

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



Office of the Director

Memorandum

TO: District of Columbia Zoning Commission

FROM: *Ellen McCarthy*
Ellen McCarthy, Director
Office of Planning

DATE: January 27, 2006

SUBJECT: Final Report for the Residences at Georgia Avenue - ZC #05-19
4100 Georgia Avenue, N.W.
Consolidated Planned Unit Development and Related Map Amendment

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APPLICATION

The Neighborhood Development Company, LLC (Applicant) has applied for a Consolidated Planned Unit Development (PUD) and related Map Amendment to rezone the site from the C-2-A to the C-3-A Zone District to accommodate a seventy-two unit apartment building with ground floor retail.

OFFICE OF PLANNING RECOMMENDATION

This proposed project will provide a seventy-two unit, affordable housing development and neighborhood serving retail use on the ground floor. The project has the potential to greatly contribute to the revitalization that has begun along Georgia Avenue and particularly in this area.

OP supports the proposal to provide affordable housing for low-moderate income residents (60% of the Area Median Income). OP believes that the proposed PUD and related map amendment is not inconsistent with the elements of the Comprehensive Plan. The main amenity of the development is the provision of moderate income housing and a green roof. OP recommends that the application be approved with the following conditions.

1. The applicant will provide more detail and articulation along the Kansas Avenue façade.
2. The applicant will restrict all loading and unloading from Georgia Avenue and Taylor Street.
3. The applicant will provide details of the arrangement regarding the provision of an off-site location for Flexcar for use by residents of the development.
4. The applicant will remove the large sign from the side of the building.
5. The applicant will provide a signed First Source Agreement with the District of Columbia Department of Employment Services and a Memorandum of Understanding with the Local Business Opportunity Commission prior to the Zoning Commission's final action.

DESCRIPTION OF THE SITE AND SURROUNDING AREA

The subject site (Square 2910, Lots 35, 803 and an alley between) has been a used automobile sales lot for a very long period of time. To the west and across Kansas Avenue are a self-storage facility, an office building, and an automobile repair shop in the C-M-1 district. To the north and directly adjacent to the site is a café and restaurant that fronts on Georgia Avenue and a storage facility that fronts on Kansas Avenue. Further north, at the intersection of Kansas Avenue and Georgia Avenue, is a gas station. To the east across Georgia Avenue is a park and further across 9th Street are two churches, a vacant lot, and other retail and commercial uses in the C-2-A district. To the south, across Taylor Street, is a used car lot, some vacant parcels in the C-2-A district and single family-attached residences in the R-4 district. The subject property is four blocks north of the Georgia Avenue-Petworth Metro station. (Attachments 1 and 2)

The alley that traverses the site in a north south direction is proposed to be closed. The applicant could not come to a consensus with the neighbors regarding the closing. Councilmember Fenty proposes to introduce an alley closing legislation to the Council on February 7, 2006 to close the alley without the neighbors consent (Attachment 3). However, the applicant has committed to continue working with the neighbors and believes that an agreement is eminent.

PROPOSAL

The applicant proposes to construct a seven-story, rental, apartment building with 72-units (36 one-bedroom and 36 two-bedroom units) and 10,624 square feet of ground floor retail (tenant use unknown at this time). A significant fact of this building is that all the units will be reserved for moderate-income residents with an income level of sixty percent (60%) of the Area Median Income (AMI). The applicant has requested funding for the development from the Department of Housing and Community Development (DHCD). Funding will not be released to the applicant until the zoning on the property has been approved. The funding will be based on the requirement that the development provides housing for moderate-income residents.

Separate pedestrian entrances are provided along Georgia Avenue for the retail and residential uses. The applicant has recently redesigned the entrance into the parking area. The vehicular entrance off Taylor Street and the kiosk have been deleted and both ingress and egress into the parking area will be from Kansas Avenue. A below grade parking garage will have thirty-two (32) spaces with five (5) at-grade spaces at the corner of Taylor Street and Kansas Avenue.

Open space and landscaping around the building will include the enhancement of the public space at the intersection of Taylor Street and Kansas Avenue. A roof terrace and a meeting room are some of the amenities provided for the residents of the building.

Since the application was setdown, the applicant has addressed many of the concerns expressed by the Zoning Commission regarding the colors of the building materials, the identification of the retail and residential entrances, the façade along Taylor Street, and the uniformity of the windows.

The building has been redesigned and now has a two-story brick masonry base and Hardiplank cementous siding on the upper floors. The masonry brick will complement nearby buildings that are constructed of predominantly brick. The color on the remainder of the building are of subdued hues that blends with the more traditional brick, are more modern elements that the building will bring to the community. Projecting bays and towers have been added to articulate the features of and give identity to the building. The former landscape court along Georgia Avenue has been eliminated and the entire building has been pulled to the property line. The two entrances into the building are easily identifiable. The retail entrance at the intersection of Georgia Avenue and Taylor Street hugs the corner and has large glass panes to enable views into the retail use. The entrance into the residential units is more in character with that use. On the northern portion of the building, the upper floors have been pulled back to provide a transition to the adjacent two-story building to the north. Along Taylor Street, the façade is more uniform with a consistent pattern of windows, bays, colors, and views into the retail space. The Kansas Avenue façade appears as the back of the building. OP recommends that more detail be added to this street façade.

The proposal shows a large three story sign on the building at the corner of Georgia Avenue and Taylor Street. OP believes that the sign is too large and cast shadows and blocks light into the adjacent residences. OP therefore recommends that the sign be removed.

ZONING

The site is currently zoned C-2-A and the applicant proposes to rezone it to C-3-A to accommodate the proposed PUD. The project is designed to conform to the permitted height and FAR for the requested C-3-A district. Generally, properties fronting on the Georgia Avenue corridor are in the C-2-A and the C-3-A districts. Properties in the C-3-A district are located one block south of the property.

The following table is a comparison of the C-2-A standards, the C-3-A/PUD standards, and the proposed development:

Table 1

	C-2-A Standards	C-3-A/PUD Standards	Proposal
Area	N/A	15,000 sq. ft.	17,640 sq. ft.
Height	50 ft.	90 ft.	72 ft.
FAR	Retail – 1.5 Residential – 2.5 TOTAL – 2.5	Retail – 3.0 Residential – 4.5 TOTAL – 4.5	Retail – 0.59 Residential – 3.91 TOTAL – 4.5
Lot Occupancy	Residential – 60%	Residential – 75%	Residential – 68%
Side Yard			
Rear Yard	15 ft.	12 ft. minimum or 2.5 ins./ft. of height or 17 ft.	18.5 ft.
Parking	Retail – 25 Residential – 36 TOTAL – 61	Retail – 25 Residential – 36 TOTAL – 61	Retail – 13 Residential – 24 TOTAL – 37

Loading	1 loading berth @ 55 ft deep 1 loading berth @ 30 ft. deep 1 loading platform @ 200 sq. ft. 1 loading platform @ 100 sq. ft. 1 service/delivery space @ 20 ft.	1 loading berth @ 55 ft deep 1 loading berth @ 30 ft. deep 1 loading platform @ 200 sq. ft. 1 loading platform @ 100 sq. ft. 1 service/delivery space @ 20 ft.	Information not provided.
Residential Recreational Space	20%	15%	13%

FLEXIBILITY

The following relief is required from the zoning regulations:

Parking

A total of 61 parking spaces are required for the proposed residential and retail uses. The applicant has stated that due to the cost associated with providing underground parking they have reduced the number of spaces to thirty-seven (37) in order to help maintain the affordability of the units. Most of the spaces, twenty-four (24), will be dedicated to the residential use and the remainder, thirteen (13), will be for the retail use. The reduction in parking spaces will not be detrimental to the community because adequate transportation alternatives are available. The subject site is served by total of four Metrobus routes (60, 62, 70, and 71) that travel along Georgia Avenue and serve the site on both weekdays and weekends. One of these buses provides supplement service to the regular bus service during weekday peak hours.

The Georgia Avenue-Petworth Metro Station is approximately 0.3 miles or four blocks, to the south of the property and will help mitigate the need for additional parking spaces. The applicant's transportation analysis states that there are 237 on-street parking spaces in the vicinity of the site which can accommodate any need for additional parking spaces as only 57% of these spaces are occupied during the peak hours when there is the greatest demand.

The reduction in the number of parking spaces will result in a reduction in the level of traffic generated by the development and will therefore have less of an impact on the adjacent streets and intersection capacities. The applicant is proposing to work with the District Department of Transportation (DDOT) to find a convenient, off-site location to provide Flexcars to be used by residents of the building who register with Flexcar.

The original site plan shows a kiosk that would be associated with a pharmacy. The applicant has submitted that the plans will be revised to show ingress and egress into the parking garage from Kansas Avenue only and therefore the kiosk will be deleted.

Roof Structures

The applicant has requested flexibility from the requirements of Section 411.3 which requires that roof structures be within one enclosure. The project has two roof structures one to house a stairwell and elevator and the second for the emergency stairwell. These facilities are on nearly opposite sides of the building and it would be impractical to enclose them in one structure. Further, if they were enclosed the enclosure would give the appearance that the building is much taller. The design of the enclosures has been incorporated into the tower elements that further require flexibility from Section 400.7. The roof structures are required to be setback at a one to one ratio from the edge of the building. The

incorporation of the structures into the towers will allow for a more cohesive appearance as well as making space available for residential recreational space.

Residential Recreational Requirement

The applicant has reduced the required residential recreational space from 15% (10,347 square feet) to 8.0% (5,281 square feet). The recreational space provided will consist of a roof terrace, a meeting room, and the lobby area.

The reduction in the residential recreational space will not be detrimental to the residents of the building because the space provided will meet the needs of the residents. Additionally, the Upshur Recreational Center is in close proximity to the site and has facilities such as basketball courts, athletic fields, a swimming pool, a playground, and a multi-purpose room which residents can utilize for their recreational needs.

Flexibility is required from the requirement that no dimension of the recreational space be less than twenty-five (25) feet. A walkway that is a portion of the roof terrace is less than 25 feet wide. This walkway is just a connection between the emergency exit and the main terrace area.

Court Width

On the northeastern most portion of the building, the elevator shaft has been pulled back from the longer portion of the building. The court begins at the second floor and requires a width of 17.25 inches. However, the court provided is 9.5 inches in width. The flexibility is requested in order to provide windows on the nearby bedrooms (Applicants Pre-hearing Statement, Tab A, page15).

PUD EVALUATION STANDARDS

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” The proposed development will be constructed on a property that is identified by the community as an eyesore. In order to maximize the use of the site consistent with the zoning regulations and be compatible with the surrounding community, the applicant is requesting that the proposal be reviewed as a consolidated PUD. This will allow the utilization of the flexibility stated in Section 2400.2.

The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”

The applicant has requested a change in zoning of the property to gain an additional twenty-two (22) feet in height and approximately 35,000 square feet in floor area over that permitted by-right. The main public benefit that the application provides is that all the units will be available for moderate-income residents that will advance the need for workforce housing within the District.

Section 2403 further outlines the standards under which the application is evaluated.

2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.

The Georgia Avenue corridor has begun to experience revitalization including both new commercial and residential projects. The development of the site will contribute to the general improvement of this area and already other projects in close proximity to the site are in the pipeline. City services to serve the property are already in place and have the capacity to serve the new residents. The reduction in the number of parking spaces will not have a negative impact on the surrounding community and will in fact help to reduce traffic volumes on the surrounding streets.

PUBLIC BENEFITS AND AMENITIES

OP believes that the benefits of providing moderate-income housing for the residents the District of Columbia will compensate for the additional FAR and height that is requested. Section 2403.9 outlines *“Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:*

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;*
- (b) Site planning, and efficient and economical land utilization;*
- (c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;*
- (f) Housing and affordable housing;*
- (h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*
- (i) Uses of special value to the neighborhood or the District of Columbia as a whole;*

The proposed building fronts on three prominent streets and each side should be treated as a front door. The Kansas Avenue façade appears bleak and reads as the back of the building. OP recommends that the façade be more detailed and articulated and hold a more prominent presence on Kansas Avenue.

The architecture and design of the proposal incorporates brick on the first two levels of the building which is the predominant material on buildings in the community. The material on the upper levels is more modern and the colors used will complement the brick and introduce a new style to the area. The applicant is proposing to provide landscaping along Taylor Street and Kansas Avenue. The public space area at the intersection of Kansas Avenue and Taylor Street will be extensively landscaped and appears as a small park at this intersection.

The applicant proposes to improve the pedestrian walkway along all its street frontages. The applicant's traffic study, states that the impact of the traffic generated by the proposed development will not be significant and the level of service on the adjacent streets and intersections will not cause any significant

changes this time. Additionally, the applicant has requested a reduction in the parking requirement. OP agrees that a reduction may be appropriate due to the site's proximity to the Georgia-Avenue-Petworth Metro Station and the availability of Metro bus service on both weekdays and weekends with an additional bus during peak hours. Further, the applicant's Parking Study has identified the availability of on-street parking on adjacent streets.

The main amenity of the proposed application is the dedication of the entire seventy-two units to affordable housing, and specifically for moderate-income residents, which is a very under served segment of the population. OP is assured that these units will be for moderate-income residents because it as a requirement of their agreement with DHCD for them to obtain funding for the development. OP strongly supports the affordability goals of the project and believes it furthers many of the goals of the pending Inclusionary Zoning proposal before the Commission.

To improve the energy efficiency of the building the applicant is proposing a "green roof". The green roof will also enhance the residential recreation space and help to break up and minimize the appearance of the air conditioning units on the roof. Therefore, the green roof will be beneficial to both the resident and the environment.

The applicant has indicated that they will participate in a First Source Agreement with the District of Columbia Department of Employment Services and will obtain a Memorandum of Understanding with the Local Business Opportunity Commission. The applicant notes that they themselves are certified as a Local, Small, and Disadvantaged Business Enterprise (LSDBE). The applicant has committed to providing signed agreement prior to the Zoning Commission's final action.

The proposed development will be of special value to the community because it serves to instigate further economic development in the area and provides rental housing for moderate-income residents.

COMPREHESIVE PLAN GENERALIZED LAND USE MAP

The Generalized Land Use Map (Attachment 4) recommends the subject site for a mix of uses, moderate density residential and low density commercial. The mixed-use category also includes existing commercial areas and areas proposed for significant land use changes. The proposed C-3-A zoning is more equivalent to medium density residential uses. As seen on Attachment 2, the zoning pattern along the Georgia Avenue corridor is predominantly C-2-A and C-3-A. An area of C-3-A zoning is one block away from the subject property. Almost the entire corridor starting at Howard University and continuing all the way to the Maryland border, has a rhythm of moderate density zoning (predominantly C-2-A) punctuated by medium density zoning in the few areas of C-3-A. This pattern in combination with the Comprehensive Plan language regarding housing, affordable housing and economic development in Ward 4 along Georgia Avenue (discussed below) led OP to conclude that the C-3-A zone is not inconsistent with the Comprehensive Plan.

GEORGIA AVENUE-PETWORTH METRO STATION AREA CORRIDOR PLAN

OP recently undertook a revitalization strategy for the Georgia Avenue corridor that resulted in the Georgia Avenue-Petworth Metro Station Area Corridor Plan. This plan is a supplement to the Comprehensive Plan and it will be submitted to the City Council in the Spring of 2006 for adoption.

The revitalization strategy is a framework to guide growth and development and preserve and enhance the quality of life in the neighborhoods along the corridor. The site is within the Upshur Neighborhood Area and is identified as an under-utilized property that provides an opportunity for redevelopment. The Plan recognizes that the Georgia Avenue Corridor is mostly zoned C-2-A with a few areas of C-3-A zone. Since the time of the Comprehensive Plan and the Zoning Ordinance it has been difficult to get enough critical mass of residential to have a viable amount of retail use. The Corridor has an abundance of vacant retail space and what exist is redundant and substandard. The Plan therefore focuses on enhancing the area by increasing the allowed densities in the vicinity of the Metro stations and discouraging retail in the areas that are in between the Metro stations.

As seen in the *Comprehensive Plan and Public Policies* section of this report, the language provides further guidance that supplements the General Land Use Plan Map. Further, the strategy for redevelopment encourages the inclusion of affordable units.

Georgia Avenue is one of the eight streets identified in the Districts Great Streets Initiative. These streets have been identified as arterials that have great opportunities for commerce, vitality and city living. The District Government is providing financial resources to revitalize these areas. Along Georgia Avenue investments have been made in many new residential projects to bring new residents and shoppers to the neighborhoods. There are other projects in the pipeline within the square for redevelopment to make this pivotal location along Georgia Avenue that is the intersection of three streets.

OP therefore finds that the proposed development at a FAR of 4.5 and a mixture of residential and retail uses is not inconsistent with the Comprehensive Plan.

COMPREHENSIVE PLAN AND PUBLIC POLICIES

The proposed development is consistent with the Comprehensive Plan including the following Major Themes of the Plan:

- Section 102 - Stabilizing and Improving District Neighborhoods
- Section 110 – Promoting Enhanced Public Safety
- Section 111 – Providing for Diversity and Overall Social Responsibilities

The proposed development will replace a used car sales lot with retail use that will serve the day-to-day needs of neighborhood residents. The residential use will bring more people into the community and could help improve public safety in the neighborhood, as it will provide more “eyes on the street.” Overall, the development will be a significant contribution to the housing of the District’s moderate-income residents.

The proposed development meets many of the goals and objectives of the Comprehensive Plan as outlined in the Housing, Urban Design, and Land Use Elements.

The application is consistent with Chapter 3, Housing Element, of the Comprehensive Plan. The General objectives for Housing (Section 302.1) is “*to stimulate production of new and rehabilitated housing to meet all levels of need and demand and to provide incentives for the types of housing needed*”

at desired locations.” Further, the Plan includes objectives for Low- and Moderate-Income Housing (Section 303.1)

- “(a) To provide for the housing needs of low- and moderate-income residents;*
- (c) To create and maintain moderate-cost housing environments that enhance the quality of life for their residents;*
- (d) To provide opportunities for residents of District-owned and District-assisted housing to achieve self-sufficiency and upward mobility;*
- (f) To reduce the overall cost of housing among low- and moderate-income households.”*

The proposed development will provide seventy-two new housing units in an area where new residences are needed. Of particular importance is the fact that these are affordable rental units for moderate-income residents. Rental housing is scarce in the District because many apartment buildings have been converted to condominiums and most of the new residential housing is condominium units. There are many residents who do not qualify for homeownership units or do not want to be homeowners and these units will satisfy that need.

Chapter 7, Urban Design Element, outlines objectives and policies in support the Urban Design goal to *“... promote the protection, enhancement, and enjoyment of the natural environments and to promote a built environment that serves as a complement to the natural environment, provides visual orientation, enhances the District's aesthetic qualities, emphasizes neighborhood identities, and is functionally efficient.”* (Section 701)

708 Buildings

- 708.2 (a) *Design residential, commercial, and all other buildings to complement or enhance the physical character of the District; and*
- (b) *Design buildings to include the use of appropriate arrangements of building materials, height, scale, massing, and buffering to complement the immediate region.*

The building has been designed to enhance the character of the area. The use of brick on the base of the building is reflective of the material used on many buildings in the neighborhood. The materials and colors on the upper floors are new to the area but have subdued tones which give a fresh, new, modern look to the area. The scale and massing of the building are complementary of other larger buildings in the area. The upper floors have been stepped back from the two-story building to the north of the site. The building has also been placed on the property line along Georgia Avenue consistent with many of the buildings along this corridor. As noted above, OP believes additional attention should be paid to the Kansas Avenue façade.

709 Streetscape

- 709.2 (a) *Develop a unifying system of well-designed streets, sidewalks, parks, and pedestrian ways;*
- (j) *Encourage the planting and maintenance of street trees as the single most important streetscape element along commercial and residential streets to provide shade, design continuity, spatial relief, and a juxtaposition of the natural and built environments.*

The subject property is bounded by three streets and the applicant will provide sidewalks in the public space around the building. Additionally, streets trees will be added along Georgia Avenue. Street trees

and other landscaping features will be added to enhance Taylor Street. Further, at the intersection of Taylor Street and Kansas Avenue is a small landscaped area will enhance this intersection.

712.1 The areas in need of new and improved character objective are to encourage new development or renovation and rehabilitation of older structures in areas with vacant or underused land or buildings to secure a strong, positive physical identity.

712.2 The policies established in support of the areas in need of new and improved character objective are as follows:

- (a) Encourage well-designed developments in areas that are vacant, underused, or deteriorated. These developments should have strong physical identities;*
- (b) Encourage in-fill development of attractive design quality in deteriorated areas to stabilize the physical fabric and to encourage renovation and redevelopment;*

The proposal will be a new building replacing an old car lot that is an underutilized use of the lots. The new development will encourage the redevelopment of other underutilized properties in the area.

Specifically, the application is consistent with the Ward 4 Plan. Section 1507 outlines policies for Ward 4, Housing and at Section 1507.3 specifically:

1507.3 Providing affordable housing in the vicinity of Georgia and Eastern Avenues; Georgia and Missouri Avenues; the Georgia Avenue/Petworth Metrorail Stations; and on Kennedy Street is a priority. If proposed mixed-use development projects are realized, the cost of housing in these areas is likely to rise. In addition, many of the ripple effects that often accompany development (increased land value, real estate speculation) must be carefully examined. Specific government programs, financing, tax policies and development controls must be established to provide practical approaches to maintaining housing that is affordably priced.

The proposal is not inconsistent with the policy as the property is within the area described and the development is for moderately priced, rental units that are partially funded by DHCD. This policy furthers the OP's belief that the proposal is not inconsistent with the Comprehensive Plan.

Section 1508 outlines objectives for Urban Design that includes:

- (a) Provide for the housing needs of low and moderate-income households, improve the District's low-rent housing programs, encourage home ownership and reduce the overall cost of housing among low-moderate-income households in the ward.*
- (c) Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.*

The proposed development will provide housing for moderate-income residents and in particular, rental housing. The development will be a combination of private and public funding to attain the reduction in rental prices at a location that the land use policies encourage the increase in residential use.

AGENCY COMMENTS

OP submitted the application to various agencies for comments. However, to date OP has not received any comments. OP was verbally informed by DDOT that they will provide a report under separate cover prior to the public hearing.

COMMUNITY COMMENTS

The applicant has given preliminary presentations on the proposal to the ANC-4C. However, the ANC has not voted on the application at this time. The next meeting of the ANC is February 14, 2006 after the public hearing.

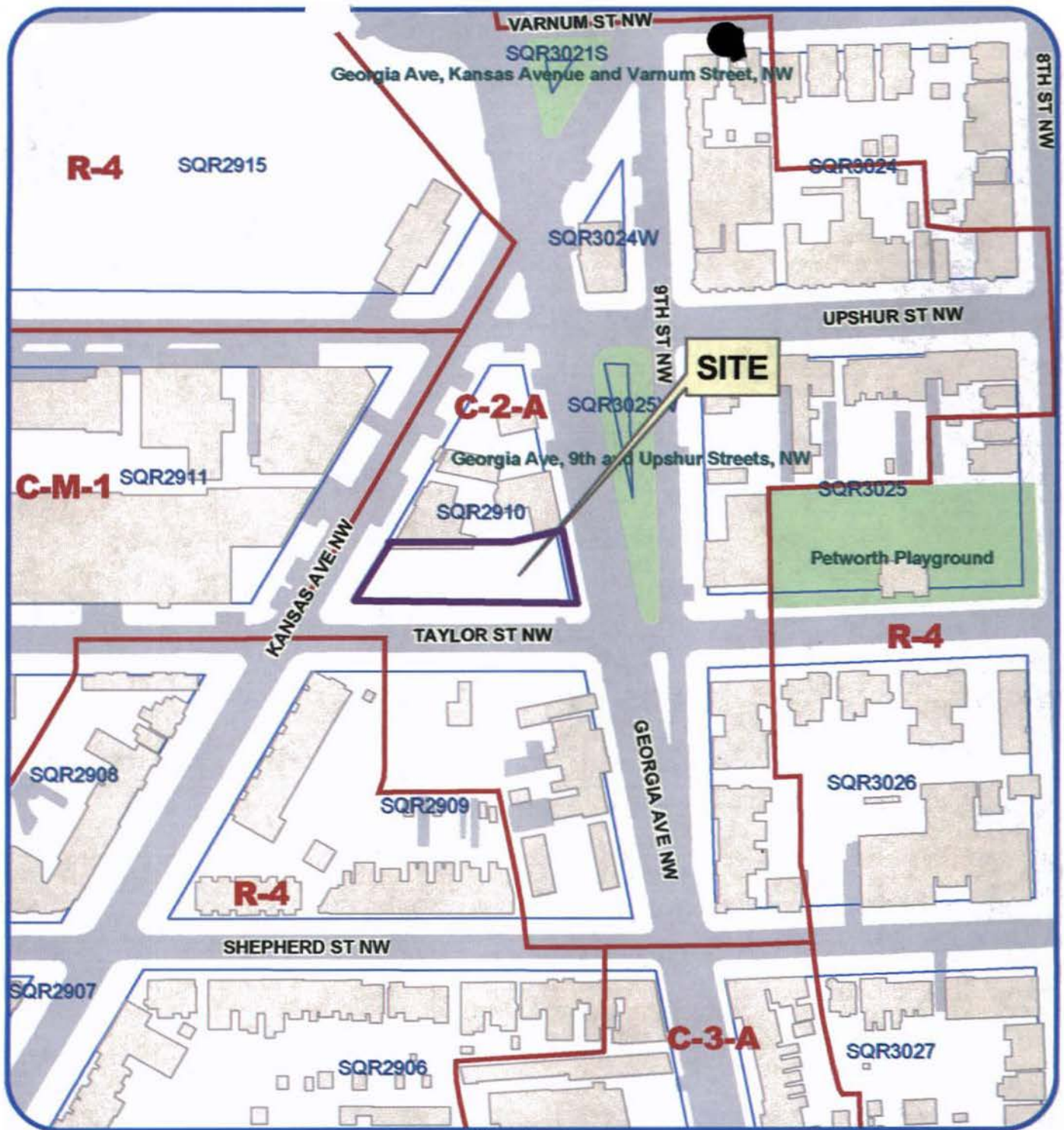
RECOMMENDATION

OP supports the proposal to provide affordable housing for low-moderate income residents. OP believes that the proposed PUD and related map amendment is not inconsistent with the elements of the Comprehensive Plan. The main amenity of the development is the provision of moderate income housing and a green roof. OP recommends that the application be approved with the following conditions.

1. The applicant will provide more detail and articulation along the Kansas Avenue façade.
2. The applicant will restrict all loading and unloading from Georgia Avenue and Taylor Street.
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4. The applicant will remove the large sign from the side of the building.
5. The applicant will provide a signed First Source Agreement with the District of Columbia Department of Employment Services and a Memorandum of Understanding with the Local Business Opportunity Commission prior to the Zoning Commission's final action.

ATTACHMENTS:

1. Land Use/Zoning Map
2. Georgia Avenue Corridor Zoning
3. Draft Alley Closing Bill
4. Comprehensive Plan Map



Zoning ZC Application #05-19 The Residences at Georgia Avenue

ATTACHMENT 1

Legend

- Buildings w/out Firewalls
- Property Squares
- Zoning Districts

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District of Columbia
Anthony A. Williams, Mayor
Office of Planning ~ August, 2005

This map was created for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

A BILL

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

Councilmember _____ introduced the following bill, which was referred to the
Committee on _____.

To order the closing of a public alley in Square 2910, bounded by Kansas Avenue,
Upshur Street, Georgia Avenue, and Taylor Street in Northwest Washington,
D.C., in Ward 4

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA,
That this act may be cited as the "Closing of a Public Alley in Square 2910, S.O. 05-0587
Act of 2006."

Sec. 2. Pursuant to section 201 of the Street and Alley Closing and Acquisition
Procedures Act of 1982, effective March 10, 1983 (D.C. Law 4-201; Section 9-202.01 of
the D.C. Official Code), the Council of the District of Columbia finds that the public
alley in Square 2910, as shown on the Surveyor's plat filed under S.O. File 05-0587, is
unnecessary for alley purposes and orders it closed, with title to the land to vest as shown
on the Surveyor's plat.

Sec. 3. Fiscal Impact Statement.

The Committee adopts the fiscal impact statement of the committee report as the
fiscal impact statement required by section 602(c)(3) of the District of Columbia Home-
Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Code Sec. 1-206.02(c)(3)).

Sec. 4. Transmittal.

The Council of the District of Columbia shall transmit a copy of this act, upon its effective date, to the Surveyor of the District of Columbia and to the District of Columbia Recorder of Deeds.

Sec. 5. Effective Date.

This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of Congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.



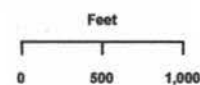
Office of Planning ~ September 23, 2005

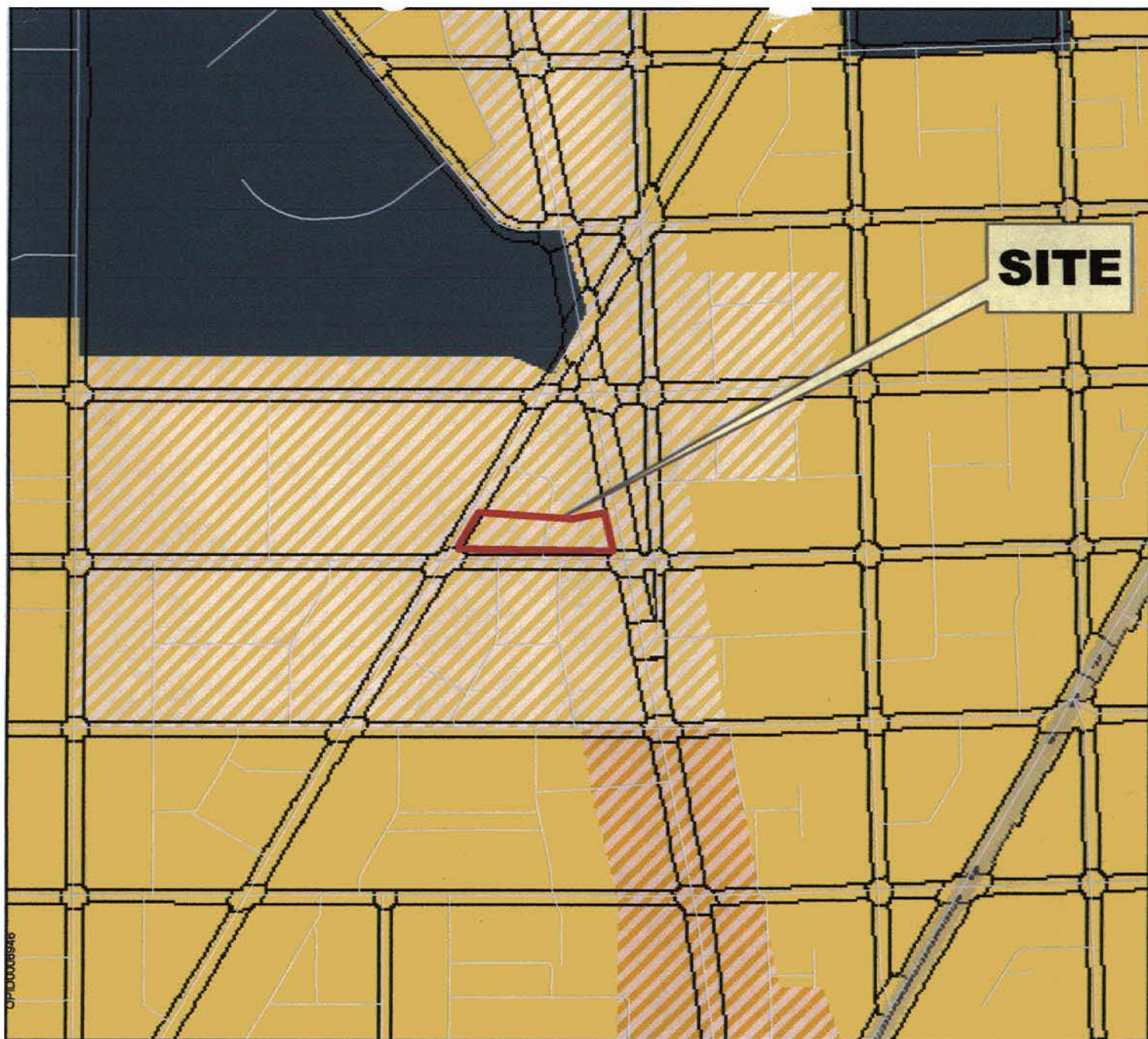


Government of the
District of Columbia
Anthony A. Williams, Mayor

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4100 Georgia Avenue, NW ZC No. 05-19 Aerial Photograph/Zoning Along the Georgia Avenue Corridor





**Comprehensive Plan Map
Zoning Commission 05-19
The Residences at Georgia Avenue**



★ ★ ★ Government of the
District of Columbia
Anthony A. Williams, Mayor

Office of Planning ~ August 23, 2005

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Generalized Land Use Key

Residential Low Density	Commercial Low Density	Federal
Residential Moderate Density	Commercial Moderate Density	Institutional
Residential Medium Density	Commercial Medium Density	Local Public
Residential High Density	Commercial Med-high Density	Parks, Recreation and Open Space
Water	Commercial High Density	Production and Technical Employment

Attachment 2