA of the SmithGroup which addresses these issues.

Conclusion:

On behalf of The Salvation Army, we respectfully submit the enclosed materials and ask the Commission to approve the Project with these changes so that this corner of Anacostia can begin the redevelopment efforts that the District has long envisioned on this major commercial street.

Respectfully submitted,

Phil Feola

Enclosure

cc: Ellen McCarthy, Office of Planning
Jennifer Steingasser, Office of Planning
Maxine Brown-Roberts, Office of Planning
Captain Kelly Igleheart
ANC 8A