



1333 M STREET
DATE: 07-25-14

PHASE 4

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PARKER RODRIGUEZ, INC.
Planning | Urban Design | Landscape Architecture



ZONING COMMISSION
District of Columbia
CASE NO.13-12
EXHIBIT NO.29

Plan and Design Elements



1 AERIAL MAP
SCALE: 1/8" = 1'-0"



TWO LANE BIKE TRAIL



M STREET WEST ENTRANCE



ANACOSTIA BIKE TRAIL



ANACOSTIA BIKE TRAIL

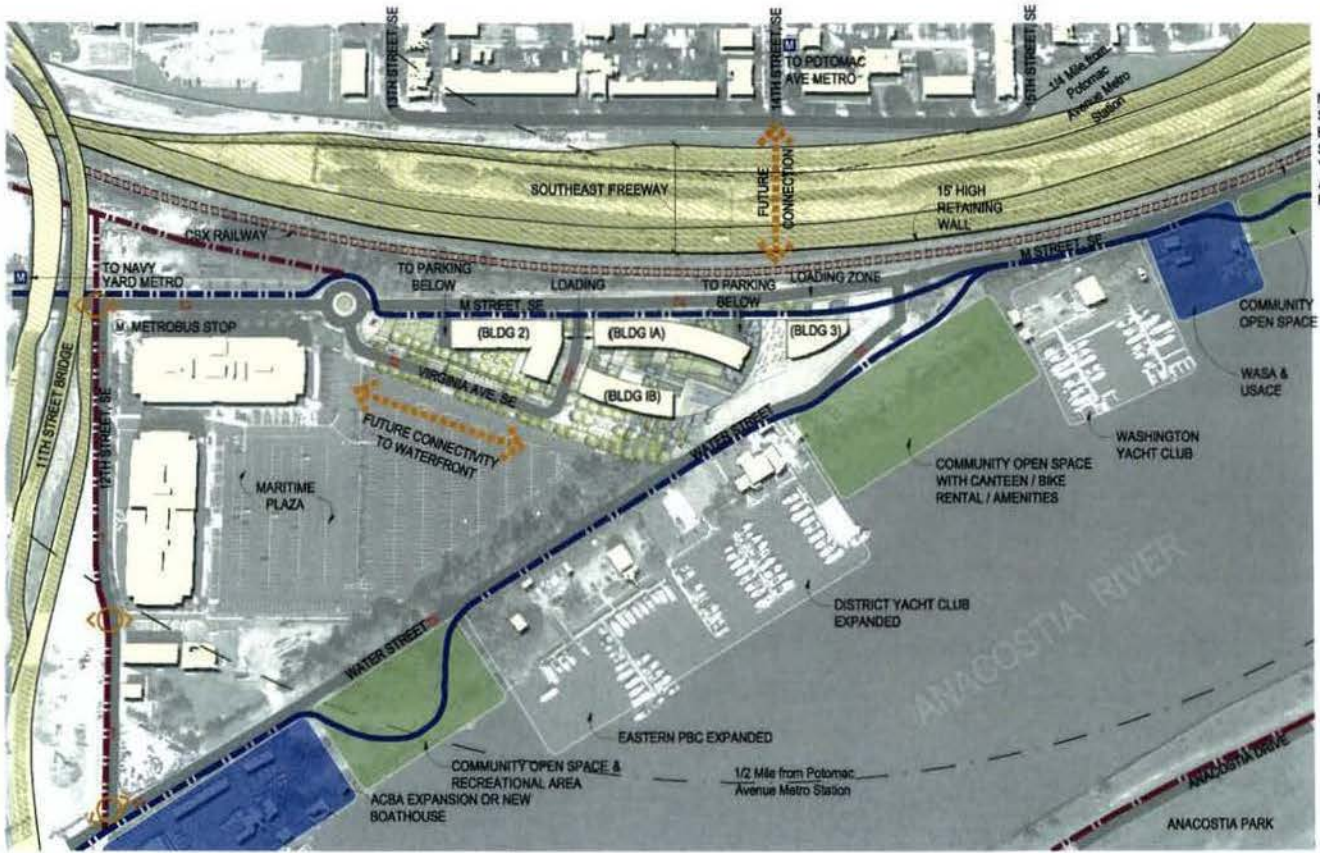


SITE PIT



WATERFRONT HILLSIDE



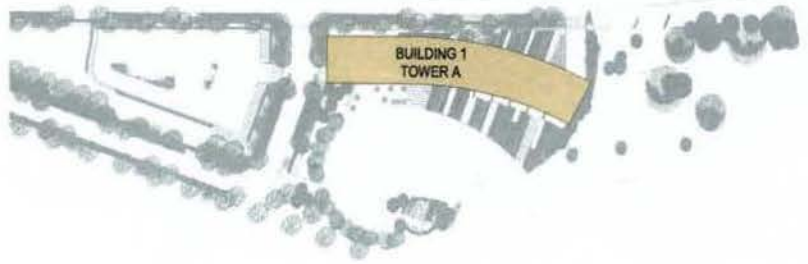


NOTE: M STREET DEAD ENDS AT SEAFARERS YACHT CLUB ALONG CSX RAILWAY

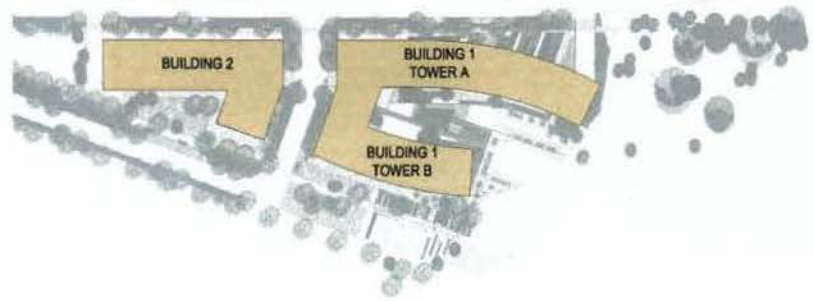
LEGEND:	
	PROPOSED VISION FOR BOATHOUSE ROW - CONCEPT 1
	MAJOR HIGHWAYS
	FUTURE CONNECTIVITY
	RIVERWALK TRAIL
	MULTI-USE TRAIL
	SECONDARY ROADWAYS
	CSX RAILWAY
	METRO & METROBUS STOPS
	GATEWAYS TO SITE

NOTE: INFORMATION BASED ON THE BOATHOUSE ROW PLANNING STUDY FROM MARCH 12, 2009

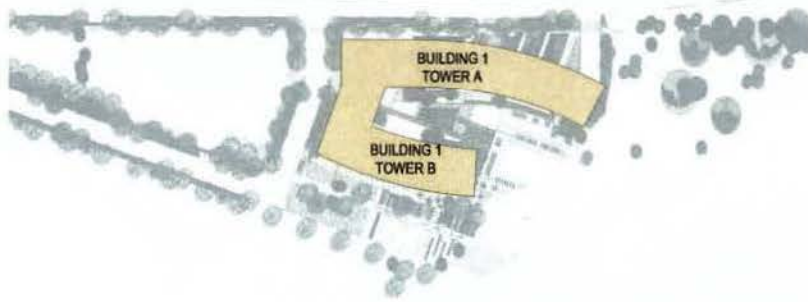
1 SITE CIRCULATION PLAN
SCALE: N.T.S.



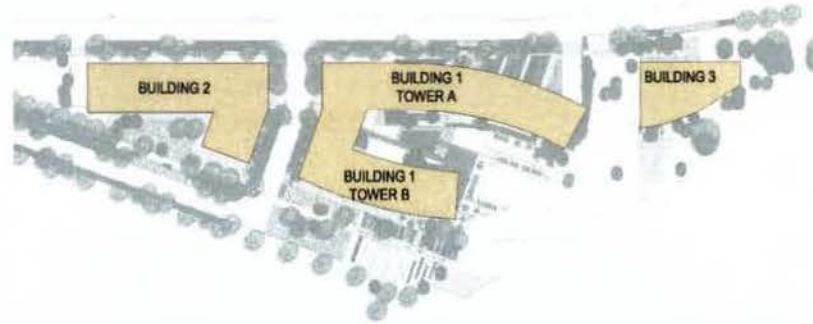
1 PHASE 1
SCALE: N.T.S.



3 PHASE 3
SCALE: N.T.S.



2 PHASE 2
SCALE: N.T.S.



1 PHASE 4
SCALE: N.T.S.



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PHASE 2

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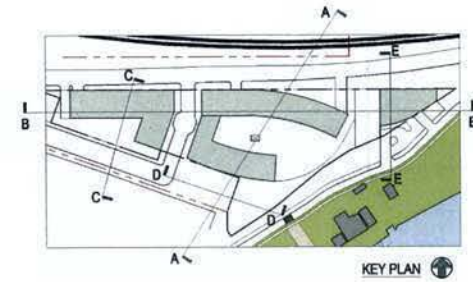
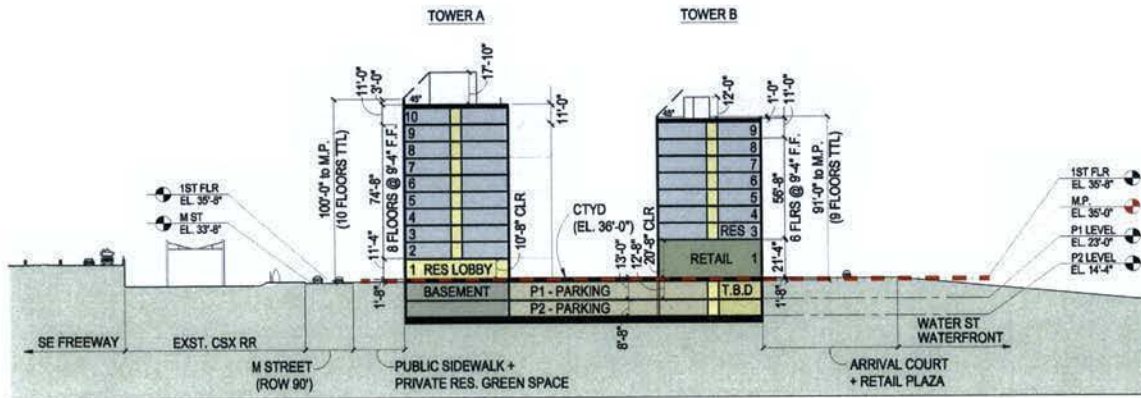


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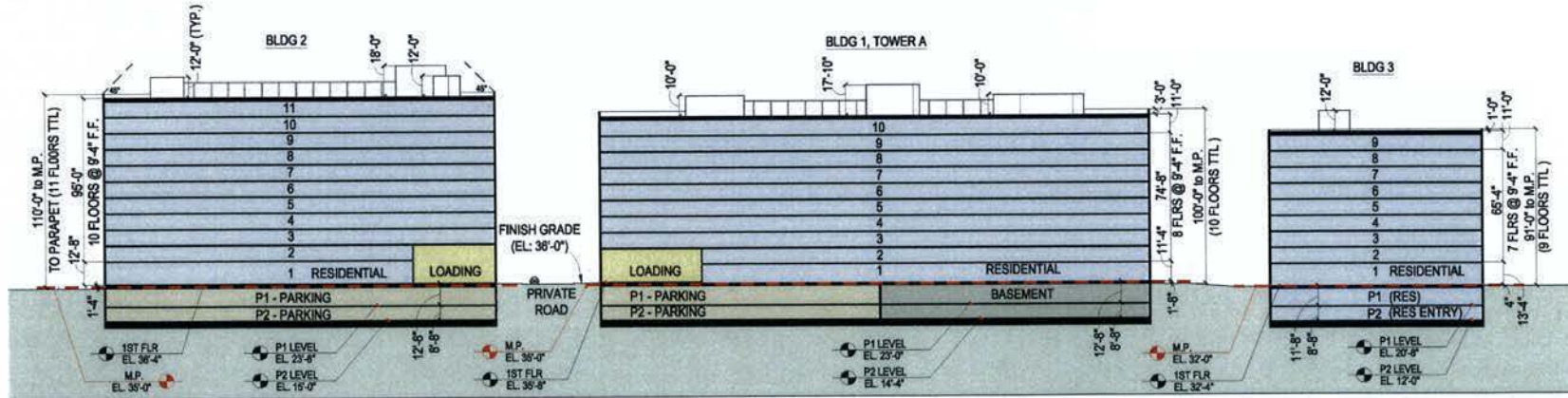




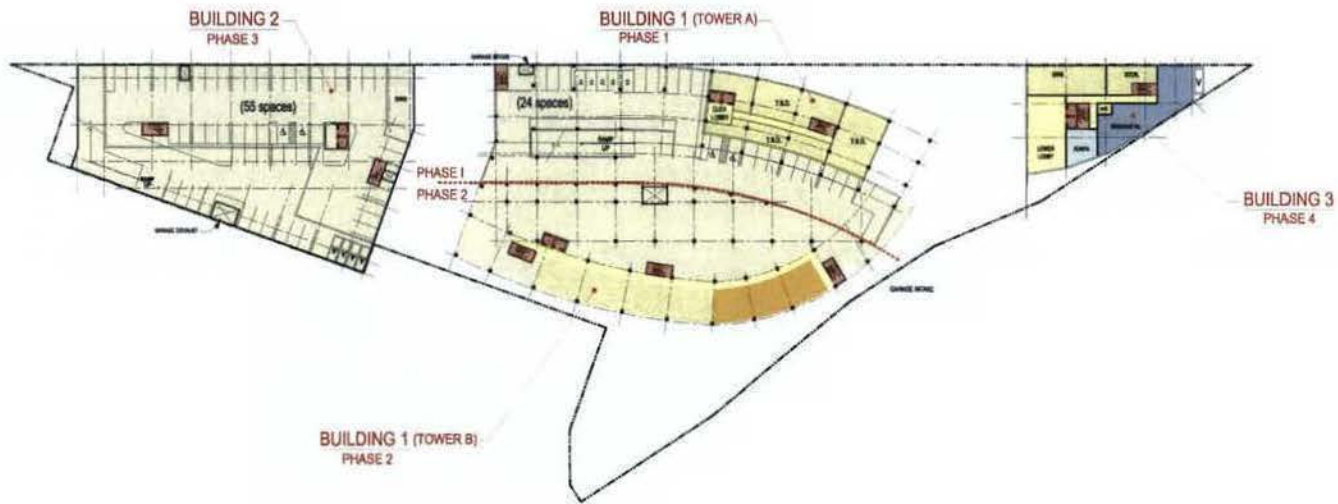




1 SITE SECTION A-A



2 SITE SECTION B-B

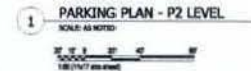


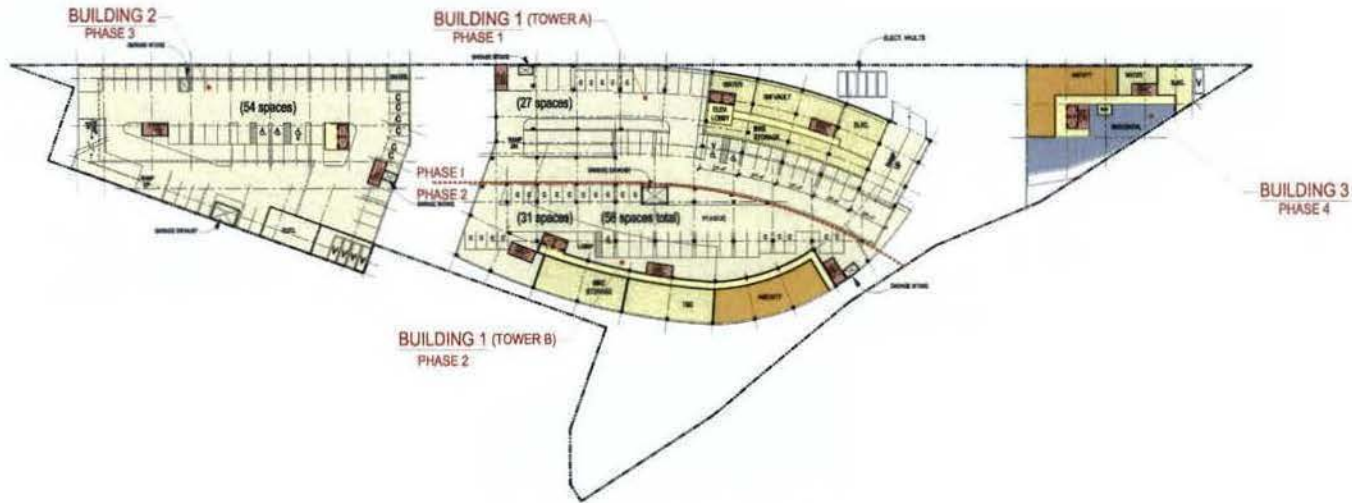
LEGEND

- RESIDENTIAL
- AMENITY
- ADMINISTRATION
- BUILDING CORE
- PARKING
- SERVICE

PARKING DATA - P2 LEVEL

BUILDING PHASE	# SPACES
PHASE 1	24
PHASE 2	30
PHASE 3	55
PHASE 4	0
TOTAL SPACES	109





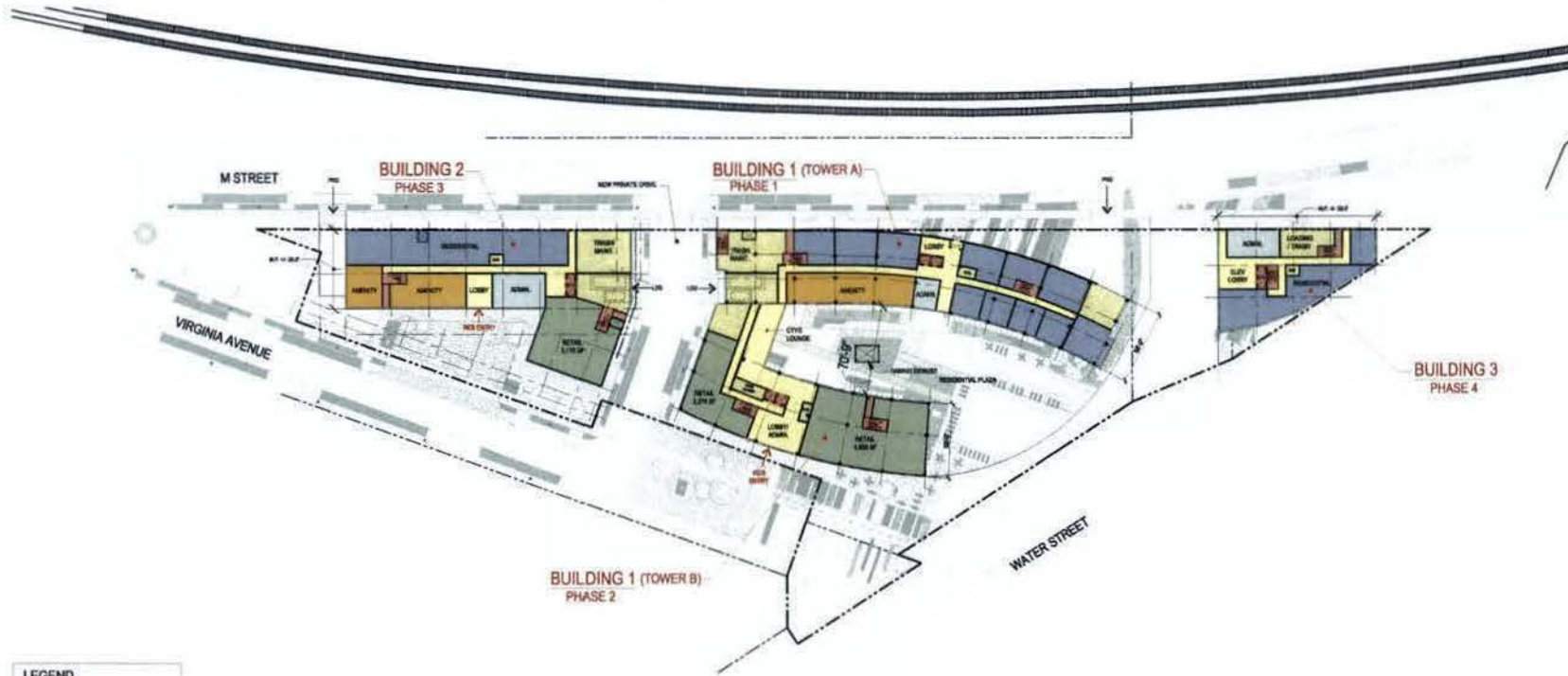
LEGEND

- RESIDENTIAL
- AMENITY
- BUILDING CORE
- PARKING
- SERVICE

PARKING DATA - P1 LEVEL

BUILDING PHASE	# OF SPACES
PHASE 1	27
PHASE 2	31
PHASE 3	54
PHASE 4	0
TOTAL SPACES	112

1 PARKING PLAN - P1 LEVEL
 SCALE AS NOTED
 0 10 20 40 60
 FEET
 0 3 6 9 12
 METERS



LEGEND

- RESIDENTIAL
- RETAIL
- AMENITY
- ADMINISTRATION
- BUILDING CORE
- PARKING
- SERVICE

BUILDING DATA

BUILDING PHASE	GSF	UNITS
PHASE 1	181,911	218
PHASE 2	92,505	133
PHASE 3	184,379	234
PHASE 4	69,066	88
TOTAL	527,861	673

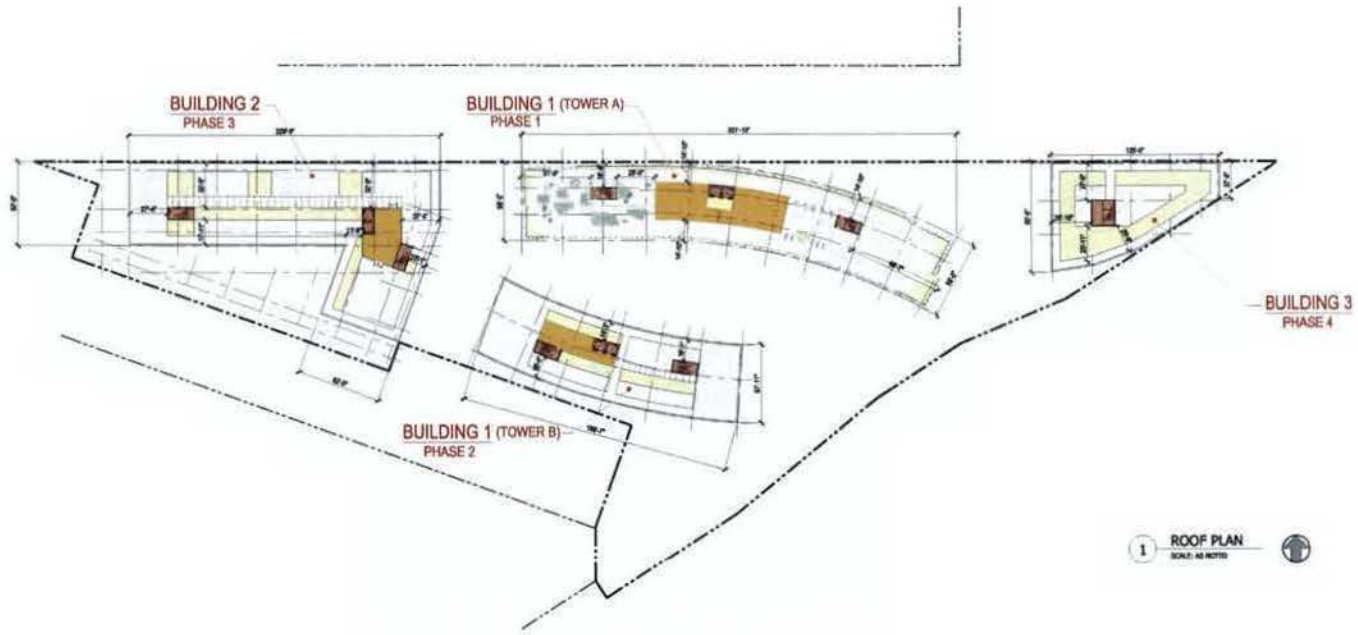
1 GROUND FLOOR PLAN
 SCALE: AS NOTED
 0 10 20 30 40 50
 100'(30.48M)





LEGEND

- RESIDENTIAL
- BUILDING CORE
- SERVICE



1 ROOF PLAN
SCALE: AS NOTED

LEGEND

	MECHANICAL EQUIP. ZONE
	GREEN ROOF
	CORE
	COMMUNAL RECREATION SPACE

NOTES:

1. MECHANICAL PENTHOUSE AND FACILITY LOCATIONS ARE APPROXIMATE IN SIZE AND LOCATION. FINAL LAYOUTS MAY VARY DEPENDING ON ENGINEERING AND CONSTRUCTION REQUIREMENTS.
2. EXTENSIVE GREEN ROOF SURFACE COVERAGE IS ILLUSTRATIVE IN PURPOSE. GREEN ROOF SHALL BE PROVIDED TO MEET STORM WATER MANAGEMENT REQUIREMENTS. SEE STORM WATER MANAGEMENT PLAN.



CONSOLIDATED PUD PORTION FOR PHASE 1 ONLY BLDG 1, TOWER A

1333 M STREET, SE
WASHINGTON, DISTRICT OF COLUMBIA

20 DAY SUBMISSION
NOVEMBER 11, 2014



OWNER
1333 M Street, SE LLC

DEVELOPER
Cohen Siegel Investors, LLC.

ARCHITECTS
GTM Architects, Inc.

LAND USE COUNSEL
Holland & Knight, LLP

LANDSCAPE ARCHITECTS
Parker Rodriguez

CIVIL ENGINEERS
CAS Engineering

MEP CONSULTANT
Built Environment Engineers

TRAFFIC CONSULTANT
Wells + Associates



1 VIEW OF ENTRY ALONG M STREET
SCALE: NTS

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

25





1 VIEW OF ENTRY ALONG M STREET
RADIANTS

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

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1 VIEW OF ENTRY ALONG M STREET
SCALE: N.T.S.

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

27





1 VIEW OF BUILDING FROM M STREET
NOVA N2A

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

28





1 VIEW OF BUILDING FROM M STREET
NO. 1218

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

29
NORTH
SCALE: 1/8"=1'-0"

GTM
GTMARCHITECTS





1 VIEW SOUTHEAST OF ANACOSTIA RIVER
SCALE: N.T.S.

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

30





1 COURTYARD VIEW EAST
BOUNDARY

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

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1 COURTYARD VIEW EAST
SOLID RYS

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

33





1 COURTYARD VIEW WEST
SOUTH ELEVATION



① PERSPECTIVE VIEW OF SITE FROM ANACOSTIA RIVER
S&D: NTA

1333 M STREET
DATE: 7-25-14

PERSPECTIVE MASSING VIEW

35





2 39
4 EAST ELEVATION
SCALE: 1/4"



2 38
1 38
2 NORTH ELEVATION
SCALE: 1/4"



1 39
3 WEST ELEVATION
SCALE: 1/4"



2 37
1 37
1 SOUTH ELEVATION
SCALE: 1/4"

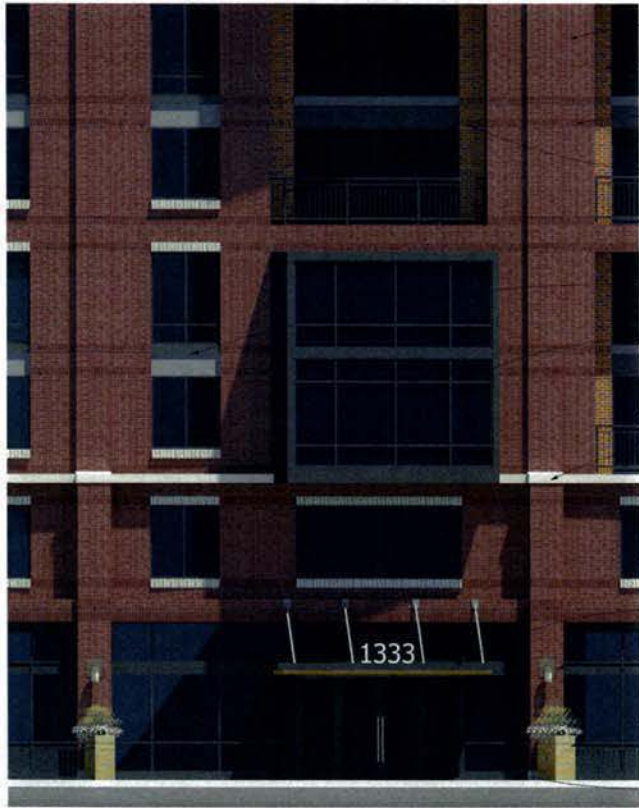


1 ENLARGED SOUTH ELEVATION
SCALE: 1/4"=1'-0"

- BRICK (COLOR D)
- OPERABLE ALUMINUM WINDOW UNIT (SINGLE HUNG)
- ALUMINUM PICKET RAILING SYSTEM
- ACID ETCHED PRECAST CONCRETE PANEL - COLOR 1
- ACID ETCHED PRECAST CONCRETE PANEL - COLOR 2
- ALUMINUM SLIDING DOOR UNIT
- CONCRETE SLAB EDGE (PAINTED)
- CONCRETE COLUMN (PAINTED)
- SOLAR SHADING SYSTEM: WESTERN RED CEDAR W/ ALUMINUM SUPPORT COMPONENTS.
- DECORATIVE EXTERIOR LIGHT FIXTURE - TYPE 3



2 ENLARGED SOUTH ELEVATION
SCALE: 1/4"=1'-0"



1 ENLARGED NORTH ELEVATION
SCALE: 1/8"=1'-0"

ACID WASHED DECORATIVE LETTERING

BRICK (COLOR D)

BRICK (COLOR A)

BRICK (COLOR B) BEYOND

BRICK SOLDIER COURSE (COLOR A)

BRICK SOLDIER COURSE (COLOR B) BEYOND

OPERABLE ALUMINUM WINDOW UNIT (SLIDING)

COMPOSITE METAL PANEL

THERMAL PANE ALUMINUM WINDOW SYSTEM

ALUMINUM PICKET RAILING SYSTEM

PRECAST TRIM

ALUMINUM SLIDING DOOR UNIT

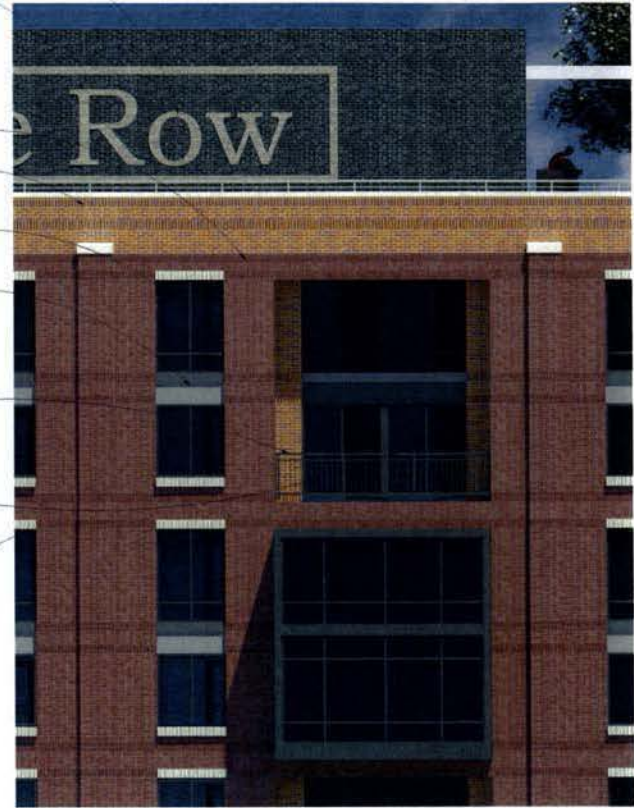
BRICK HEADERS & SILLS (COLOR C)

CUSTOM FABRICATED METAL CANOPY

DECORATIVE EXTERIOR LIGHT FIXTURE - TYPE 1

WOOD PLANTER

ALUMINUM STOREFRONT SYSTEM



2 ENLARGED NORTH ELEVATION
SCALE: 1/8"=1'-0"



1 ENLARGED WEST ELEVATION
SCALE: 1/4" = 1'-0"

2 ENLARGED EAST ELEVATION
SCALE: 1/4" = 1'-0"



1 COURTYARD VIEW EAST
30x20 N.T.S.

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PERSPECTIVE MASSING VIEW

31
NORTH
SCALE: AS NOTED





FIRE BAND



CONTEMPORARY OUTDOOR SEATING



LOWER GREEN ROOF



SCULPTED DECKING



ROOF OVERHANG WITH SKYLIGHTS



EXERCISE EQUIPMENT







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PHASE 2

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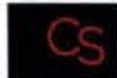


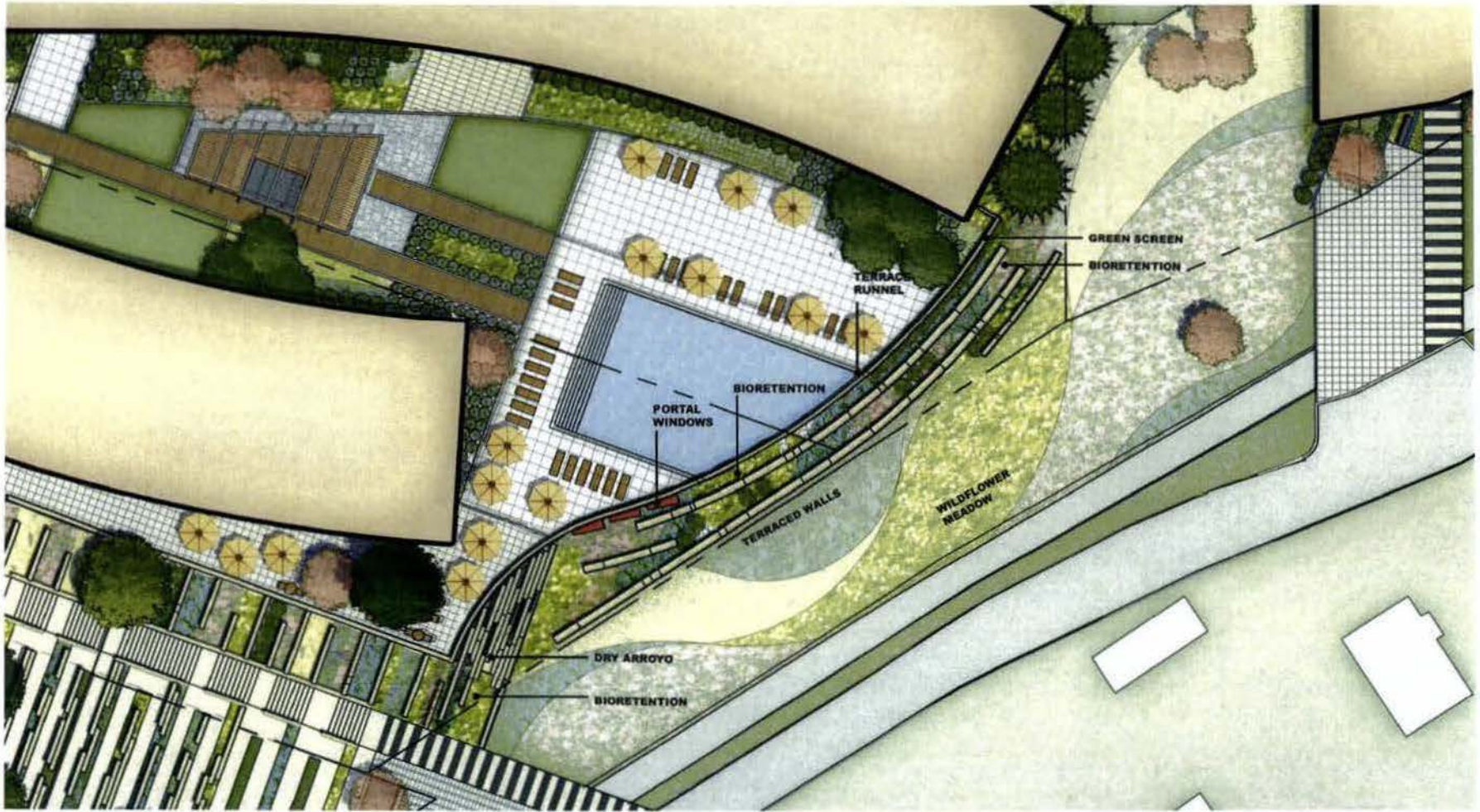


PHASE 4



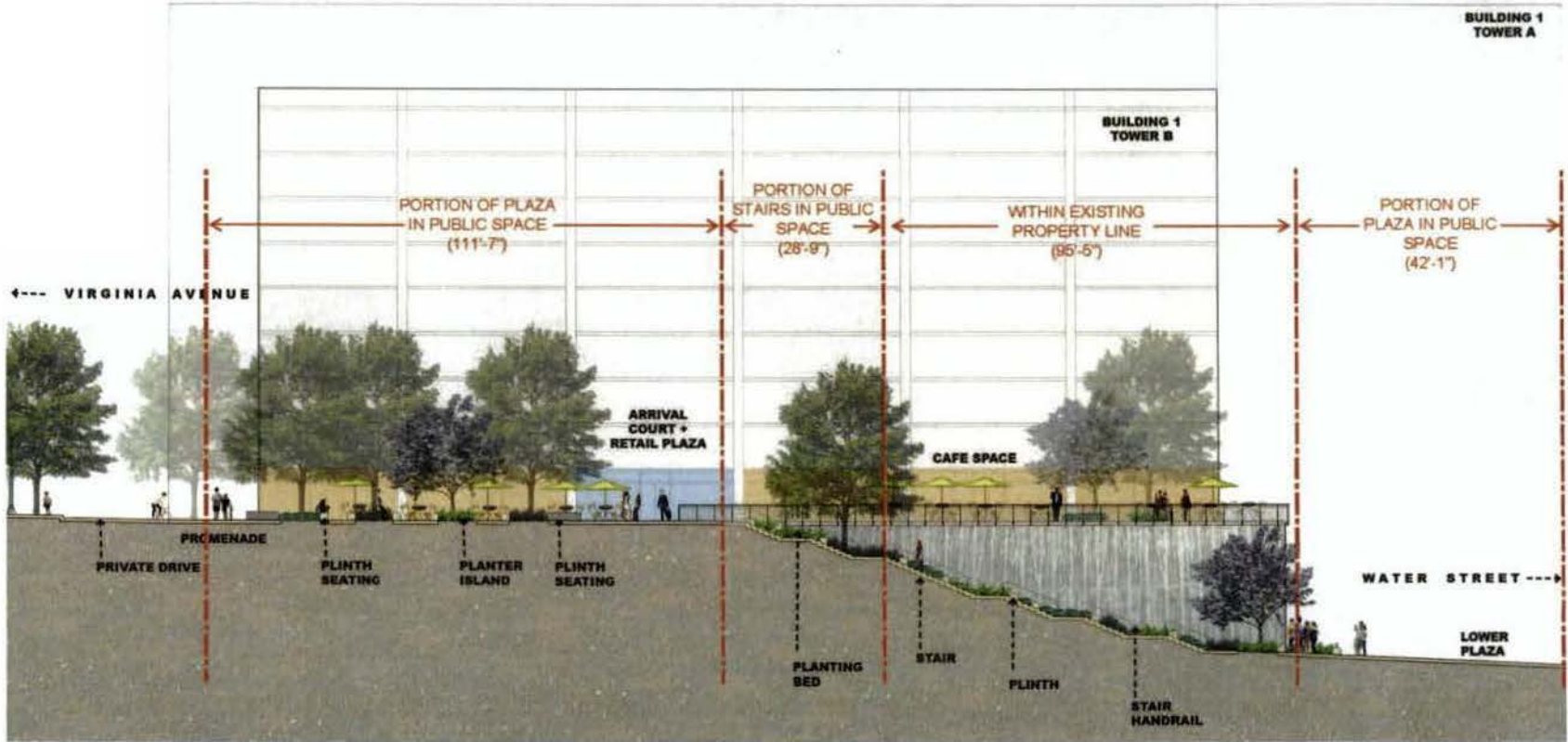
PHASE 1







KEY



1333 M STREET
DATE 07-25-14

PROMENADE STAIR SECTION

25

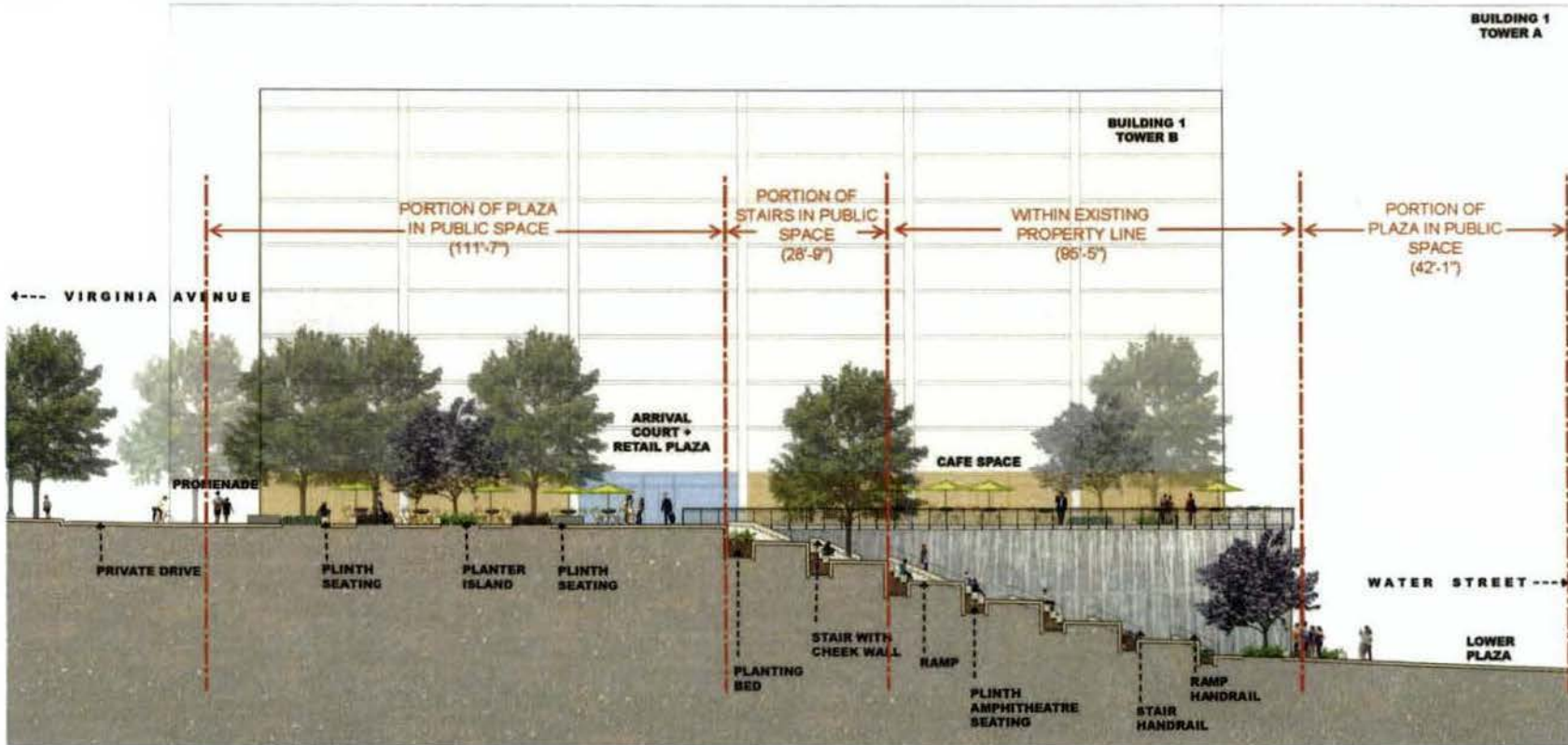


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KEY



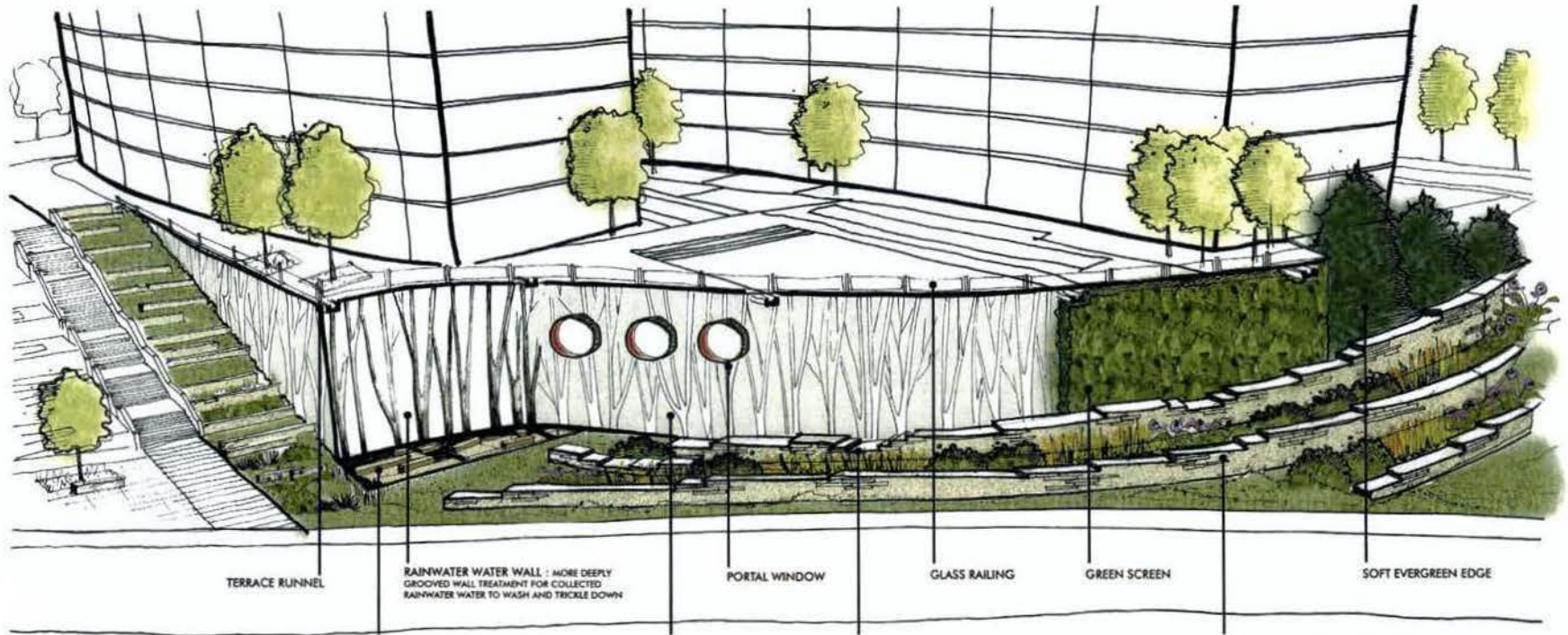
1333 M STREET
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PROMENADE RAMP SECTION

26

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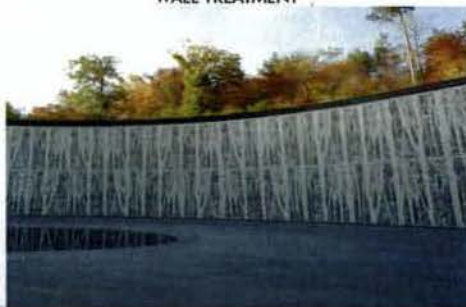




DRY ARROYO



WALL TREATMENT



WEIRS



ANGULAR TERRACE WALLS



1333 M STREET
DATE 07-25-14

WATER STREET WALL

27

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**DCR
VIRGINIA COASTAL PLAINS NATIVE SPECIES**

Conservation/Restoration Plantings + High Moisture Focus for illustrative purposes only to show planting character



Alnus serrulata / Hazel Alder



Lindera benzoin / Spice Bush



Cercis canadensis / Eastern Redbud



Viola cucullata / Marsh blue violet



Chelone glabra / White turtlehead



Aronia arbutifolia / Red chokeberry



Hamamelis virginiana / Witch Hazel



Rhus glabra / Smooth Sumac



Lobelia siphilitica / Great Blue lobelia



Juncus canadensis / Canada rush



Cephalanthus occidentalis / Buttonbush



Dryopteris intermedia / Evergreen wood fern



Athyrium asplenoides / Southern Ladyfern



Tripsacum dactyloides / Gamma Grass

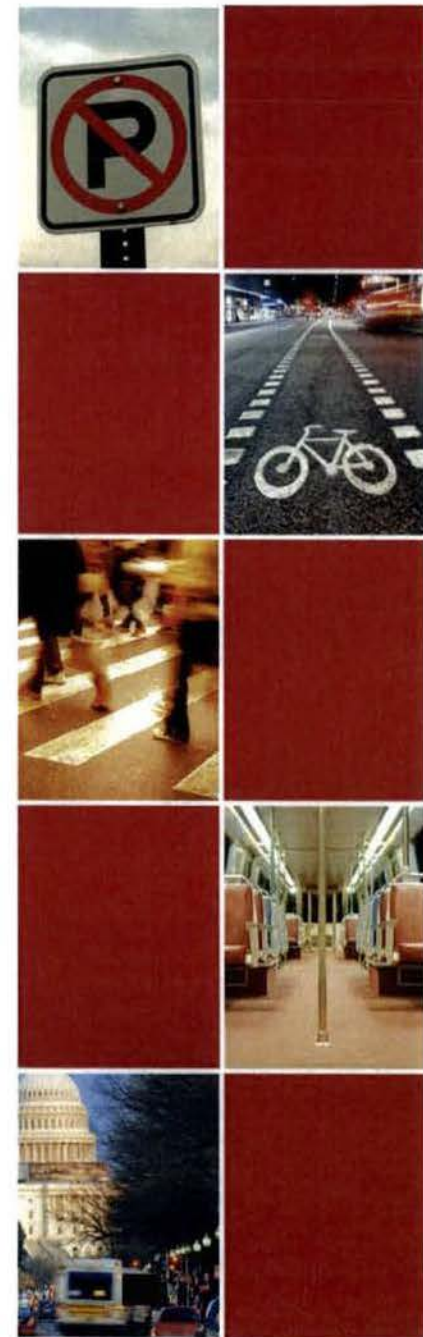


Typha latifolia / Broad-leaf cattail



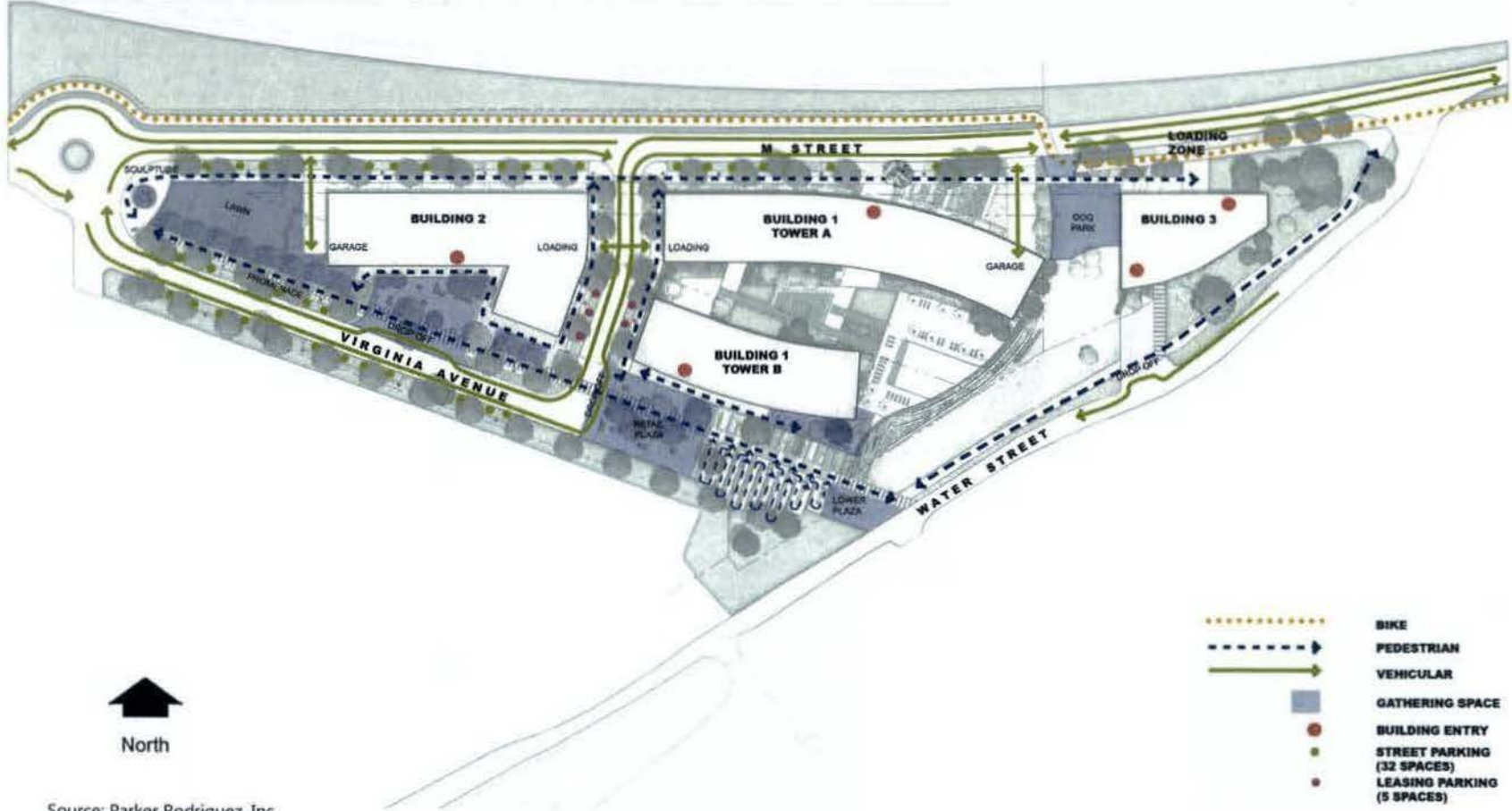
1333 M Street

Transportation Impact Study
ZC 13-12





Site Access/Circulation



Source: Parker Rodriguez, Inc.

Transportation Consultants
INNOVATION + SOLUTIONS



Parking (Required vs. Proposed)

Phase/ Building Number	Residential Component (1 space/4 units)	Retail Component (> 3kSF, 1 space/750 SF)
<i>Phase I - Building 1A (218 units)</i>		
Required	55 spaces	0 spaces
Proposed	95 spaces [†] (1 space/2.3 units) 73% more spaces than required	0 spaces
<i>Phase II - Building 1B (133 units, 7,200 SF retail)</i>		
Required (Cumulative)	88 spaces	$(7,200-3,000)/750 = 6$ spaces
Proposed (Cumulative)	106 spaces (1 space/1.2 units) 20% more spaces than required	6 spaces
<i>Phase III - Building 2 (234 units, 3,170 SF retail)</i>		
Required (Cumulative)	147 spaces	$(3,170-3,000)/750 = 1$ space
Proposed (Cumulative)	214 spaces (1 space/2.7 units) 46% more spaces than required	7 spaces
<i>Phase IV - Building 3 (88 units)</i>		
Required (Cumulative)	169 spaces	$(0-3,000)/750 = 0$ spaces
Proposed (Cumulative)	214 spaces (1 space/3.1 units) 27% more spaces than required	7 spaces
[†] Includes 44 surface spaces on the site of Phase III. Upon completion of Phase III, the 44 surface spaces will be replaced by 108 garage spaces.		



Loading (Required vs. Proposed)

Phase/Building Number	Residential Component	Retail Component
<i>Phases I and II- Buildings 1A and 1B[†]</i>		
Required	1 berth @ 55' 1 platform @ 200 SF 1 service/delivery @ 20'	None
Proposed	1 berth @ 30' 1 platform @ 200 SF 1 service/delivery @ 20'	None
<i>Phase III - Building 2</i>		
Required	1 berth @ 55' 1 platform @ 200 SF 1 service/delivery @ 20'	None
Proposed	1 berth @ 30' 1 platform @ 200 SF 1 service/delivery @ 20'	None
<i>Phase IV - Building 3</i>		
Required	1 berth @ 55' 1 platform @ 200 SF 1 service/delivery @ 20'	None
Proposed	None [‡]	None
Total		
Required	3 berth @ 55' 3 platform @ 200 SF 3 service/delivery @ 20'	None
Proposed	2 berth @ 30' 2 platform @ 100 SF 2 service/delivery @ 20'	None
[†] For zoning purposes, Building 1A and 1B is one building. Therefore, the building requires only one 55' berth, one 200 SF platform, and one 20' service/delivery space. [‡] At the request of DDOT, the originally proposed 30' loading berth and 100 SF platform was eliminated since the building is too small to allow front-in/front-out maneuvers. In lieu of on-site loading for this building, the Applicant will request an on-street loading zone on M Street in front of the building.		



Loading

■ Relief Requested

- Provide 30' loading berth in lieu of 55' loading berth for Buildings 1 and 2
- Provide on-street loading zone on M Street in lieu of on-site loading for Building 3

Note – only one on street loading zone is proposed (in front of Building 3). No on-street loading zone is proposed in front of Building 1A.



Loading Management Plan

- Designate a Loading Coordinator
 - Coordinate all loading activities for the residential buildings
 - Inform tenants of procedures for loading and delivery operations
 - Inform tenants of DDOT's policies regarding moving trucks
 - Assist tenants when a permit is required by DDOT
 - *Serve as flagger to assist trucks backing into the loading berths*

- A lease provision will require all tenants to use the loading dock or designated loading area, except in special circumstances as identified below

- A lease provision will restrict all tenants from using trucks longer than 30 feet, except in special circumstances as identified below

- In the rare event that a truck longer than 30 feet is required, a no temporary no parking zone can be established on an adjacent street to allow for curbside loading or unloading adjacent to the building

- No truck idling will be permitted



Trip Generation

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Apartments (673 DU)	33	133	166	122	65	187
Retail (10,370 SF)	20	12	32	48	51	99
Development Total	53	145	198	170	116	286



Study Intersections



Existing Intersections



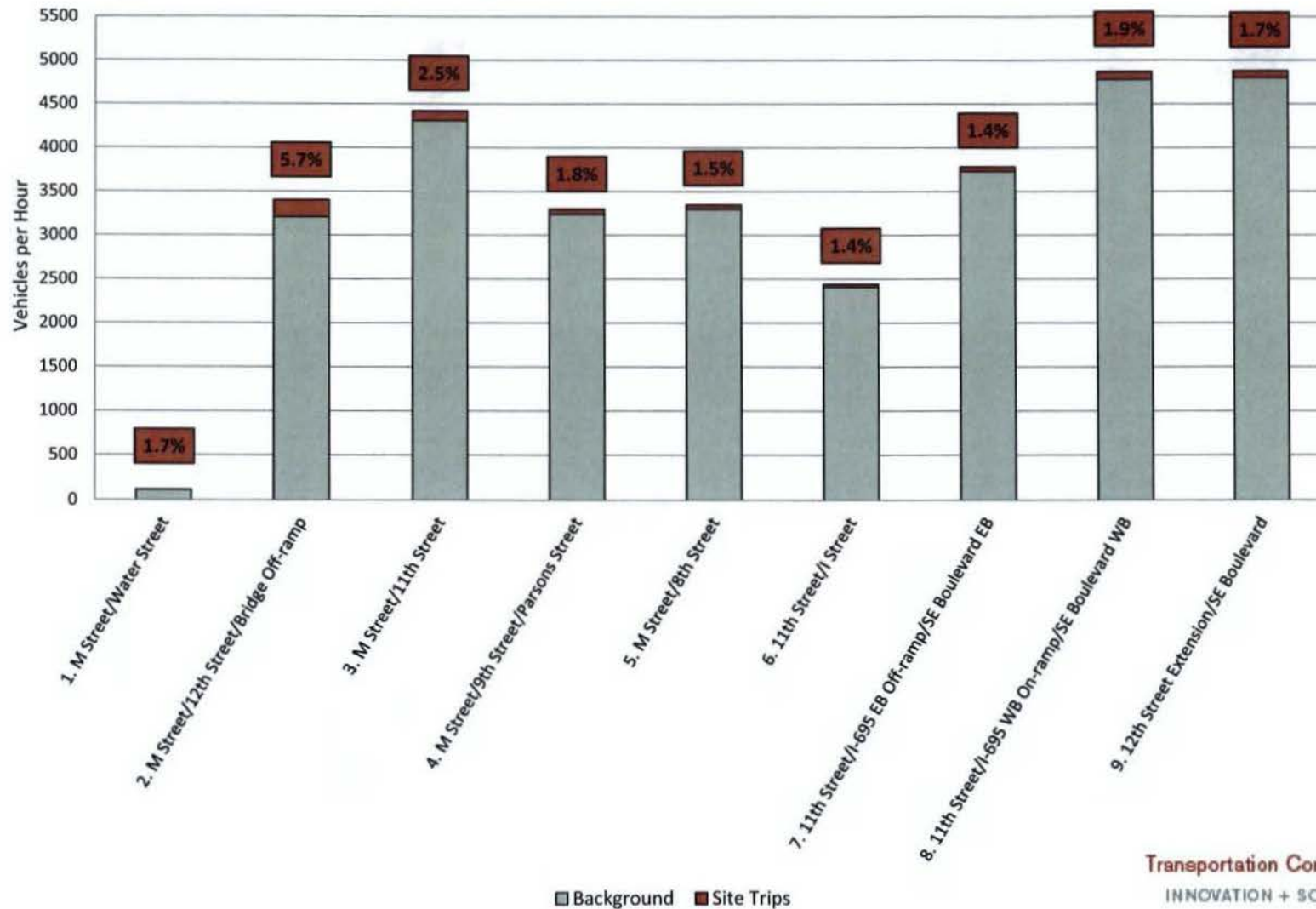
Future Intersections



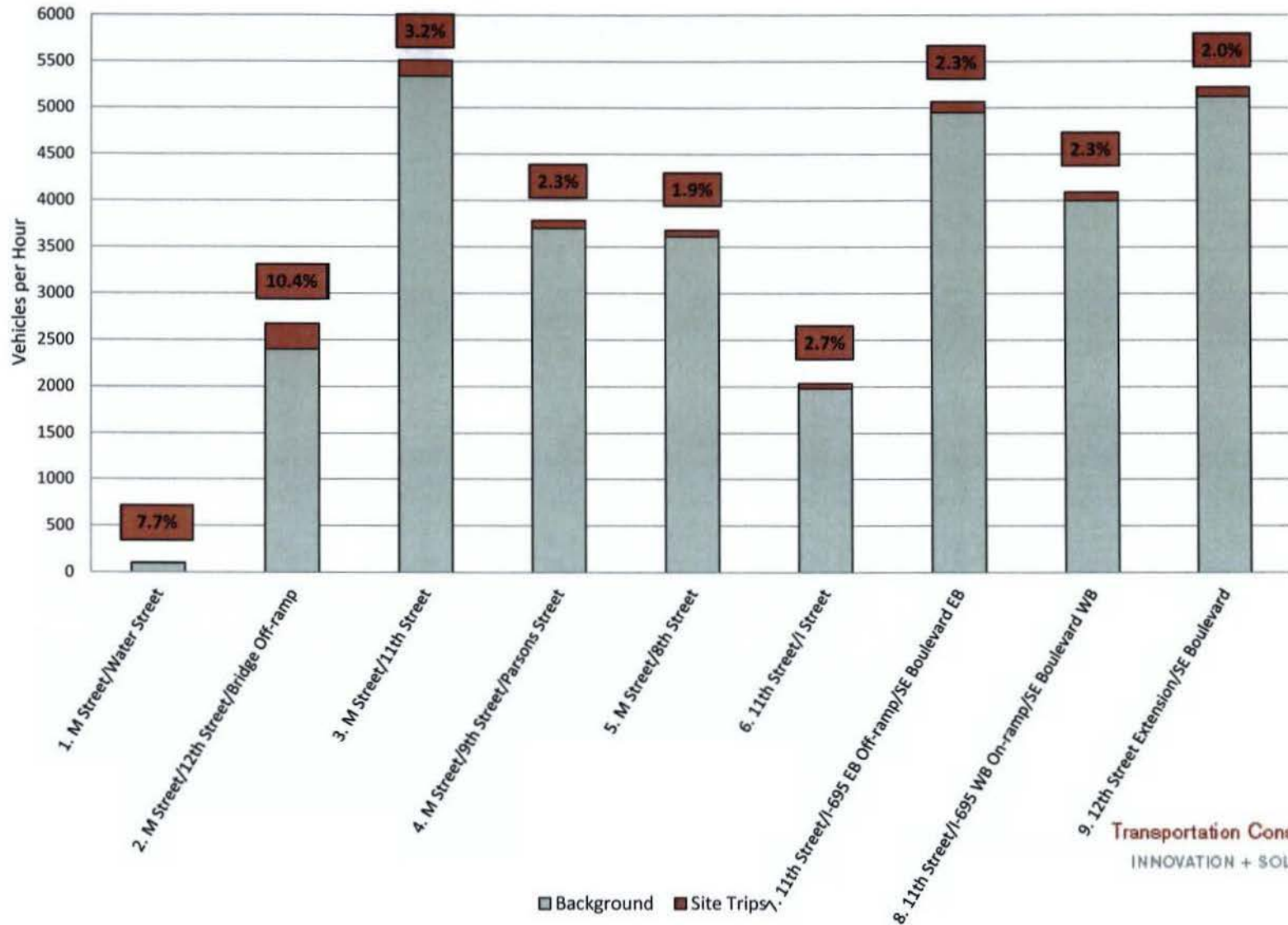
Future Roadway Layout

Transportation Consultants
INNOVATION + SOLUTIONS

Proportional Impacts – AM Peak Hour



Proportional Impacts – PM Peak Hour





Timing Adjustments to Mitigate Impact

- Timing Adjustments were recommended at the following intersections:
 - M Street/12th Street
 - M Street/9th Street
 - I Street/11th Street
- The DDOT report indicates that DDOT will further review the signal timing changes to determine if they are appropriate.
- The proposed timing changes are minor in nature and involve shifting a few seconds of green time from one phase to another to better accommodate future traffic volumes.
- These timing adjustments would not be outside of the routine adjustments that DDOT makes periodically to maintain the signal system to account for changes in traffic volumes and patterns
- Because minor timing changes have been shown to mitigate the impact of the development, the additional traffic generated by the development does not rise to the level of adding lane capacity.

Non-Auto Modes of Transportation

Zipcar Locations (Number of Zipcars)

Enterprise Car Share (Number of Cars)

* In addition to the car sharing services shown, Car2Go has 300 cars in the District. Since Car2Go vehicles can be returned to any legal on-street parking space in the District or certain parking garages that are Car2Go approved, their locations could not be shown on this map.



- Capitol Bikeshare Locations
- Metrobus Major Route
- DC Circulator Route (Potomac Avenue Metro - Skyland Via Barracks Row)
- Metrorail Station
- MetroExtra Route
- DC Circulator Route (Union Station - Navy Yard Metro)
- Bus Stop
- DC Circulator Stop



Transportation Demand Management

- Designate a Transportation Management Coordinator
- Run a shuttle to Navy Yard Metro
- Distribute information regarding transportation programs and services
- Make public transit information available on an electronic display in each building
- Provide convenient, covered, and secure bicycle parking for a minimum of 224 bicycles
- Provide space on-site for a potential future Capital BikeShare station
- At initial occupancy, provide a one year Capital BikeShare membership or pay registration fee for Car2Go
- Provide space for up to two car sharing vehicles on site
- Provide a minimum of 10 bicycle helmets
- Coordinate with local businesses and service providers such as grocers, pharmacies, and dry cleaners to promote delivery services that the businesses may provide to the residents of the project
- Unbundle parking costs from the lease price
- Provide at least one charging station in the garage for Buildings 1 and 2



Transportation Improvements

- The Applicant has committed to transportation improvements in the site vicinity, including:
 - Reconstruction of M Street between traffic circle and Water Street
 - Reestablishment of the L'Enfant grid by extending Virginia Avenue southeast from M Street
 - Construction of a sidewalk along the north side of Water Street
 - Construction of a sidewalk along the south side of M Street (per DDOT's request, the sidewalk will be constructed with Phase 1)
 - Reconstruction of the Anacostia Riverwalk Trail between the traffic circle and Water Street
 - Creation of a view shed along the proposed private roadway
 - Increase in public on-street parking in the area
 - Shuttle service either individually or as a collective with other stakeholders in the BID between the site and Metro
 - Shuttle will run with an estimated 15 minute headway
 - Shuttles will run a minimum of three hours during weekday AM rush and a minimum of three hours during weekday PM rush
 - The capacity at the outset of Phase 1 will be sufficient to accommodate the anticipated Phase 1 and Phase 2 demand. Shuttle capacity will be reevaluated at outset of Phase 2 (and subsequent phases) to ensure sufficient capacity is available based on Phase 1 demands



Conclusions

- The proposed redevelopment would generate an estimated 198 new AM peak hour vehicle trips and 286 new PM peak hour vehicle trips
- The subject redevelopment would increase traffic by less than 3% at 8 of the 9 study intersections during the AM peak hour
- The subject redevelopment would increase traffic by 3% or less at 7 of the 9 study intersections during the PM peak hour
- The Applicant has committed to infrastructure and public amenities totaling approximately \$4.5 million, including:
 - Reconstruction of M Street along the property frontage
 - Construction of the Anacostia Riverwalk Trail on the north side of M Street
 - Extension of Virginia Avenue
 - Construction of sidewalks along the north side of Water Street and along the south side of M Street
 - Implementation of a comprehensive TDM plan, including shuttle service to Metro
- The proposed redevelopment will not have an adverse impact on the roadway network



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