



GREENSTEIN DELORME & LUCHS, P.C.

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Kate M. Olson
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May 2, 2011

VIA HAND-DELIVERY

Mr. Anthony J. Hood, Chairman
D.C. Zoning Commission
One Judiciary Square
441 4th Street N.W.
Second Floor
Washington, D.C. 20001

Re: **Zoning Commission Case Nos. 05-28B and 05-28E (to be filed in both cases)**
Supplemental Submission for Second Stage Review and Approval of a Planned Unit
Development and Zoning Map Amendment

Dear Chairman Hood and Members of the Commission:

The Applicant, the District of Columbia Primary Care Association ("DCPCA" or "Applicant"), is pleased to supplement the record in response to: 1) the Commission's comments and questions at the April 18th hearing for Case No. 05-28B (Second-Stage PUD); 2) the DDOT Report dated April 21, 2011, but not filed until after the Commission's 3:00 pm deadline on April 27; and 3) documents and information in support of DCPCA's rebuttal and closing arguments scheduled for May 5, 2011, including:

1. **District Government Support:** This project has been strongly, unequivocally and financially supported by the executive and legislative branches of the District government, including:
 - a. Both the current and former Directors of the D.C. Department of Health which has provided \$15 million in capital funding;
 - b. Deputy Mayor for Health and Human Services;
 - c. Ward 7 Councilmember Yvette M. Alexander;
 - d. Ward 7 Member, D.C. State Board of Education; and
 - e. Office of Planning with conditions.

ZONING COMMISSION
District of Columbia

CASE NO.

EXHIBIT NO.



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D.C. Zoning Commission

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2. **ANC and Community Support:** This project has been supported by both the full Advisory Neighborhood Commission 7D, the most immediately affected Single Member District Commissioners and other local organizations and residents, including:

- a. ANC 7D by letter dated October 13, 2010;
- b. Willie H. Woods, Jr., ANC 7D 07 (SMD for Parkside);
- c. Sharita C. Slayton, ANC 7D 02 (SMD immediately abutting Parkside);
- d. Parkside Civil Association;
- e. Groundwork Anacostia River; and
- f. Numerous residents of the Parkside neighborhood.

3. **Comprehensive Plan:** The proposed health care center at Parkside has always supported numerous elements of the Citywide and Ward 7 Comprehensive Plan. Most recently, effective April 11, 2011, the Comprehensive Plan Citywide Element for Health Care Facilities and Services was amended as part of the "Comprehensive Plan Act of 2010" to further encourage and facilitate local primary care facilities in residential areas, as set forth:

Review and assess zoning regulation to identify barriers to, and create opportunities for, the development of primary care facilities and neighborhood clinics, including the reuse of existing non-residential buildings in residential zones, after a public review and approval process that provides an opportunity to address neighborhood impacts. Section 1106.21 Action CSF 2.1.B: Review Zoning Issues.

4. **Architectural Revisions and Comments:** In response to specific comments and guidance from the Commission, DCPCA submits revised architectural drawings (dated May 2, 2011), attached as Exhibit A, which respond to the following issues, including:

- a. **Kenilworth Avenue Elevation/Façade:** Uneven parapet design at one-story portion of Health Center has been straightened at the south end of the building facing Kenilworth Avenue. Design for sculpted green treatment at perimeter of green roof has been made visible from the street level and from the pedestrian bridge level by removing the angled brick portion of the previous design. A consistent parapet height for brick wall has been set at +20'-0" elevation so as to coordinate with adjacent CCDC project parapet interface with DCPCA's west



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wall. Overall effective height of brick wall to the top of its straight parapet at Kenilworth Avenue is 16'-0" to 15'-0" due to the change in grade elevation of the site. See Drawings ASK 046, ASK 048, ASK 049 and ASK 047.3.

Overhanging green from parapet at green roof has been deleted. See Drawings ASK 046, ASK 048, ASK 049 and ASK 047.3. Trees are indicated in Landscape Plans, and ghosted in elevations to permit Zoning Commission members a clear view of facades as requested at the last hearing.

The Kenilworth Avenue façade is a simple one-story expression consistent with updated PUD Stage 2 drawings where taller building portions of the proposed development meet the ground. Building utility rooms have been allocated at this location where incoming utilities from the street are located. Sculpted green roof amenity has been made more visible to the street by keeping the height of the green roof and deleting the angled portions of the brick walls.

- b. Hayes Street Elevation/Façade: The Curve has been deleted from all updated images of the metal rainscreen. Emphasis has been established at the north entry area. The rainscreen has been sloped up to reinforce the arrival / main entrance area. The rainscreen adds a supporting level of detail articulation and scale to the long façade consistent with the scale of existing surrounding buildings, and complements the proposed design of the CCDC adjacent future building's fenestration pattern. The Hayes Street elevation has been updated to indicate a dashed line for pedestrian bridge outline. See Drawing ASK 047.3.
- c. Relationship With the Pedestrian Bridge: The simplified perimeter walls of the updated green roof portion of the facades allow for more visibility of the sculpted green roof planting from the pedestrian bridge. See Drawings ASK 048 and ASK 047.3.
- d. Replace Stone Fins: The stone fins have been deleted and replaced by scored and integral color concrete set flush with finished face of adjacent new sidewalk. See Drawings ASK 051.1 and ASK 051.3.
- e. Combination of Bricks: Reddish / Brown brick has been selected to be complimentary to adjacent existing building's red/brown brick color. Accent brick has been selected to add visual contrast.



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- f. Ribbon Windows on West Elevation: This fenestration pattern has been specifically designed to coordinate with interior program requirements for providing patient privacy in the examination rooms.

5. **Traffic and Parking**: In its report, DDOT recommended conditional approval for the DCPCA health center as a “meaningful community based health care center project that will serve residents for years to come.” Additionally, DDOT found the creation of below grade parking and reduction of the number of spaces provided to sixty-nine (69) “commendable.” For traffic and parking purposes, the Commission should note that the DCPCA and CCDC projects are replacing 300 units of residential housing under the original PUD, but the revised PUD for Parcel 12 involves no increase in density and maintains the previously approved 1,400 off-street parking spaces.

In response to the specific issues raised by DDOT, DCPCA is submitting the attached Technical Memorandum from Gorove/Slade. Exhibit B. This Technical Memorandum provides detailed information analysis for:

- a. Loading Management Plan, including general parameters, loading operations and management and short-term passenger loading;
- b. Additional Traffic Management Plan Elements, including employee shower and locker room facilities for bicycle riders, carpool coordination, future review of bicycle parking supply and demand; and
- c. Parking Considerations, including on-street parking inventory survey and recommendations for limiting parking in residential areas.



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D.C. Zoning Commission

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This information is presented as requested and to assist the Commission in its continued review of Case No. 05-28B and 05-28E. Please feel free to call the undersigned at 202-452-1400 with any questions.

Sincerely

A handwritten signature in black ink, appearing to read "JPB", with a long horizontal stroke extending to the right.

John Patrick Brown, Jr.

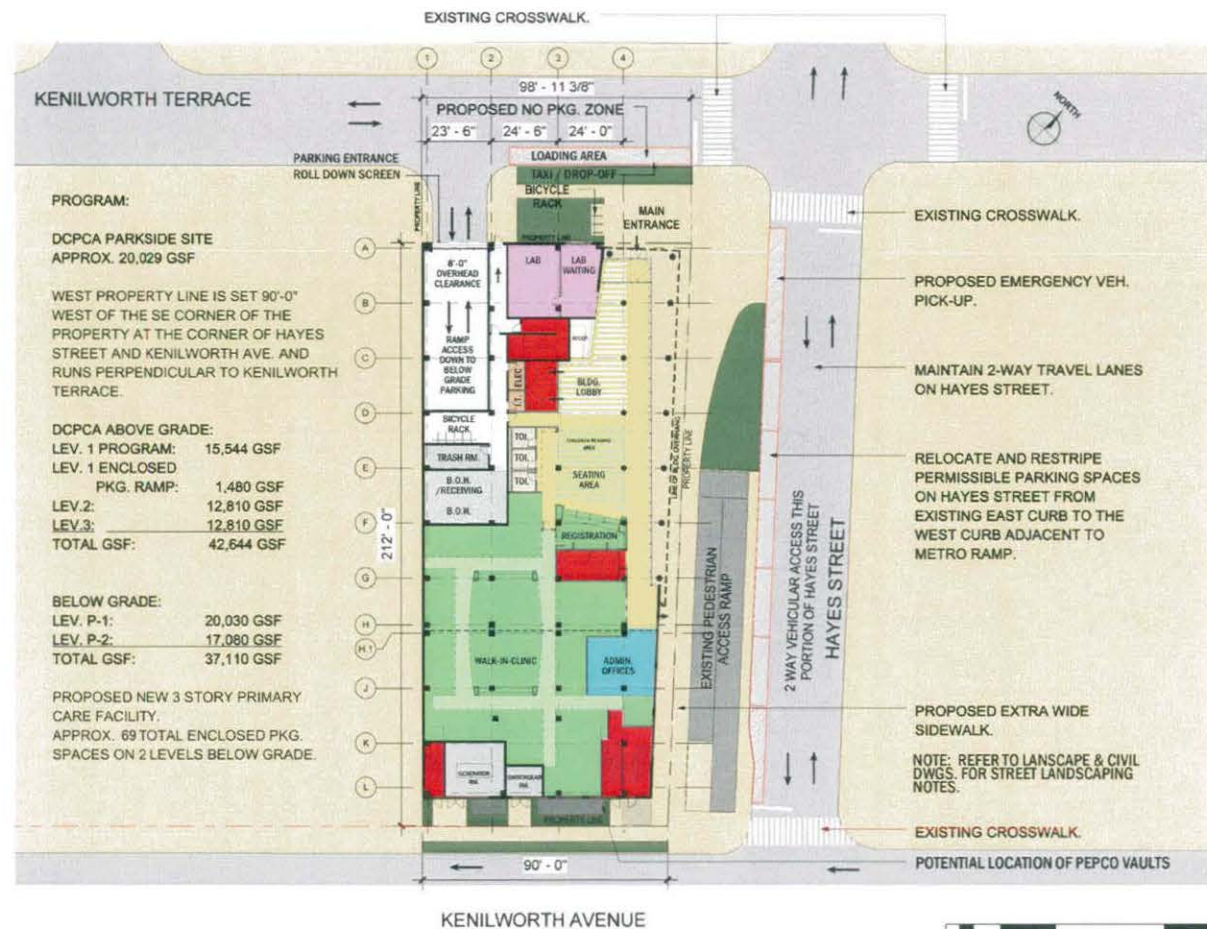
A handwritten signature in black ink, appearing to read "KSO", with a long horizontal stroke extending to the right.

Kate M. Olson

Enclosures

cc: Office of Planning
D.C. Department of Transportation
Advisory Neighborhood Commission 7D
Eastland Gardens Civic Association
Ms. Robin Halsband, D.C. Primary Care Association
Phil Feola, Esq.

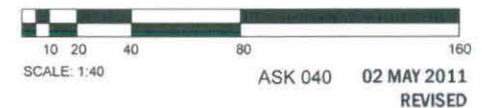
EXHIBIT A



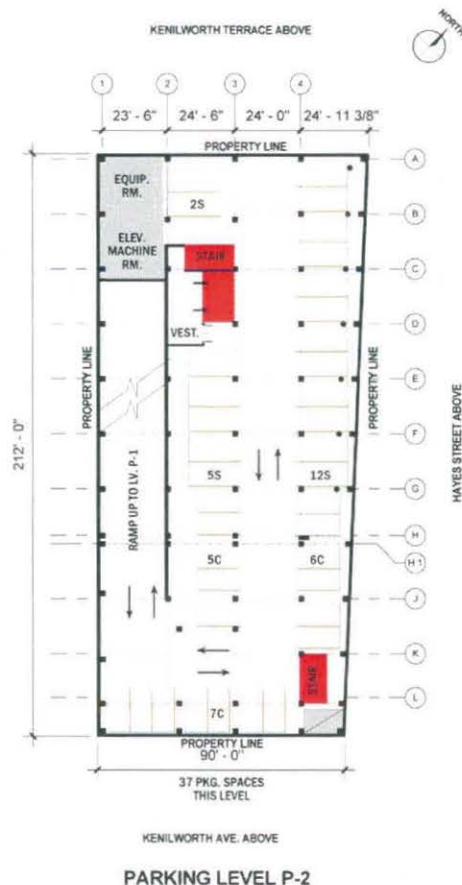
DCPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC



LEVEL ONE FLOOR PLAN



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PARKING LEVEL P-2

PROGRAM:

DCPCA PARKSIDE SITE
APPROX. 20,029 GSF

WEST PROPERTY LINE IS SET 90'-0"
WEST OF THE SE CORNER OF THE
PROPERTY AT THE CORNER OF HAYES
STREET AND KENILWORTH AVE. AND
RUNS PERPENDICULAR TO KENILWORTH
TERRACE.

DCPCA ABOVE GRADE:

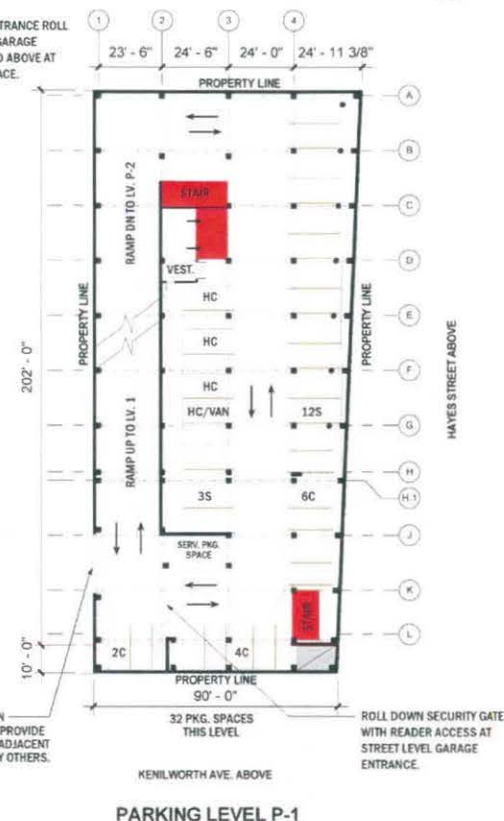
LEV. 1 PROGRAM: 15,544 GSF
LEV. 1 ENCLOSED
PKG. RAMP: 1,480 GSF
LEV. 2: 12,810 GSF
LEV. 3: 12,810 GSF
TOTAL GSF: 42,644 GSF

BELOW GRADE:

LEV. P-1: 20,030 GSF
LEV. P-2: 17,080 GSF
TOTAL GSF: 37,110 GSF

PROPOSED NEW 3 STORY PRIMARY
CARE FACILITY.
APPROX. 69 TOTAL ENCLOSED PKG.
SPACES ON 2 LEVELS BELOW GRADE.

NOTE: PARKING ENTRANCE ROLL
DOWN SCREEN AT GARAGE
ENTRANCE LOCATED ABOVE AT
KENILWORTH TERRACE.



PARKING LEVEL P-1



ASK 040.1 02 MAY 2011
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BELOW GRADE PARKING LEVEL P-1 & P-2



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KENILWORTH TERRACE
BELOW

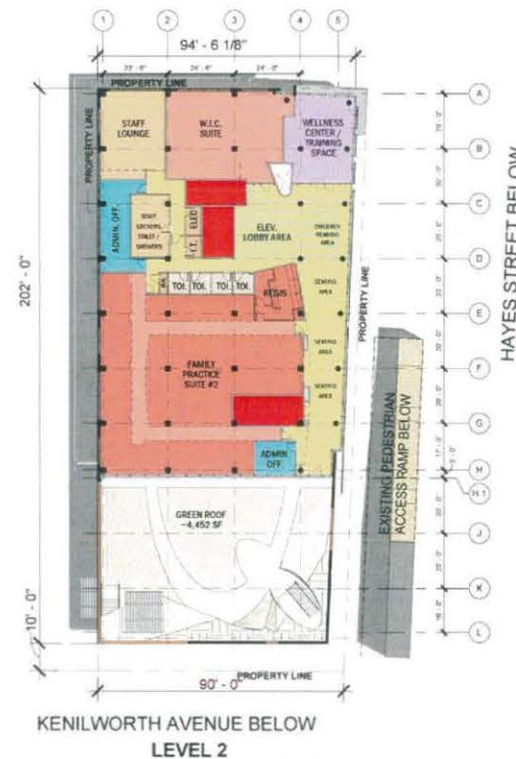


DCPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC



HAYES STREET BELOW

KENILWORTH TERRACE
BELOW



LEVEL TWO & THREE FLOOR PLANS

PROGRAM:

DCPCA PARKSIDE SITE
APPROX. 20,029 GSF

WEST PROPERTY LINE IS SET 90'-0"
WEST OF THE SE CORNER OF THE
PROPERTY AT THE CORNER OF HAYES
STREET AND KENILWORTH AVE. AND
RUNS PERPENDICULAR TO KENILWORTH
TERRACE.

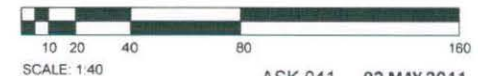
DCPCA ABOVE GRADE:

LEV. 1 PROGRAM:	15,544 GSF
LEV. 1 ENCLOSED	
PKG. RAMP:	1,480 GSF
LEV. 2:	12,810 GSF
LEV. 3:	12,810 GSF
TOTAL GSF:	42,644 GSF

BELOW GRADE:

LEV. P-1:	20,030 GSF
LEV. P-2:	17,080 GSF
TOTAL GSF:	37,110 GSF

PROPOSED NEW 3 STORY PRIMARY
CARE FACILITY.
APPROX. 69 TOTAL ENCLOSED PKG.
SPACES ON 2 LEVELS BELOW GRADE.



ASK 041 02 MAY 2011
REVISED

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PROGRAM:

DCPCA PARKSIDE SITE
APPROX. 20,029 GSF

WEST PROPERTY LINE IS SET 90'-0"
WEST OF THE SE CORNER OF THE
PROPERTY AT THE CORNER OF
HAYES STREET AND KENILWORTH
AVE. AND RUNS PERPENDICULAR
TO KENILWORTH TERRACE.

PROPOSED NEW 3 STORY PRIMARY CARE FACILITY

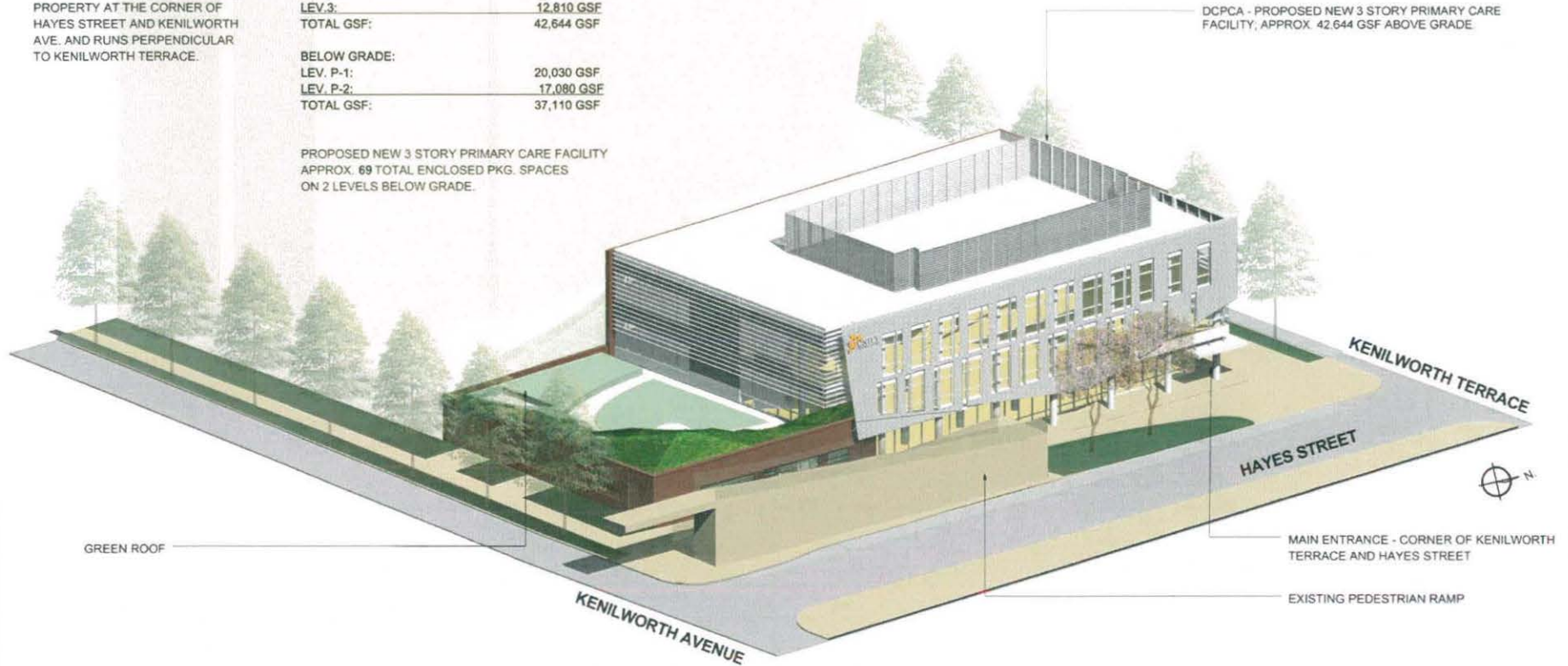
DCPCA ABOVE GRADE:	
LEV. 1 PROGRAM:	15,544 GSF
LEV. 1 ENCLOSED	
PKG. RAMP:	1,480 GSF
LEV. 2:	12,810 GSF
LEV. 3:	12,810 GSF
TOTAL GSF:	42,644 GSF

BELOW GRADE:	
LEV. P-1:	20,030 GSF
LEV. P-2:	17,080 GSF
TOTAL GSF:	37,110 GSF

PROPOSED NEW 3 STORY PRIMARY CARE FACILITY
APPROX. 69 TOTAL ENCLOSED PKG. SPACES
ON 2 LEVELS BELOW GRADE.

FUTURE ADJACENT PARCEL DEVELOPMENT BY OTHERS.

DCPCA - PROPOSED NEW 3 STORY PRIMARY CARE
FACILITY; APPROX. 42,644 GSF ABOVE GRADE



GREEN ROOF

KENILWORTH AVENUE

KENILWORTH TERRACE

HAYES STREET



MAIN ENTRANCE - CORNER OF KENILWORTH
TERRACE AND HAYES STREET

EXISTING PEDESTRIAN RAMP

DCPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC



SOUTHEAST AXONOMETRIC VIEW

ASK 042 02 MAY 2011
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DCPCA PARKSIDE SITE
APPROX. 20,029 GSF

WEST PROPERTY LINE IS SET 90'-0"
WEST OF THE SE CORNER OF THE
PROPERTY AT THE CORNER OF
HAYES STREET AND KENILWORTH
AVE. AND RUNS PERPENDICULAR TO
KENILWORTH TERRACE.

DCPCA ABOVE GRADE:

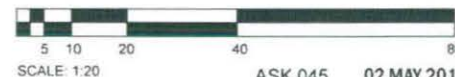
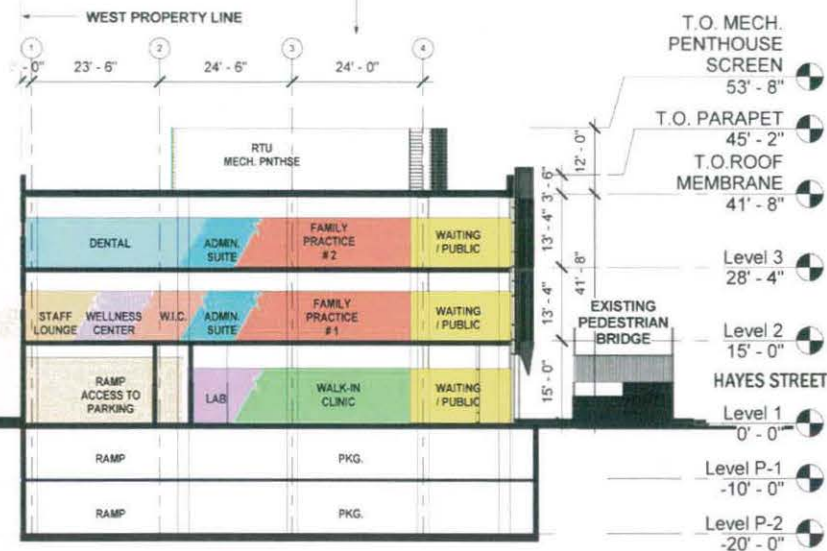
LEV. 1 PROGRAM:	15,544 GSF
LEV. 1 ENCLOSED PKG. RAMP:	1,480 GSF
LEV. 2:	12,810 GSF
LEV. 3:	12,810 GSF
TOTAL GSF:	42,644 GSF

BELOW GRADE:

LEV. P-1:	20,030 GSF
LEV. P-2:	17,080 GSF
TOTAL GSF:	37,110 GSF

PROPOSED NEW 3 STORY PRIMARY CARE FACILITY
APPROX. 69 TOTAL ENCLOSED PKG. SPACES ON
2 LEVELS BELOW GRADE.

DCPCA - PROPOSED NEW 3 STORY PRIMARY CARE FACILITY; APPROX. 42,644 GSF ABOVE GRADE.

ASK 045 02 MAY 2011
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PARKSIDE DEVELOPMENT, WASHINGTON DC



CROSS SECTION - WEST TO EAST

LITTLE
DESIGNED ARCHITECTURAL CONSULTING

PROGRAM:

DCPCA PARKSIDE SITE
APPROX. 20,029 GSF

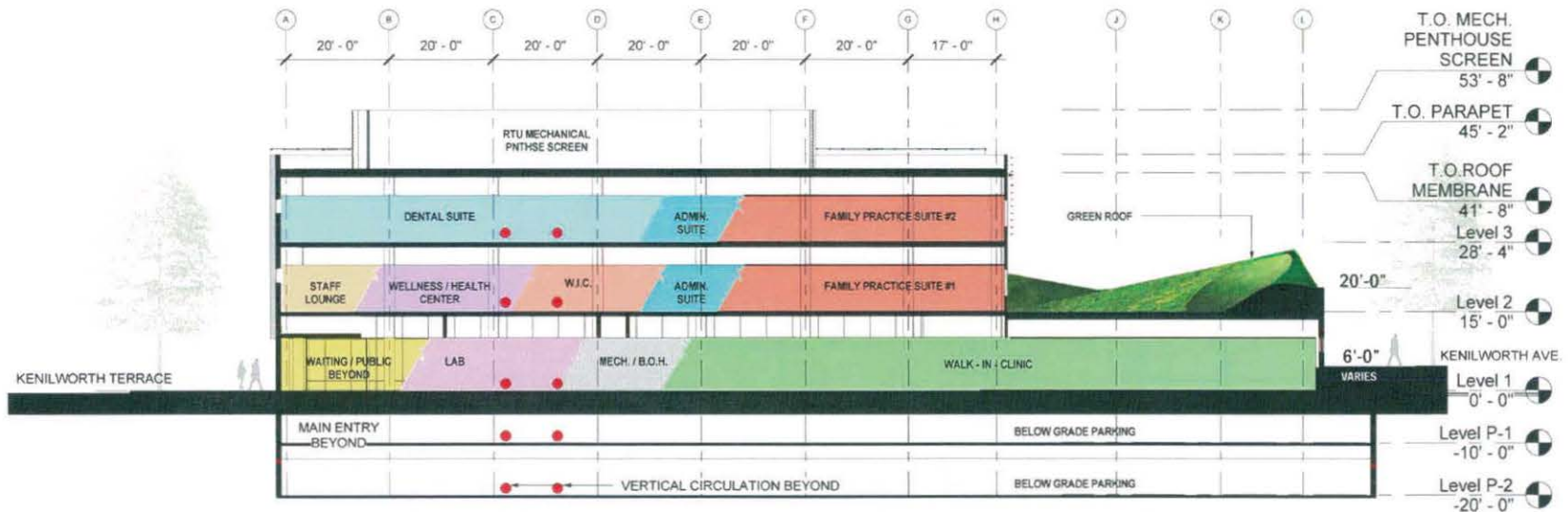
WEST PROPERTY LINE IS SET 90'-0"
WEST OF THE SE CORNER OF THE
PROPERTY AT THE CORNER OF
HAYES STREET AND KENILWORTH
AVE. AND RUNS PERPENDICULAR TO
KENILWORTH TERRACE.

PROPOSED NEW 3 STORY PRIMARY CARE FACILITY

DCPCA ABOVE GRADE:
LEV. 1 PROGRAM: 15,544 GSF
LEV. 1 ENCLOSED PKG. RAMP: 1,480 GSF
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LEV. 3: 12,810 GSF
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TOTAL GSF: 37,110 GSF

PROPOSED NEW 3 STORY PRIMARY CARE FACILITY
APPROX. 69 TOTAL ENCLOSED PKG. SPACES ON
2 LEVELS BELOW GRADE.



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PARKSIDE DEVELOPMENT, WASHINGTON DC



LONGITUDINAL SECTION - NORTH TO SOUTH

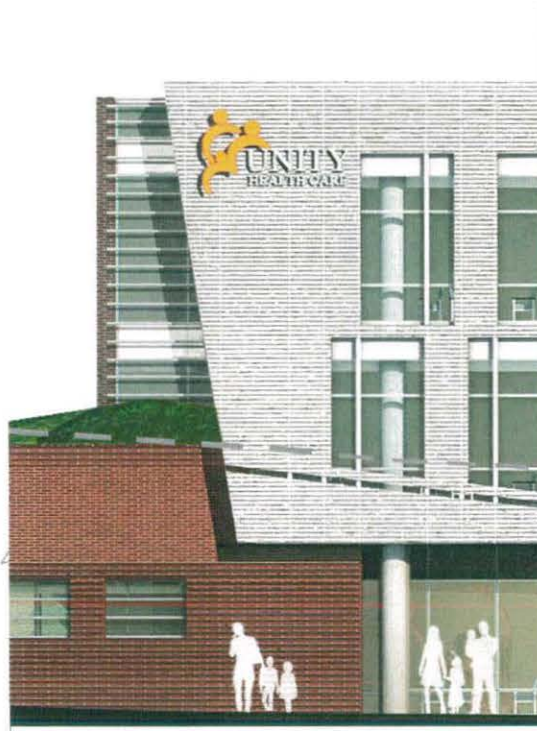
LITTLE
DIVERSIFIED ARCHITECTURAL CONSULTING

WALL TYPES:

WALL TYPE: A: 1" LOW-E INSULATED VISION GLASS & 1/4" SPANDREL GLASS, AND FINISH ALUM. SPANDREL CURTAINWALL SYSTEM.

WALL TYPE: B: PERFORATED & CORRUGATED POWDERCOAT FINISHED ALUM. SCREEN, FINISH ON BOTH SIDES. COLOR TO MATCH ARCHITECT'S SAMPLE, ATTACHED TO STRUCTURE AND FLOATING 1'-0" IN FRONT OF CURTAINWALL. SIMILAR TO WALL TYPE 'A'.

WALL TYPE: C: MASONRY WALL SYSTEM. METAL STUD W/INTEGRAL EPS BOARD INSULATION AND SHEATHING. FIELD BRICK COLOR AND ACCENT BRICK REVEAL TO MATCH ARCHITECT'S SAMPLE. INCLUDE PUNCHED WINDOW. LOW-E INSULATED VISION GLASS IN PARTIAL NORTH, SOUTH, AND WEST WALL.



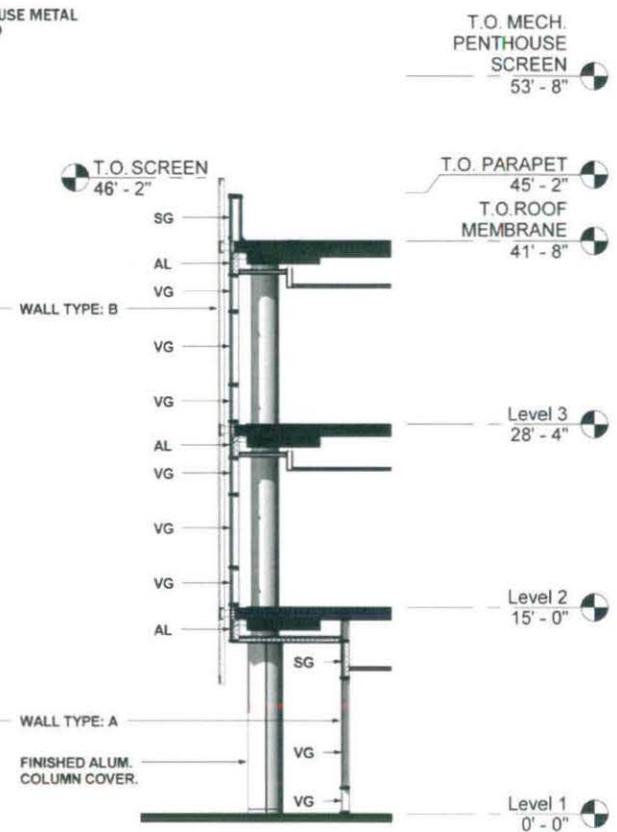
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EAST FACADE (HAYES ST.) ELEV. / SECTION DETAIL

MECHANICAL PENTHOUSE METAL
SCREENWALL BEYOND



ASK 047.1 02 MAY 2011
REVISED

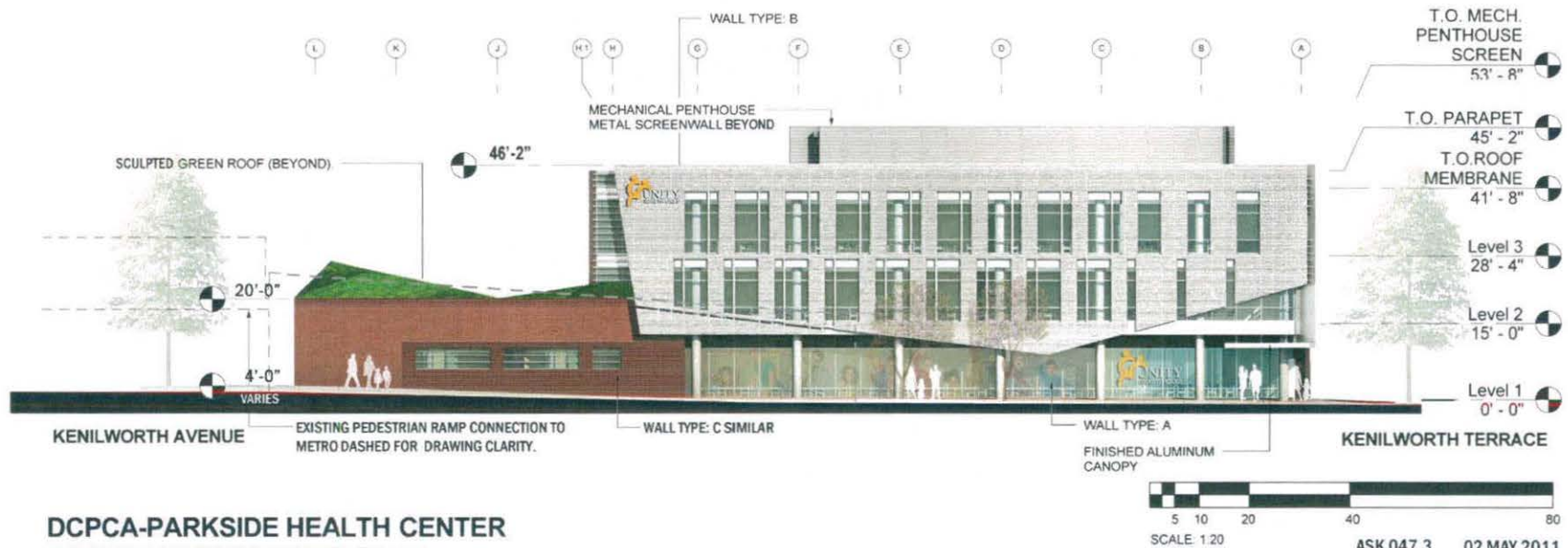
LITTLE
DIVERSIFIED ARCHITECTURAL CONSULTING

WALL TYPES:

WALL TYPE: A - 1" LOW-E INSULATED VISION GLASS & 1/4" SPANDREL GLASS, AND FINISH ALUM. SPANDREL CURTAINWALL SYSTEM.

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WALL TYPE: C - MASONRY WALL SYSTEM. METAL STUD W/INTEGRAL EPS BOARD INSULATION AND SHEATHING. FIELD BRICK COLOR AND ACCENT BRICK REVEAL TO MATCH ARCHITECT'S SAMPLE. INCLUDE PUNCHED WINDOW, LOW-E INSULATED VISION GLASS IN PARTIAL NORTH, SOUTH, AND WEST WALL.



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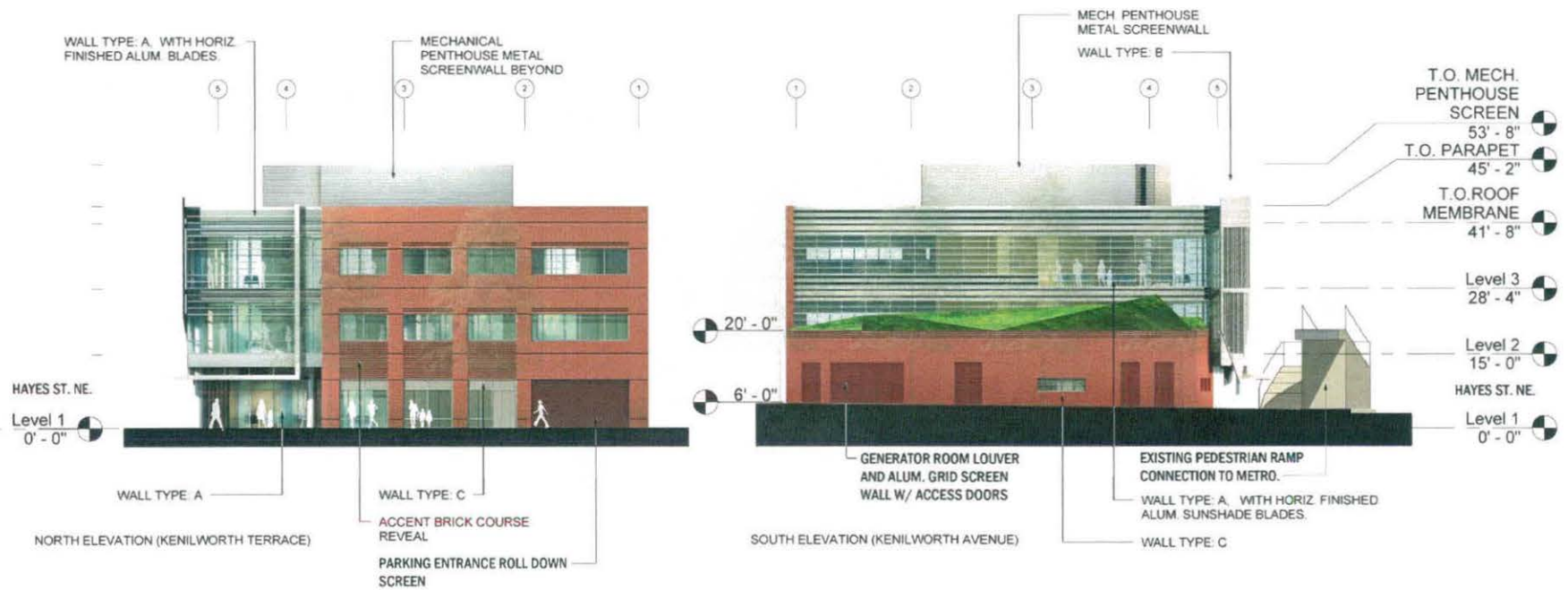


EAST ELEVATION (HAYES STREET)
REVISED

ASK 047.3 02 MAY 2011
REVISED

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SEE EAST ELEVATION SHEET ASK: 047.3 02 MAY 2011 FOR WALL TYPE INFORMATION



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PARKSIDE DEVELOPMENT, WASHINGTON DC



NORTH AND SOUTH ELEVATIONS
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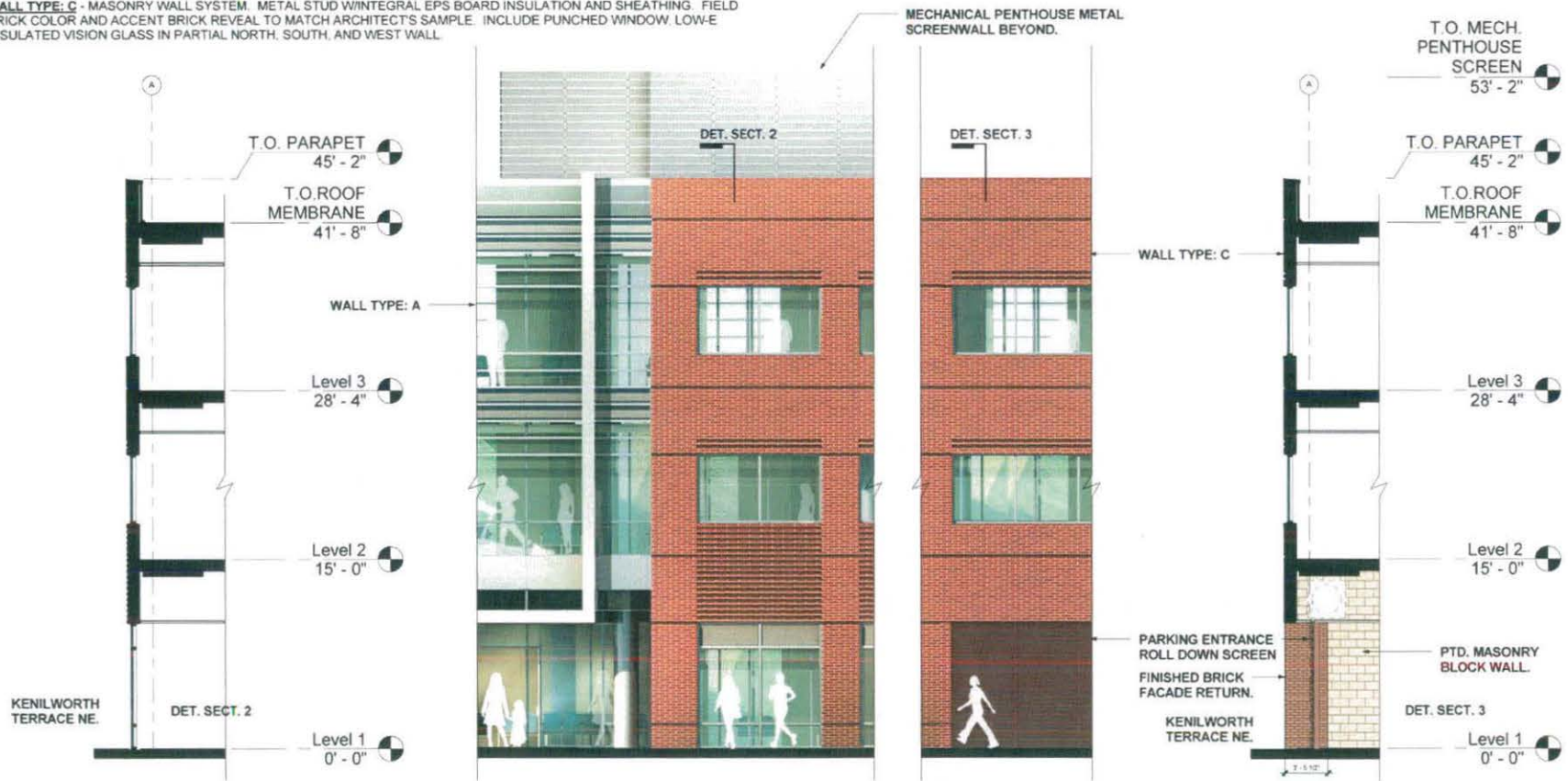
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DIVERSIFIED ARCHITECTURAL CONSULTING

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PARKSIDE DEVELOPMENT, WASHINGTON DC



**NORTH FACADE (KENILWORTH TERR. NE.)
ELEV. / SECTION DETAIL**

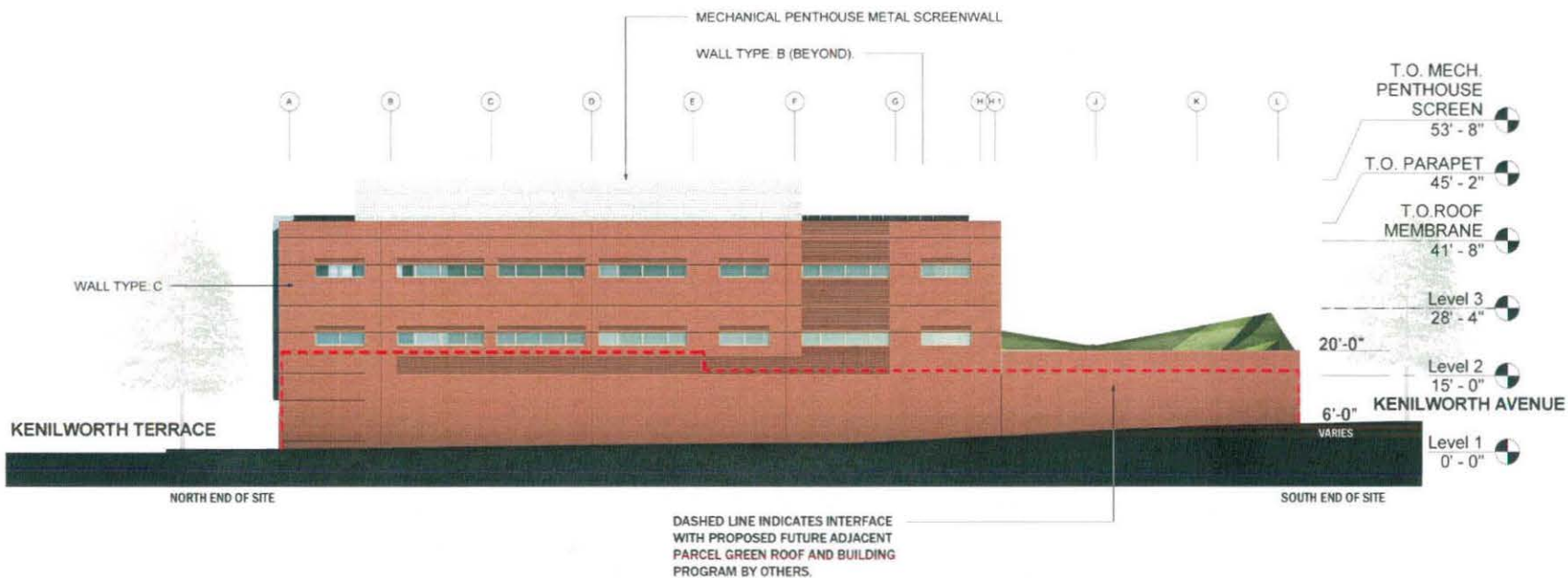
ASK 048.1

02 MAY 2011

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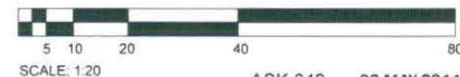
SEE EAST ELEVATION SHEET ASK: 047.3 02 MAY 2011 FOR WALL TYPE INFORMATION



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PARKSIDE DEVELOPMENT, WASHINGTON DC

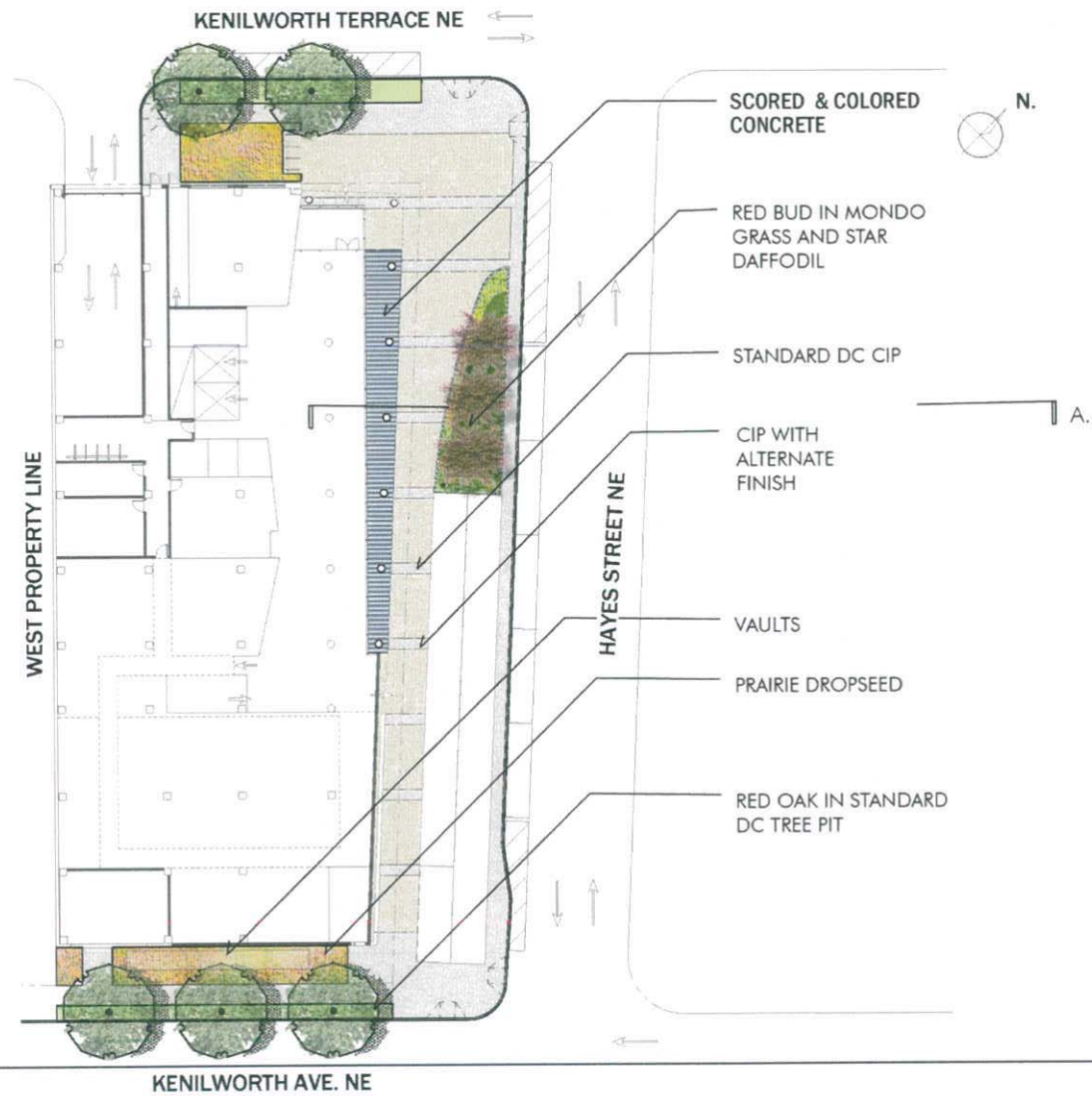


WEST ELEVATION
(ADJACENT TO WEST PROPERTY LINE)



ASK 049 02 MAY 2011
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 PARKSIDE DEVELOPMENT, WASHINGTON DC

LANDSCAPE - LEVEL 1 STREET PLAN DIAGRAM

L1 STREET PLAN -
 1/32" = 1'

ASK 051.1 02 MAY 2011
 REVISED



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 PARKSIDE DEVELOPMENT, WASHINGTON DC

LANDSCAPE - LEVEL 2 GREEN ROOF PLAN DIAGRAM

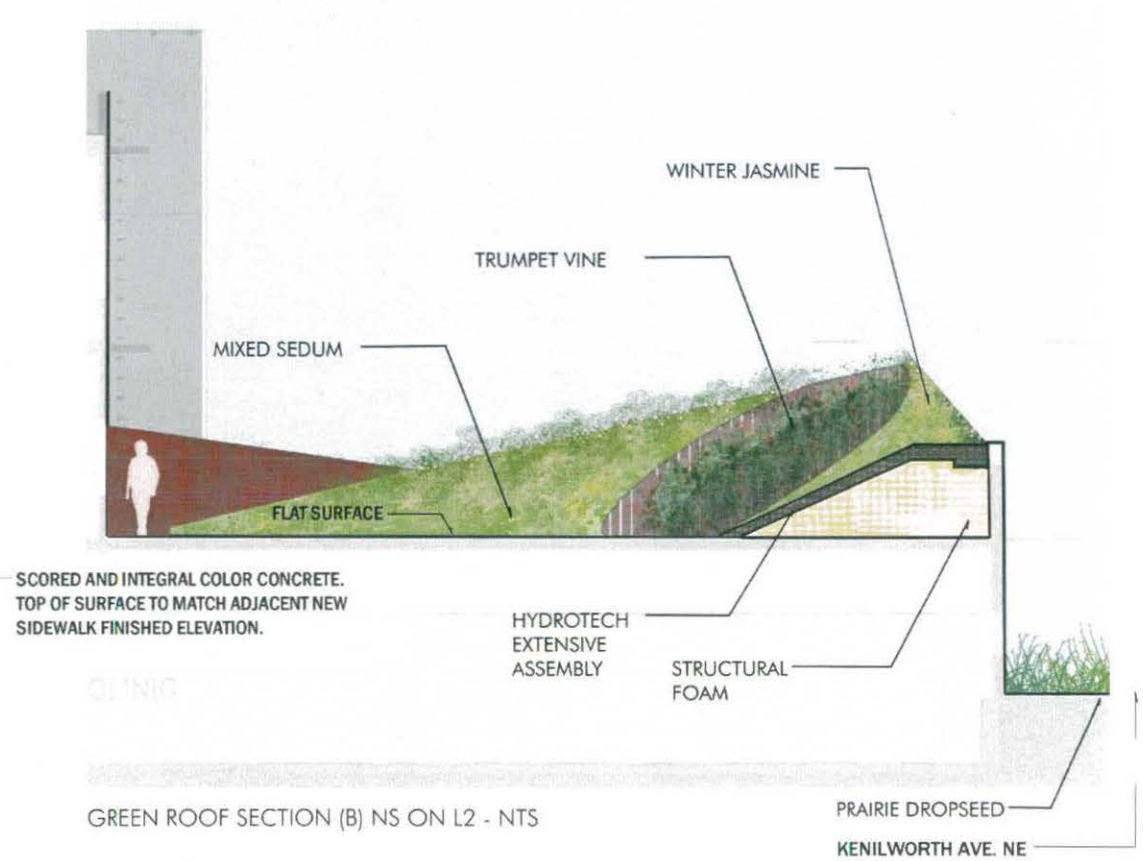
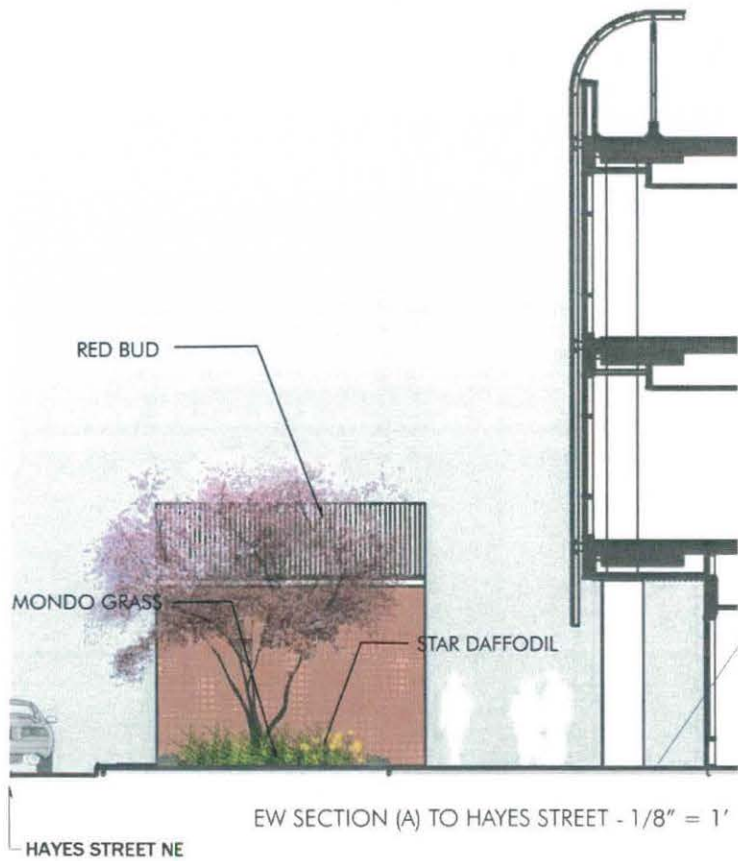


L2 GREEN ROOF PLAN
 3/32" = 1'

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PARKSIDE DEVELOPMENT, WASHINGTON DC



LANDSCAPE - SECTION DIAGRAMS



ASK 051.3 02 MAY 2011
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American Hydrotech, Inc.,
303 E. Ohio Street, Chicago, IL 60611
Phone: 800-877-6125 Fax: 312-661-0731



Extensive Assembly

An extensive Garden Roof® uses a select range of hardy plants, making it attractive to look at while requiring little maintenance. Extensive green roofs are not intended for recreational use, but are usually chosen for their appearance or to help reduce the "urban heat island" effect and minimize stormwater run-off. Extensive roofs only require a shallow growing media depth, generally as little as 3" - 4", and therefore add little weight (typically 18-34 lbs/sf wet weight) to the roof structure below.

Features:

- Are lightweight with only 3" - 4" of growing media
- Ideal for inaccessible roofs
- Can be used on flat or sloping roofs
- Reduce stormwater runoff
- Help to mitigate the urban heat island
- Require minimum maintenance

The water stored in the growing media and drainage/retention layer is sufficient to sustain the drought resistant plants between periods of rainfall. Irrigation systems are not normally required except in extreme climates.

Extensive green roofs can be applied to flat roofs and sloping roofs with a pitch of up to 12:12 or 45°, provided the appropriate measures are taken to cope with the shear forces and soil retention. Please contact Hydrotech for additional information regarding sloped applications.



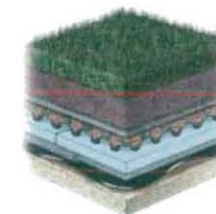
Intensive and Lawn Assemblies

The landscape possibilities with intensive green roofs are virtually limitless. They are intended for recreational, sporting and leisure purposes and are often indistinguishable from natural gardens in appearance. Hydrotech's Lawn and Intensive Garden Roof® Assemblies follow the same design concept as an extensive Garden Roof. However, the drainage/retention layer is usually deeper and filled with expanded aggregate to provide greater water storage and to support a greater depth of growing media. The depth of the intensive growing media, which contains a greater amount of organic matter than an extensive blend, will generally dictate the type and size of plants that can be grown.

Intensive green roof designs usually consist of a mixture of hard and soft landscaping. It is therefore important that the selected drainage/retention layer can support any type of landscape - from roadways and paths, to soil and trees, so as to permit excess water to drain unobstructed underneath. The water retention capacity of the Hydrotech drainage/retention layers is used to assist with the irrigation of the plants - it is not a substitute for an irrigation system, which should always be installed within either the intensive or lawn Garden Roof Assembly.

Features:

- Require greater growing media depths 6"-36"
- Can be used for recreation
- Accommodate a wider variety of plants/shrubs/trees
- Must be irrigated
- Require regular maintenance



DCPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC

Product Cutsheet: Green Roof

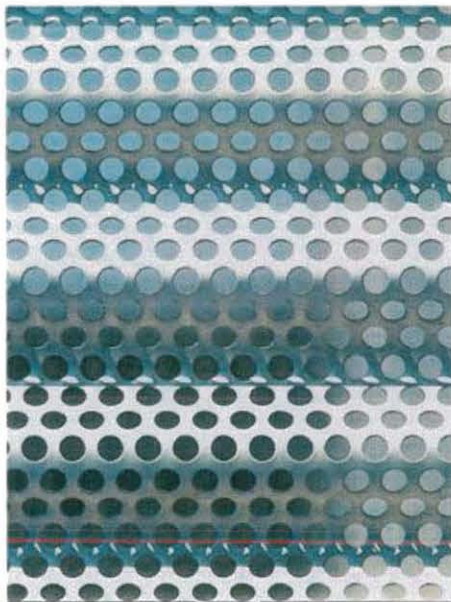
ASK 051.4 02 MAY 2011
REVISED



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DIVERSIFIED ARCHITECTURAL CONSULTING

ECOSCREEN PERFORATED SCREENWALL

CENTRIA offers exterior perforated screenwall panels using Econolap 3/4", MR3-36, Style-Rib, and BR5-36 in 20 gage stainless steel and 0.040" painted aluminum. This unique fabrication provides a 10% to 40% open area for the effect of a translucent screen to control light, air movement and the appearance of operations behind the screen.



Take Credit For Using Profile Series

As a member of USGBC, CENTRIA is committed to helping architects and owners achieve LEED credit for using CENTRIA products. By using CENTRIA Profile Series including Profile Series® Steel Wall Panels, Roof Panels, Concept Series® Steel Wall Panels, IW Series Steel Wall Panels, and EcoScreen® Stainless Steel Panels we can help you achieve the following LEED-NC credits:



Materials & Resources

MR Credit 4.1	Recycled Content: 10%	1 Point
MR Credit 4.2	Recycled Content: 20%	1 Point
MR Credit 5.1	Regional Materials: 10%	1 Point
MR Credit 5.2	Regional Materials: 20%	1 Point

Indoor Environmental Quality

EQ Credit 4.1	Low-Emitting Materials: Adhesives and Sealants	1 Point
EQ Credit 4.2	Low-Emitting Materials: Paints and Coatings	1 Point

Innovation and Design Process

ID Credit 1.x	Innovation in Design: Cradle to Cradle Certification	1 Point
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Profile Series® Roof Panels Only

Sustainable Sites

SS Credit 7.2	Heat Island Effect: Roof	1 Point
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DCPCA-PARKSIDE HEALTH CENTER

PARKSIDE DEVELOPMENT, WASHINGTON DC

Product Cutsheet: Metal Screenwall @ Hayes St. NE. Elevation

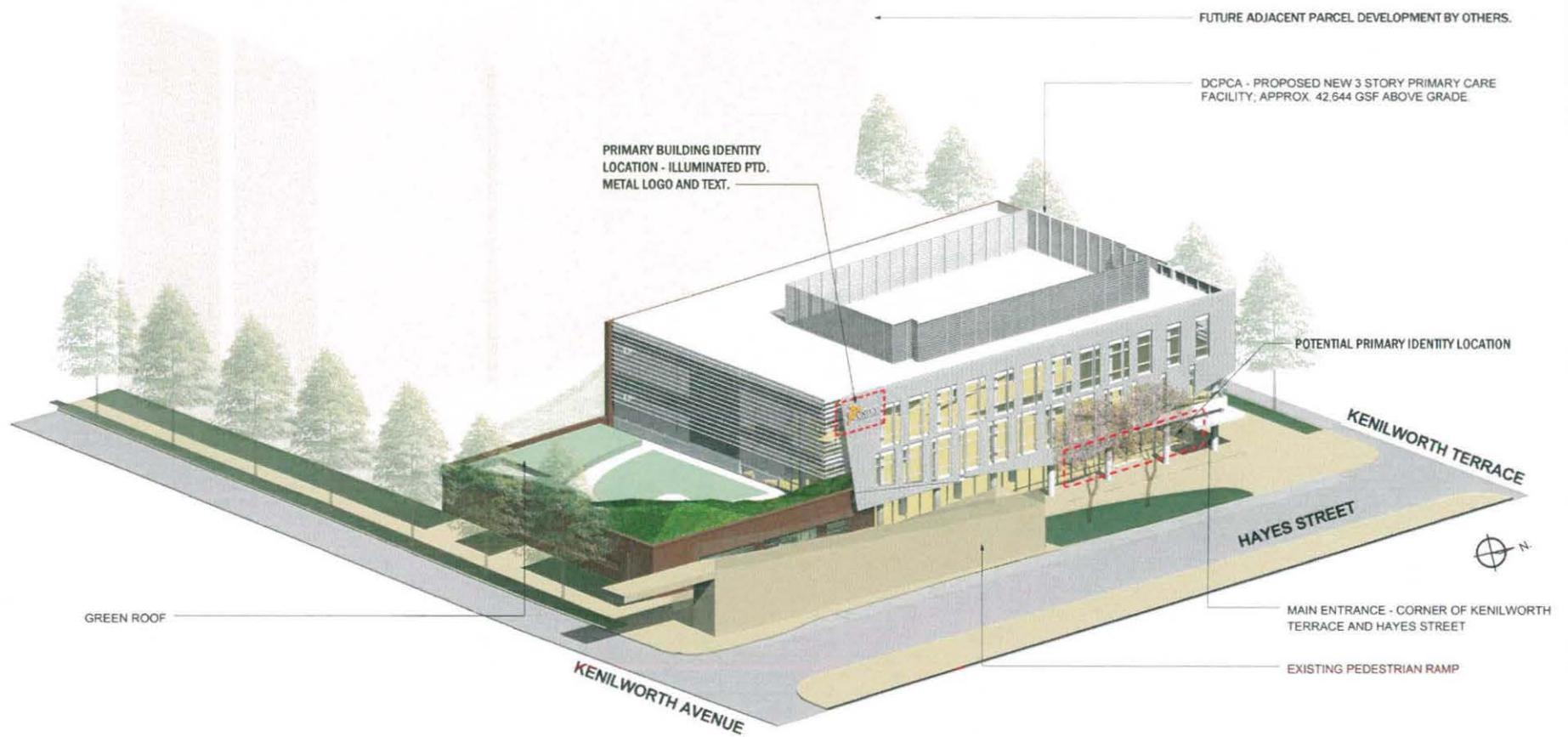
ASK 052

02 MAY 2011

REVISED



LITTLE
OVERSEAS ARCHITECTURAL CONSULTING



DCPCA-PARKSIDE HEALTH CENTER
 PARKSIDE DEVELOPMENT, WASHINGTON DC



**SOUTHEAST AXONOMETRIC VIEW
 BUILDING IDENTITY LOCATION**

ASK 053 02 MAY 2011
 REVISED

LITTLE
 OVERSIGHT ARCHITECTURAL CONSULTING



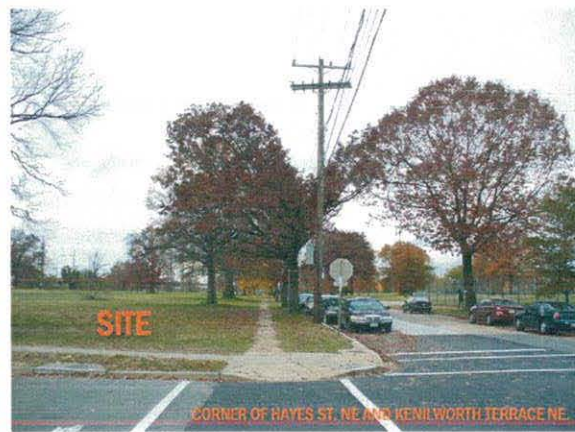
02 MAY 2011

 District of Columbia
Primary Care Association

LITTLE
DIVERSIFIED ARCHITECTURAL CONSULTING



SITE SECTION VIEW SOUTH - NORTH



CONTEXT PHOTOGRAPHS

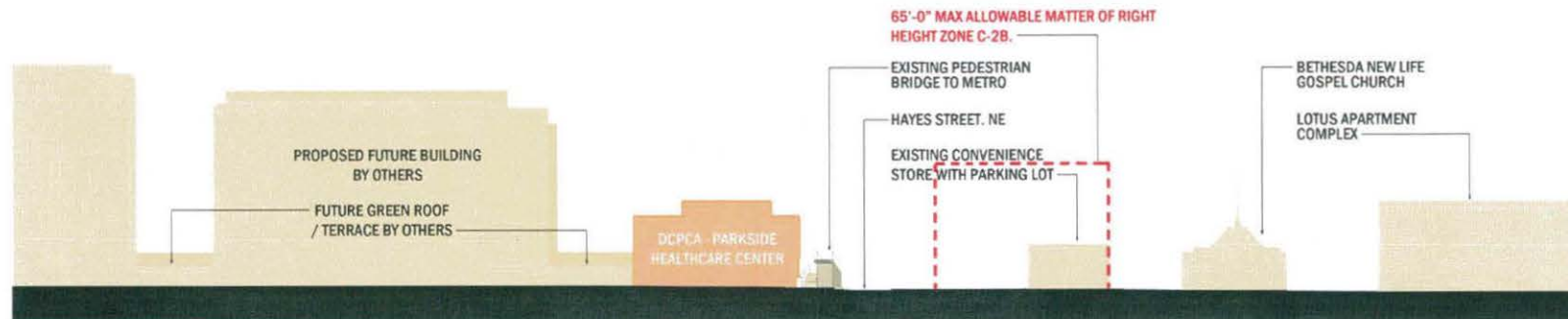
DPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC



**SITE SECTION SOUTH TO NORTH
/ EXISTING CONTEXT PHOTOGRAPHS**

ASK 056 02 MAY 2011
REVISED

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SITE SECTION VIEW WEST - EAST KENILWORTH AVENUE NE.



CONTEXT PHOTOGRAPHS

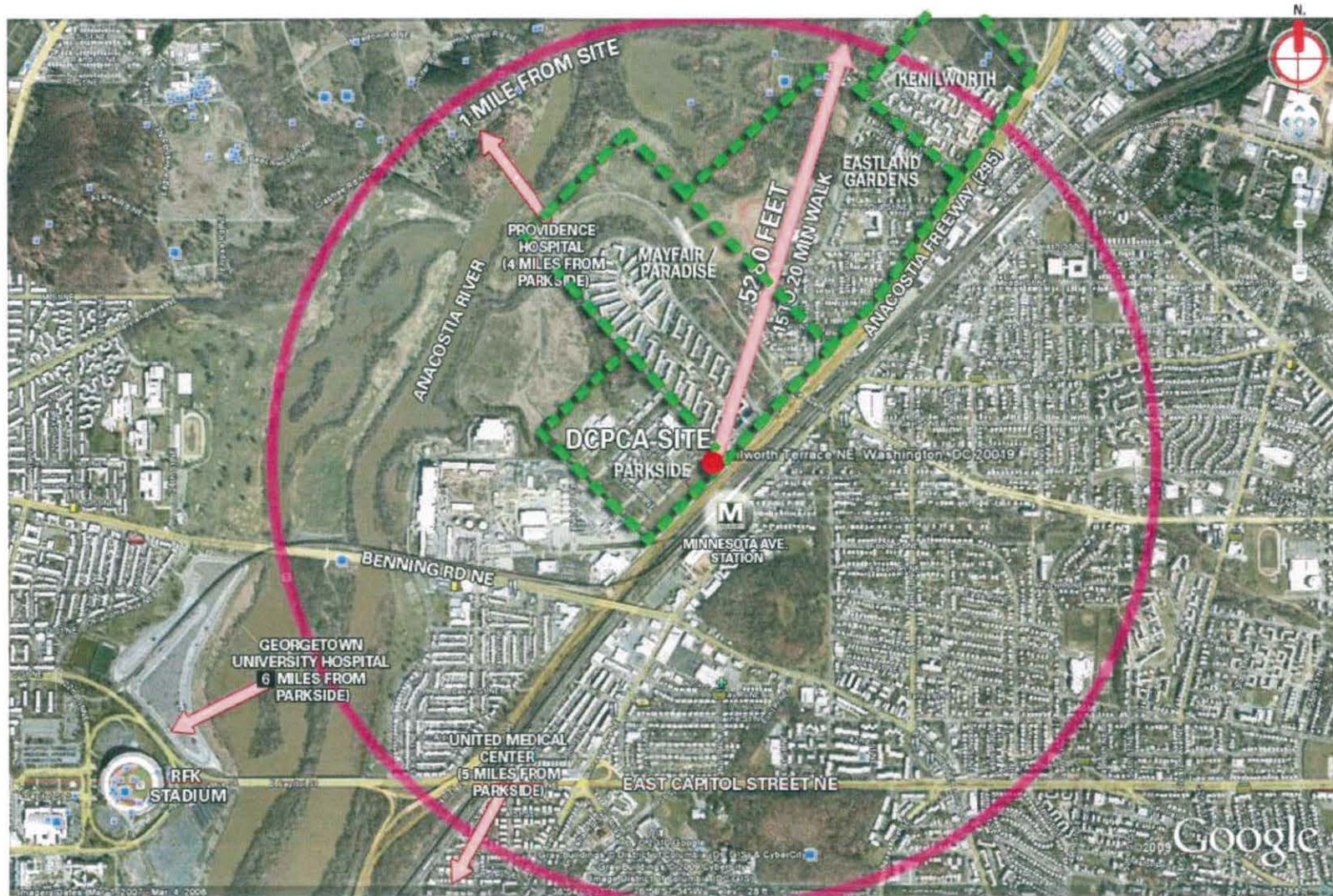
DCPCA-PARKSIDE HEALTH CENTER
PARKSIDE DEVELOPMENT, WASHINGTON DC



**SITE SECTION SOUTH TO NORTH
/ EXISTING CONTEXT PHOTOGRAPHS**

ASK 057 02 MAY 2011
REVISED





DCPCA-PARKSIDE HEALTH CENTER

PARKSIDE DEVELOPMENT, WASHINGTON DC

ONE MILE BOUNDARY DIAGRAM

ASK 060

02 MAY 2011
REVISED



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EXHIBIT B



TECHNICAL MEMORANDUM

To: District of Columbia Zoning Commission

From: Erwin N. Andres, P.E.

cc: John Patrick Brown, Esq. Greenstein, Delorme & Luchs, LLP
Kate Olsen, Esq. Greenstein, Delorme & Luchs, LLP

Date: May 2, 2011

Subject: Parkside DCPA Health Center Transportation Coordination

Introduction

This memorandum summarizes our team's response to the DDOT review letter dated April 21, 2011. We have reviewed the April 21st letter and offer some clarifications of the statements made within that letter. The comments presented in the DDOT review letter can be generally assigned to the following three categories:

- Loading Management Plan
- Additional TMP Elements
- Parking Considerations

This memorandum provides detailed information on how the proposed development plan addresses each category.

Loading Management Plan

In response to DDOT's comments, a Loading Management Plan has been developed to identify how the loading activities for the Parkside Health Center will be managed. As presented in Figure 1, the deliveries to the DCPA Health Center are proposed to take place along the Kennilworth Terrace curbside in front of the health center, as identified as the highlighted yellow curbside area.

The elements of the Loading Management Plan include the following:

- General Parameters
- Loading Operations & Management

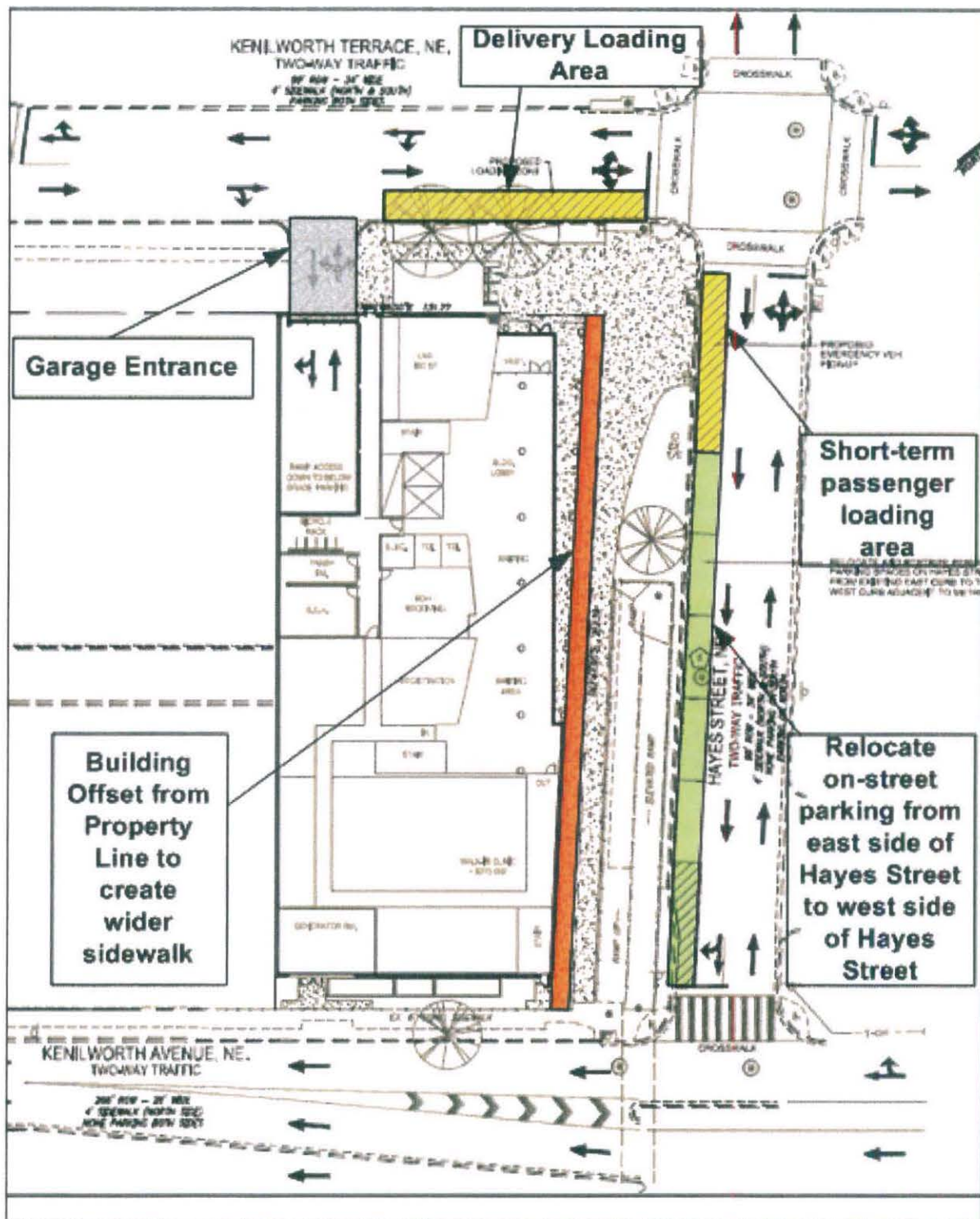


Figure 1
DCPCA Health Center Loading Area (Highlighted in yellow on Kennilworth Terrace)

General Parameters

- The designated on-street loading area is located on the east side of Kennilworth Terrace between the proposed garage driveway and the stop bar in front of the DCPCA Health Center. This space will be signed appropriately as the loading area for the DCPCA Health Center consistent with other on-street loading areas in the District.
- The schedule of deliveries is consistent with medical office buildings where deliveries of medical supplies, administrative supplies, and records management are anticipated. The volume of these deliveries is relatively low with less than 10 deliveries anticipated per day. This condition is consistent with medical office buildings located in more constrained downtown DC locations, which are handled similarly.
- The deliveries to the site will be delivered in box trucks and small delivery vans, not large tractor trailers.

Loading Operations & Management

- This curbside space will also be used to allow for UPS, FedEx, and other daily mail deliveries.
- Trash pick-up will also occur curbside where building personnel will roll the trash containers to the curb before the trash trucks arrive. The building personnel will also be responsible for returning the trash receptacles back inside the building after the trash has been picked up.
- A Transportation Coordinator will be designated to manage and oversee this on-street loading area to ensure that deliveries are handled appropriately and efficiently.
- The Transportation Coordinator will monitor the utilization of the space and will be responsible for ensuring that the curbside space is not abused and that double parking associated with deliveries does not occur.
- As identified in the DDOT letter, the Applicant agrees to meet with ANC 7D to review the loading practices.

Short-Term Passenger Loading

- In addition to the curbside space on Kennilworth Terrace, a short-term passenger loading area has been identified on Hayes Street and is presented on Figure 1 as the highlighted yellow area along Hayes Street. This curbside space will be provided to allow for ambulances to arrive in the event that a patient needs to be transferred from the Parkside Health Center to an Urgent Care Facility. Based on the Applicant's experience at other facilities, the occurrence of an ambulance arriving is relatively rare.
- Given that the curbside Short-term Passenger Loading space will regularly be unoccupied by an ambulance, that curbside space can also be used to allow for passenger drop-offs, taxi drop-offs and Metro Access drop-offs.
- The Transportation Coordinator will also monitor the utilization of this space and will be responsible for ensuring that this curbside space is not abused.

Additional TMP Elements

In response to DDOT's comments related to the commitment of TMP elements associated with this development, the Applicant agrees to the following:

- Shower and locker facilities will be provided within the facility for employees to encourage employees who would choose to bike to the Parkside Health Center.
- Coordination of Parkside Health Center employees who choose to carpool will be provided.
- Bike parking will be provided with 8 bike parking spaces inside the building and 4 spaces outside of the building. The designated Transportation Management Coordinator will monitor the utilization of these bicycle parking spaces. In the event that the demand exceeds the supply, the Coordinator will be responsible for ordering more bicycle racks to meet the demand. Additionally, the Applicant agrees to meet with DDOT Bicycle Program staff members on site to review the location of the bike parking spaces. The Applicant will also meet with DDOT Bike Program staff 1 year after the Certificate of Occupancy to review the utilization levels of the bike parking spaces.
- Given DCPCA's limited resources, printed materials regarding transit routes and mapping will be available in the lobby of the Parkside Health Center. In the event that digital displays are provided in the lobby, transit information will be presented on those displays.

Parking Considerations

The proposed parking supply for the project consists of providing 69 parking spaces to serve the Parkside Health Center employees. Those spaces are not available for non-DCPCA users and will be managed via gate control and card key access. Based on the Applicant's experience at other facilities within the District, the need to provide parking for their staff is a critical element of their program to attract and retain quality staff members. The development plan has identified an access plan that takes advantage of the pedestrian bridge to the Minnesota Avenue Metrorail station and identifies an on-street curbside management plan that allows for patient drop-offs from taxis, Metro Access vehicles and personal vehicles.

In order to address parking demand related to patients who require parking, an on-street parking inventory and occupancy study was performed to determine how on-street parking in the vicinity of the DCPCA Health Center can be used to complement the access plan for the center. Based on a review of the streets surrounding the DCPCA Health Center, it was determined that there are 304 spaces that are present within walking distance of the health center. Of those 304 spaces, a minimum of 224 are regularly available throughout the course of a normal weekday. Of these available 204 spaces, 191 are located west of Hayes Street. The appendix presents a summary of the on-street parking inventory and occupancy study conducted on Friday, April 29, 2011 and Monday, May 2, 2011. Figure 2 presents a graphic that shows the number of spaces and the on-street parking spaces studied.

In order to protect the neighboring residential communities, it is recommended that Residential Parking Permit (RPP) Program be considered to force non-DC commuters, who are currently parking in the neighboring residential communities, off of the residential streets. This condition is confirmed by our parking survey that has identified that the majority of non-DC commuter parkers are parking on Kennilworth Terrace north of Hayes Street and along Jay Street. This recommendation will also protect the neighboring residential communities as the projected development of Parkside progresses over the next few years. The concept of installing metered parking within Parkside will also limit parking in the area to short-term parkers and discourage commuters from parking all day within the Parkside parcels.

Based on the available on-street parking supply, it is evident that the patient parking demand can be accommodated with the 191 spaces that are available in the vicinity of the site and not on any of the neighboring residential streets. The potential implementation of RPP within the neighboring residential neighborhoods, metered parking within Parkside, and the ultimate build-out of 1,400 off-street parking spaces to support the entire Parkside Parcel 12 would satisfactorily address the proposed parking demand of the Parkside Health Center and other Parcel 12 uses.

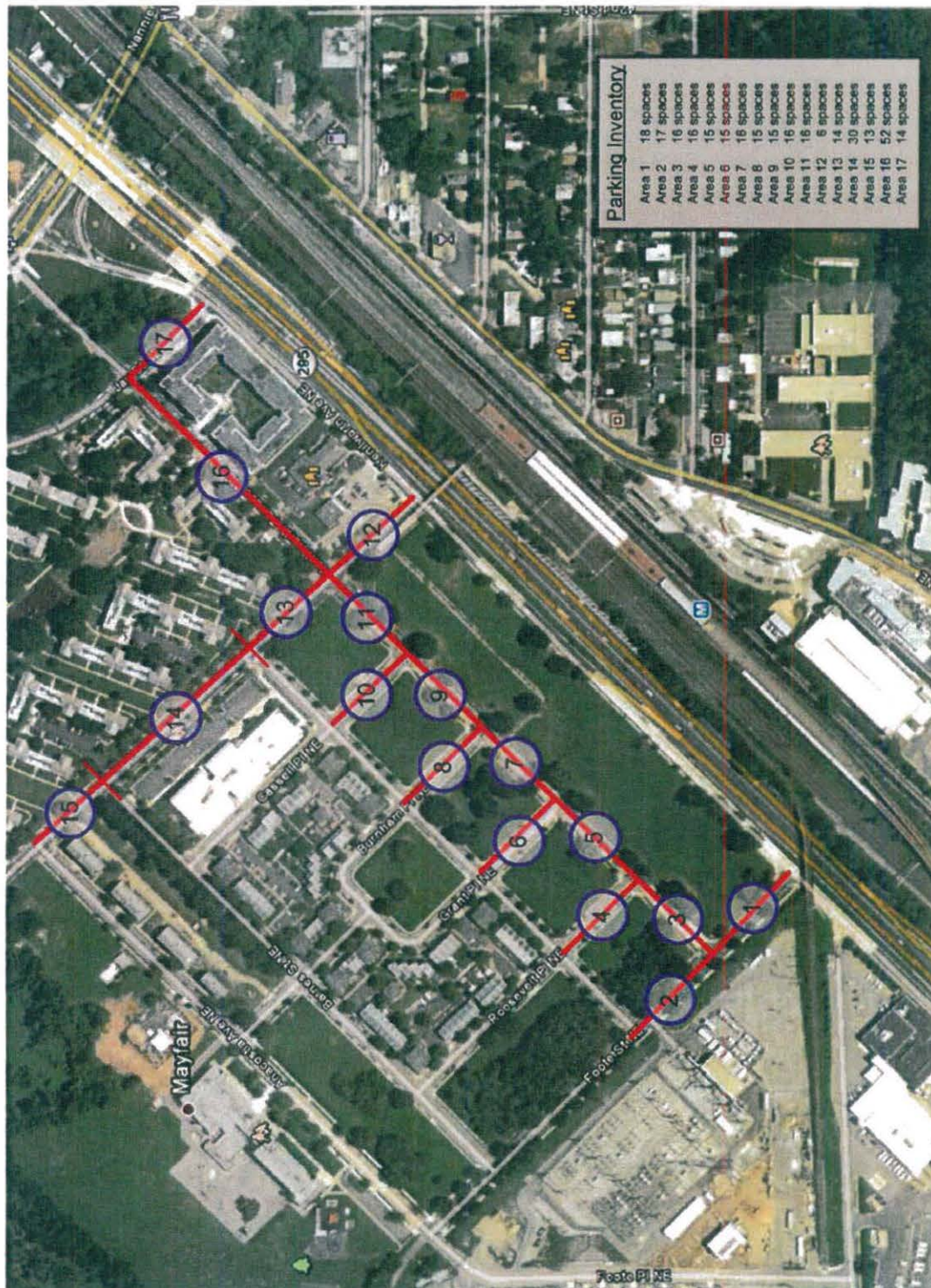


Figure 2
 On-Street Parking Study Area Map

APPENDIX

Parkside DCPA Health Center Transportation Coordination

Page 8

May 2, 2011

GOROVE / SLADE Associates Inc

Date: 4/28/2011

Count By: EDWARD HODGES

Job: OCCUPANCY COUNT

Time: 1:00 to 6:00 PM

Location: Kenilworth Terr NE
Foote St NE to Jay St NE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1:00 PM			0,1							0,1	5,5	3,3	5,0	8,8	0,3	9,16	5,6
1:30 PM		0,1								0,2	5,5	2,4	6,0	7,3	0,3	14,16	4,8
2:00 PM											3,6	3,3	7,1	6,5	1,3	11,16	1,8
2:30 PM											4,7	2,3	5,0	6,4	1,3	11,15	5,5
3:00 PM											5,7	2,3	4,0	6,3	0,2	9,16	5,5
3:30 PM									1,0		4,6	2,3	5,0	6,3	0,2	11,17	3,5
4:00 PM											5,5	2,3	7,0	6,3	0,2	14,20	2,6
4:30 PM											3,7	2,1	8,2	7,1	0,2	16,20	1,5
5:00 PM		1,0									2,6	2,2	7,4	6,1	3,1	16,18	1,7
5:30 PM		1,0									2,5	1,0	6,0	7,0	2,4	15,18	2,9
6:00 PM											1,3		6,0	7,0	2,4	13,13	2,7
Inventory	18	17	16	16	15	15	16	15	15	16	16	6	14	30	13	52	14

Numbers in columns - first number represents cars with DC license plates; second number cars with out of State license plates.

For example: 3,7 = 3 parked cars had DC license plates; 7 parked cars had license plates out of DC. Total parked cars = 10

From Foote St to Cassell Pl NE (before Hayes Ave) - marked on map with # 1 to # 10 - these streets had no parked cars almost all the time.

Inventory	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	18	17	16	16	15	15	16	15	15	16	16	6	14	30	13	52	14

DC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1:00 PM			0							0	5	3	5	8	0	9	5
1:30 PM		0								0	5	2	6	7	0	14	4
2:00 PM											3	3	7	6	1	11	1
2:30 PM											4	2	5	6	1	11	5
3:00 PM											5	2	4	6	0	9	5
3:30 PM									1		4	2	5	6	0	11	3
4:00 PM											5	2	7	6	0	14	2
4:30 PM											3	2	8	7	0	16	1
5:00 PM		1									2	2	7	6	3	16	1
5:30 PM		1									2	1	6	7	2	15	2
6:00 PM											1		6	7	2	13	2

Non-DC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1:00 PM			0							1	5	3	0	8	3	16	6
1:30 PM		1								2	5	4	0	3	3	16	8
2:00 PM											6	3	1	5	3	16	8
2:30 PM											7	3	0	4	3	15	5
3:00 PM											7	3	0	3	2	16	9
3:30 PM									0		6	3	0	3	2	17	9
4:00 PM											5	3	0	3	2	20	6
4:30 PM											7	1	2	1	2	20	5
5:00 PM		0									6	2	4	1	1	18	7
5:30 PM		0									5	0	0	0	4	18	9
6:00 PM											3		0	0	4	13	7

Combined	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1:00 PM	0	0	0	0	0	0	0	0	0	1	10	6	5	16	3	25	11
1:30 PM	0	1	0	0	0	0	0	0	0	2	10	6	6	10	3	30	12
2:00 PM	0	0	0	0	0	0	0	0	0	0	9	6	8	11	4	27	9
2:30 PM	0	0	0	0	0	0	0	0	0	0	11	5	5	10	4	26	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	12	5	4	9	2	25	10
3:30 PM	0	0	0	0	0	0	0	0	1	0	10	5	5	9	2	28	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	10	5	7	9	2	34	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	10	3	10	8	2	36	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	8	4	11	7	4	34	8
5:30 PM	0	1	0	0	0	0	0	0	0	0	7	1	6	7	6	33	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	6	7	6	26	9
Max	0	1	0	0	0	0	0	0	1	2	12	6	11	16	6	36	12

Comparison	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	Non-DC	Non-DC	Non-DC
1:30 PM	DC	Non-DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
2:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	Non-DC	Non-DC	Non-DC
2:30 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC	DC
3:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC	DC
3:30 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
4:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
4:30 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	Non-DC	Non-DC	Non-DC
5:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	Non-DC	Non-DC
5:30 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	Non-DC	Non-DC	Non-DC
6:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	DC	Non-DC	DC	Non-DC

Parkside DCPA Health Center Transportation Coordination
Page 9
May 2, 2011

GOROVE / SLADE Associates Inc.

Date: 5/2/2011 Count By: EDWARD HODGES

Job: OCCUPANCY COUNT Time: 7:00 AM - 1:00 PM

Location: Kenilworth Terr NE
Foote St NE to Jay St NE

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
7:00 AM																	
7:30 AM																	
8:00 AM																	
8:30 AM																	
9:00 AM																	
9:30 AM																	
10:00 AM																	
10:30 AM																	
11:00 AM																	
11:30 AM																	
12:00 PM																	
12:30 PM																	
1:00 PM																	
Inventory	18	17	16	16	15	15	16	15	15	16	16	6	14	30	13	52	14

Numbers in columns - first number represents cars with DC license plates; second number cars with out of State license plates.

For example: 3:7 = 3 parked cars had DC license plates; 7 parked cars had license plates out of DC. Total parked cars = 10

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Inventory	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	18	17	16	16	15	15	16	15	15	16	16	6	14	30	13	52	14

DC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
7:00 AM											1	1	7	10	1	14	3
7:30 AM											1	1	6	11	1	14	3
8:00 AM											2	1	5	10	0	9	3
8:30 AM											2	1	5	8	1	8	3
9:00 AM											3	1	2	6	0	8	2
9:30 AM											3	1	2	6	0	8	6
10:00 AM											3	1	2	8	1	6	5
10:30 AM											5	1	2	8	1	6	3
11:00 AM											5	1	2	9	1	9	3
11:30 AM											5	1	2	7	0	8	2
12:00 PM											5	1	3	6	0	10	2
12:30 PM											5	1	5	7	0	10	2
1:00 PM																	

Non-DC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
7:00 AM					1						1	2	3	2	3	20	4
7:30 AM					1						1	4	3	3	3	18	4
8:00 AM					1						2	4	3	3	3	14	4
8:30 AM					1						3	4	4	1	3	14	5
9:00 AM											3	4	2	4	3	14	5
9:30 AM											4	4	2	4	3	14	4
10:00 AM		1									4	3	3	3	3	11	4
10:30 AM	4										4	3	3	2	3	16	4
11:00 AM	4										5	3	3	2	2	13	6
11:30 AM	1										5	3	2	3	3	13	6
12:00 PM	1			1							5	3	2	3	3	15	4
12:30 PM	1										5	3	3	1	3	16	4
1:00 PM																	

Combined	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
7:00 AM	0	0	0	0	1	0	0	0	0	0	2	3	10	12	4	34	7
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	5	9	14	4	32	7
8:00 AM	0	0	0	0	1	0	0	0	0	0	4	5	8	13	3	23	7
8:30 AM	0	0	0	0	1	0	0	0	0	0	5	5	9	9	4	22	8
9:00 AM	0	0	0	0	0	0	0	0	0	0	6	5	4	10	3	22	7
9:30 AM	0	0	0	0	0	0	0	0	0	0	7	5	4	10	3	22	10
10:00 AM	0	1	0	0	0	0	0	0	0	0	7	4	5	11	4	17	9
10:30 AM	4	0	0	0	0	0	0	0	0	0	9	4	5	10	4	22	7
11:00 AM	4	0	0	0	0	0	0	0	0	0	10	4	5	11	3	22	9
11:30 AM	1	0	0	0	0	0	0	0	0	0	10	4	4	10	3	21	8
12:00 PM	1	0	0	1	0	0	0	0	0	0	10	4	5	9	3	25	6
12:30 PM	1	0	0	0	0	0	0	0	0	0	10	4	8	8	3	26	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max	4	1	0	1	1	0	0	0	0	0	10	5	10	14	4	34	10

Comparison	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
7:00 AM	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
7:30 AM	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
8:00 AM	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
8:30 AM	DC	DC	DC	DC	Non-DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
9:00 AM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC
9:30 AM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	DC	Non-DC	Non-DC
10:00 AM	DC	Non-DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	Non-DC	DC	Non-DC	Non-DC
10:30 AM	Non-DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	Non-DC	Non-DC	Non-DC
11:00 AM	Non-DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	Non-DC	DC	Non-DC	Non-DC	Non-DC
11:30 AM	Non-DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
12:00 PM	Non-DC	DC	DC	Non-DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
12:30 PM	Non-DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	Non-DC	DC	DC	Non-DC	Non-DC	Non-DC
1:00 PM	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC	DC