

**RHODE ISLAND AVENUE METRO STATION
SECOND STAGE PLANNED UNIT DEVELOPMENT**

Property East of Rhode Island Avenue Metrorail Station, 919 Rhode Island Avenue, NE
Washington, D.C.

Delegated Action of the Executive Director

March 30, 2007

Pursuant to delegations of authority adopted by the Commission on August 6, 1999, I find that the proposed mixed use Planned Unit Development (PUD) on part of Parcel 131, Lots 220 and 221, located immediately east of the Rhode Island Avenue Metro, NE, Washington, D.C. would not be inconsistent with the Comprehensive Plan for the National Capital, nor have an adverse affect on federal interests.

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The Zoning Commission of the District of Columbia has taken a proposed action to approve the Second Stage of a Planned Unit Development (PUD) on property immediately east of the Rhode Island Avenue Metrorail Station near 9th Street and Rhode Island Avenue, NE. I approved a first stage PUD and map amendment rezoning the site from Industrial (M) to a Community Business Center (C-2-B) as a delegated action in August 2005. Washington Metropolitan Area Transit Authority (WMATA), the owner, will subdivide the 6.93 acre site (now the commuter parking lot for the Metrorail station plus land extending north to the Avenue frontage), into two lots.

WMATA's partners, Mid-City Urban LLC and A&R Development Corporation, will create a mixed-use residential development consisting of 270 rental apartments, ground floor retail, some second floor commercial space, and structured parking. The development will be organized around a "Main Street" running perpendicular to the Metrorail station, with residential apartments above ground floor retail uses on both sides of Main Street in 4 and 5 story buildings. The mixed-use development pattern will also wrap around Washington Place (the entrance drive to the transit station) and continue along the Rhode Island Avenue frontage. Residential rather than retail uses will occupy the ground floor level facing the avenue near the railroad overpass. No building heights will exceed 55 feet measured from the Avenue.

Two 4-story parking structures will be integrated into the development, providing 469 parking spaces for retail, residential and shared residential-Metrorail customer spaces, in addition to 42 metered spaces along Main Street and 20 drop-off spaces. The applicant's Shared Parking

Agreement with WMATA approves the current parking plan. WMATA and partners will construct a 215-car garage on 1.5 acres immediately south of the PUD site to accommodate some of the 387 spaces on the existing parking lot that will be displaced. Amenities include 20% of the housing affordable to households with incomes at 50% of the area median income (AMI), a green roof on 60% of the roof-plaza on one building, and a swimming pool. The applicant has also agreed to signalize the Washington Place intersection with Main Street and has proposed to design and erect a memorial to Harmony Cemetery in the southern part of the site.

There are no identified federal interests in the immediate vicinity other than the Metrorail station. The D.C. Office of Planning recommends approval subject to any D.C. Department of Transportation (DDOT) recommendations, which include designing and installing a new traffic signal at the main internal intersection, improving crosswalk markings for pedestrian safety, and developing a TDM plan with DDOT. This mixed use development on a site designated as a Development Opportunity Area would further transit-oriented development policies in the Comprehensive Plan. Therefore, I find that the proposal would not be inconsistent with the Comprehensive Plan for the National Capital, nor have an adverse impact on federal interests.

Patricia E. Gallagher, AICP
Executive Director