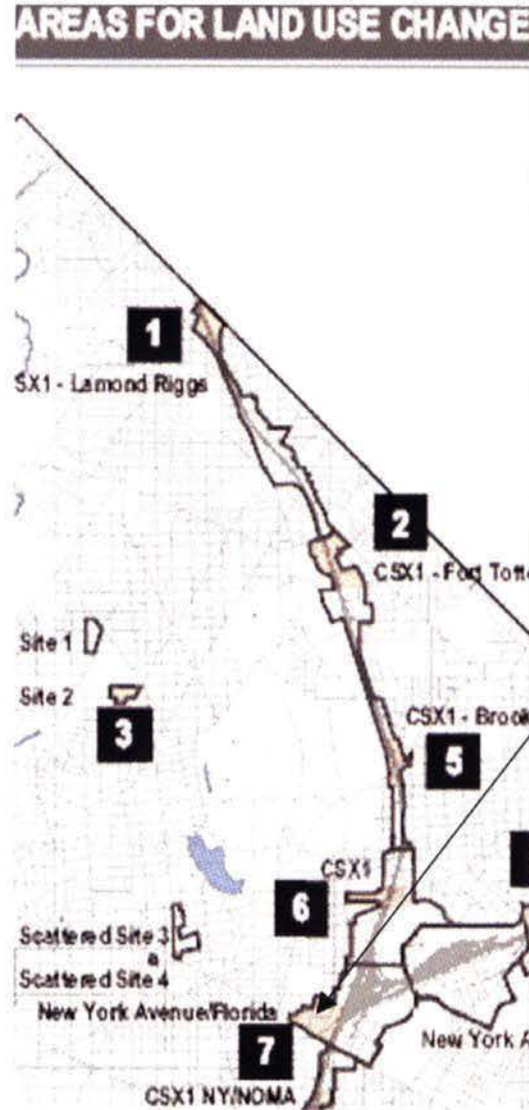


Industrial Land Use Study



Proposed PUD
Site is Within the
Portion of the
Capital Commerce
Center Area of
Eckington that is
below R Street
and that is
Indicated as
Suitable for Land
Use Change

ZONING COMMISSION
District of Columbia

CASE NO. 05-23

EXHIBIT NO. 46B

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ZONING COMMISSION
District of Columbia
CASE NO. 05-23
EXHIBIT NO. 46B

Emerging Recommendations:

LAND-USE AND DEVELOPMENT GOALS

North NoMA Neighborhood - Transition Area C

Draft
Vision Plan

- C-M-2 and M zoned areas north of Florida and New York Avenues, west of RR tracks

Draft
Development
Strategy

- Primarily medium to high density uses

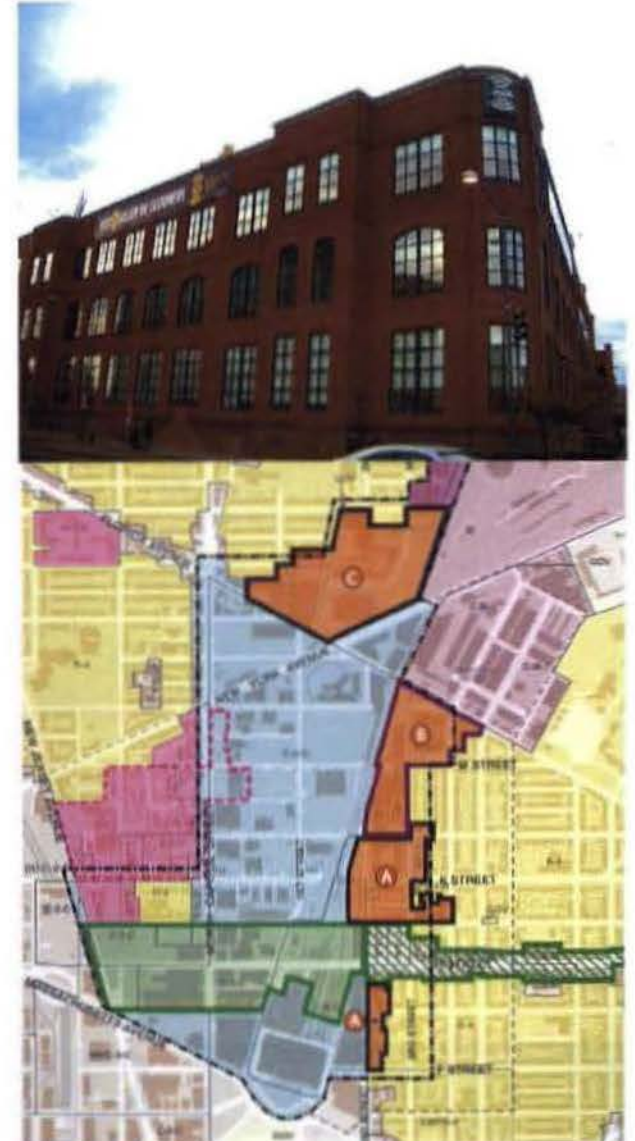
Draft
Neighborhood
Preservation
Strategies

- Commercial and residential mix

- Larger scale, more commercial character closer to Florida Ave/New York Ave intersection and along RR tracks

Draft
Design
Strategies

- Smaller scale, more residential character adjacent to existing residential fabric
- Encourage residential "townhouses" embedded in base of larger buildings (multiple individual entrances)
- Height of new developments should step down close to existing rowhouse fabric





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Neighborhood Plan



- 2 & 3 story Row Houses on R Street
- Warehouse at 4-5 stories tall
- Elevated site with Capitol views

Residential Character



Industrial and Commercial Context



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Institutional Context

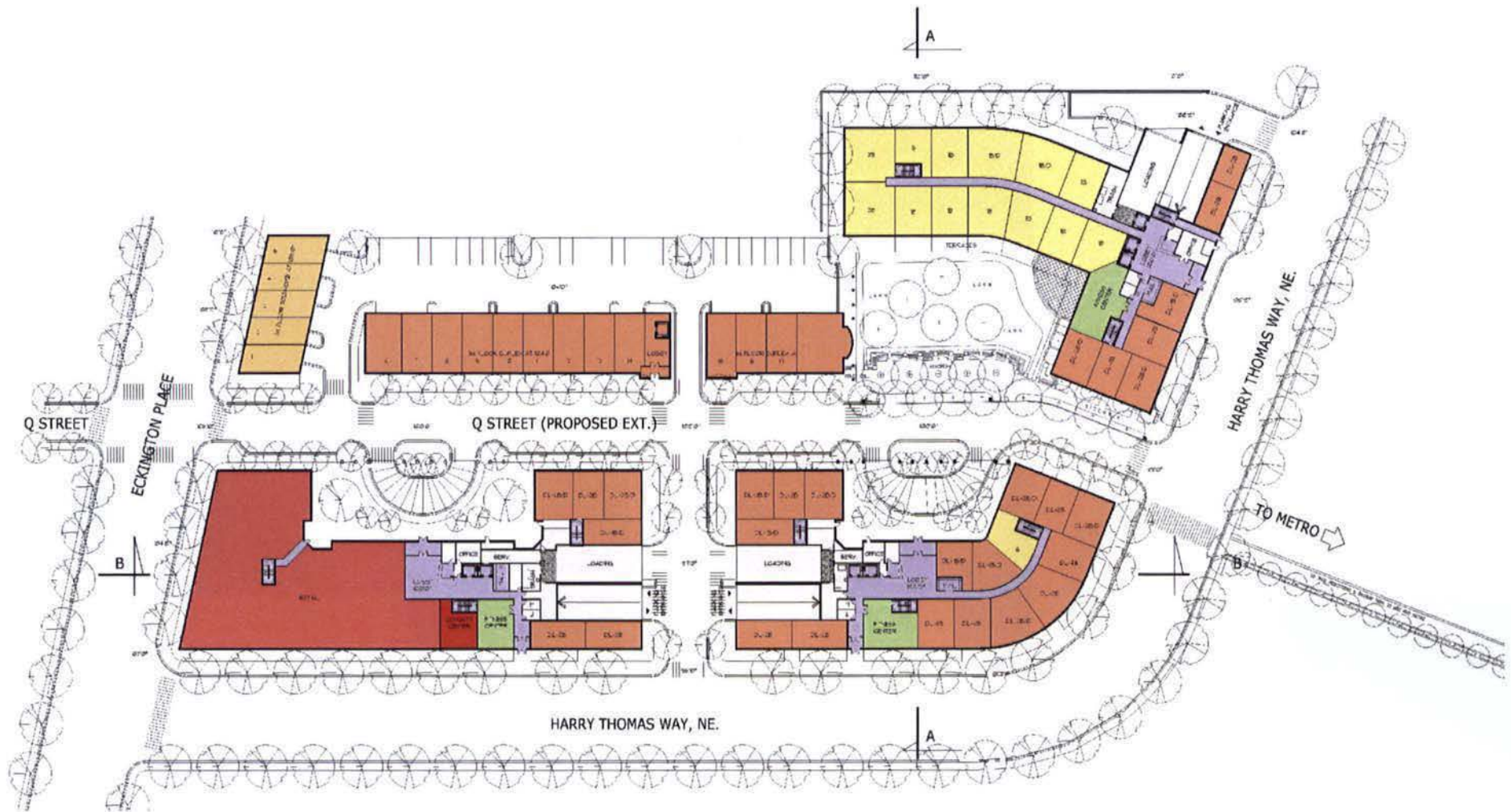


Site Plan

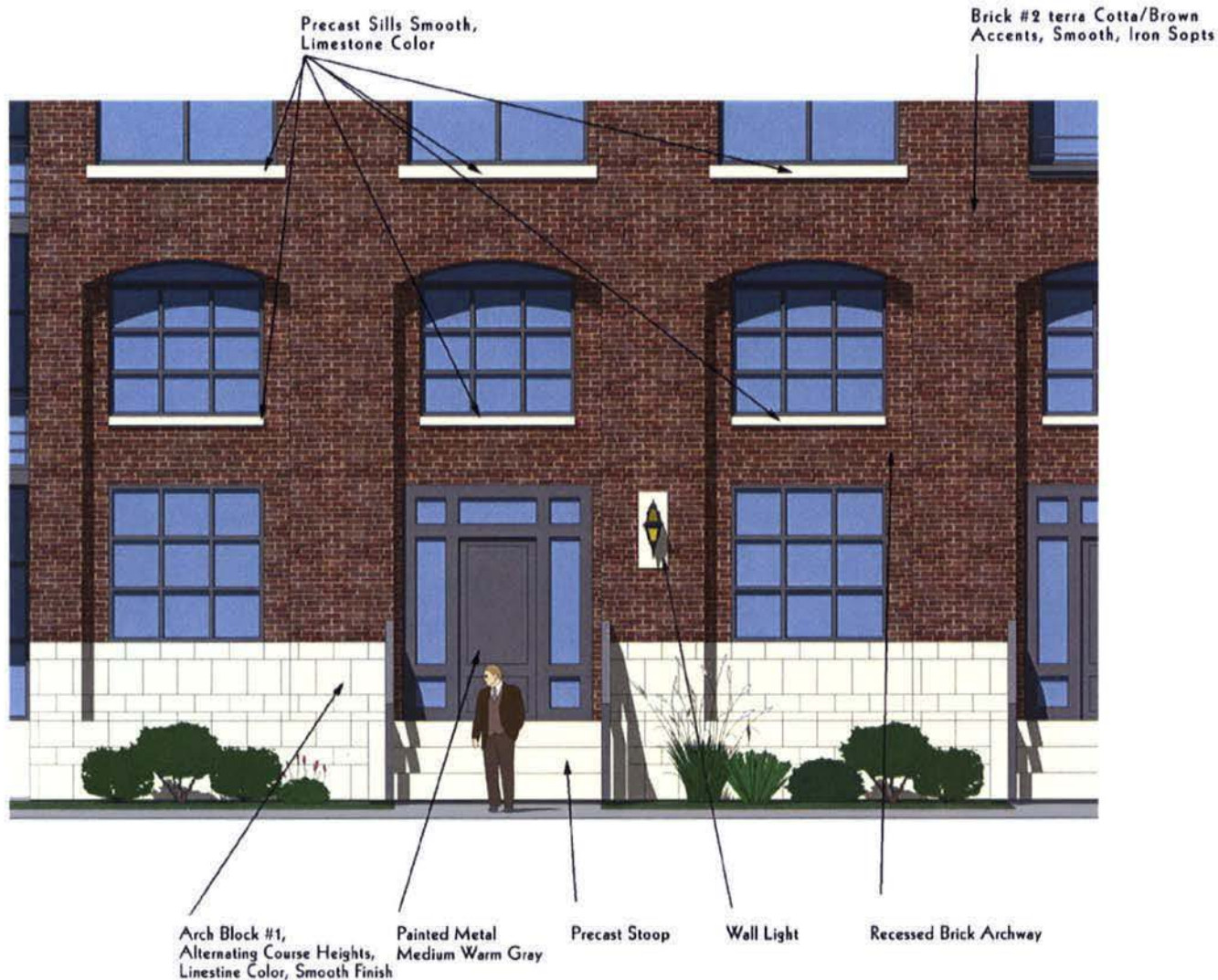


- Street Edges
 - geometries
- Heights
- Q Street
 - narrow
 - open
 - pedestrian

Ground Floor Plan

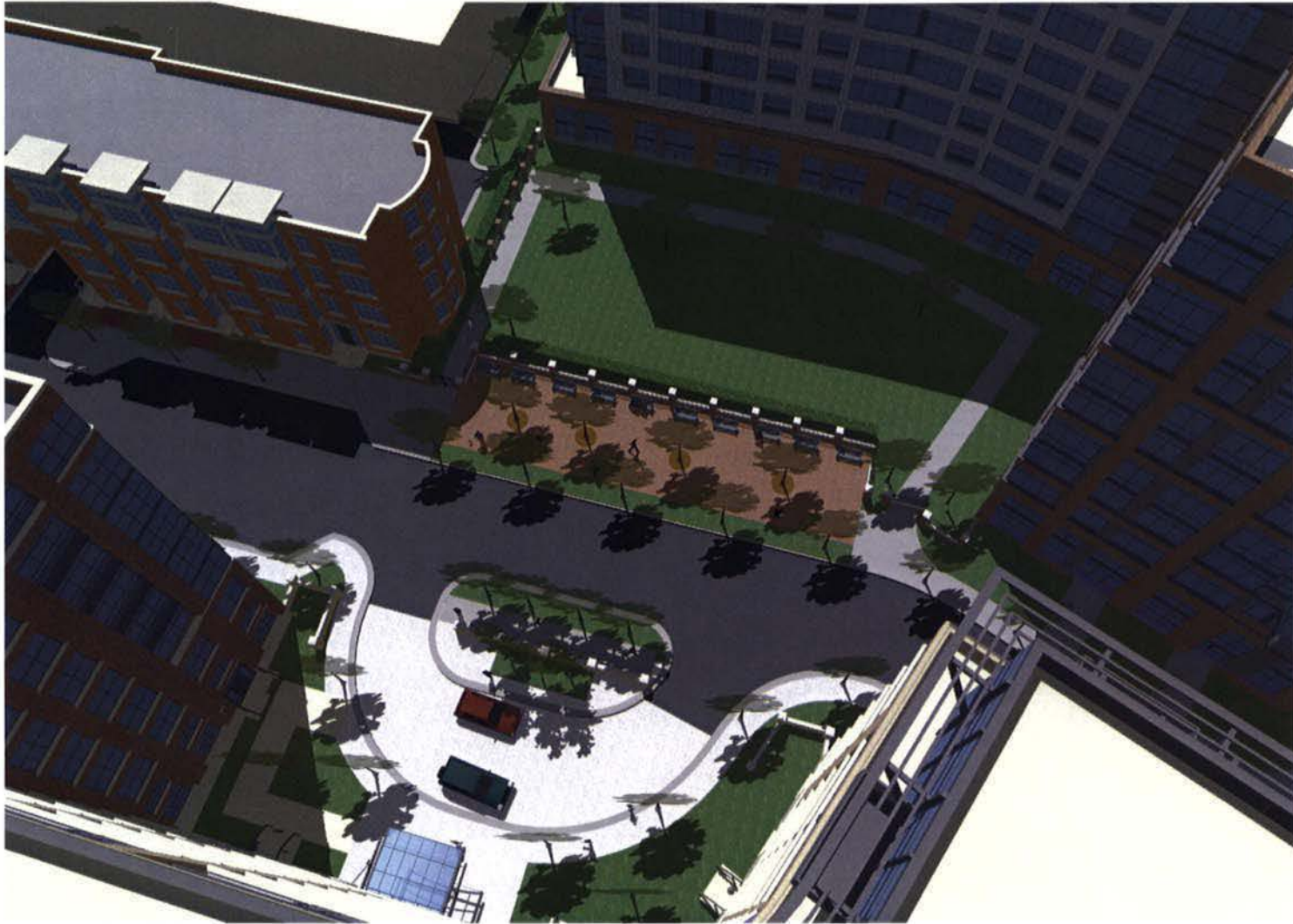


Details – Bldg 1 Duplex Entry



- Painted metal – warm gray color
- Terracotta/Brown accent, smooth with iron spot brick
- Precast sills, smooth limestone color
- Architectural block, alternating coursing, smooth limestone finish

Park Perspectives



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Aerial Perspective



- Site steps up in scale from lower existing context to a higher level more consistent with likely future development.
- Retail is located to best benefit community residents.

Perspectives



Harry Thomas Way Looking North



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Perspectives



New York Avenue



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Perspectives



Q Street looking East



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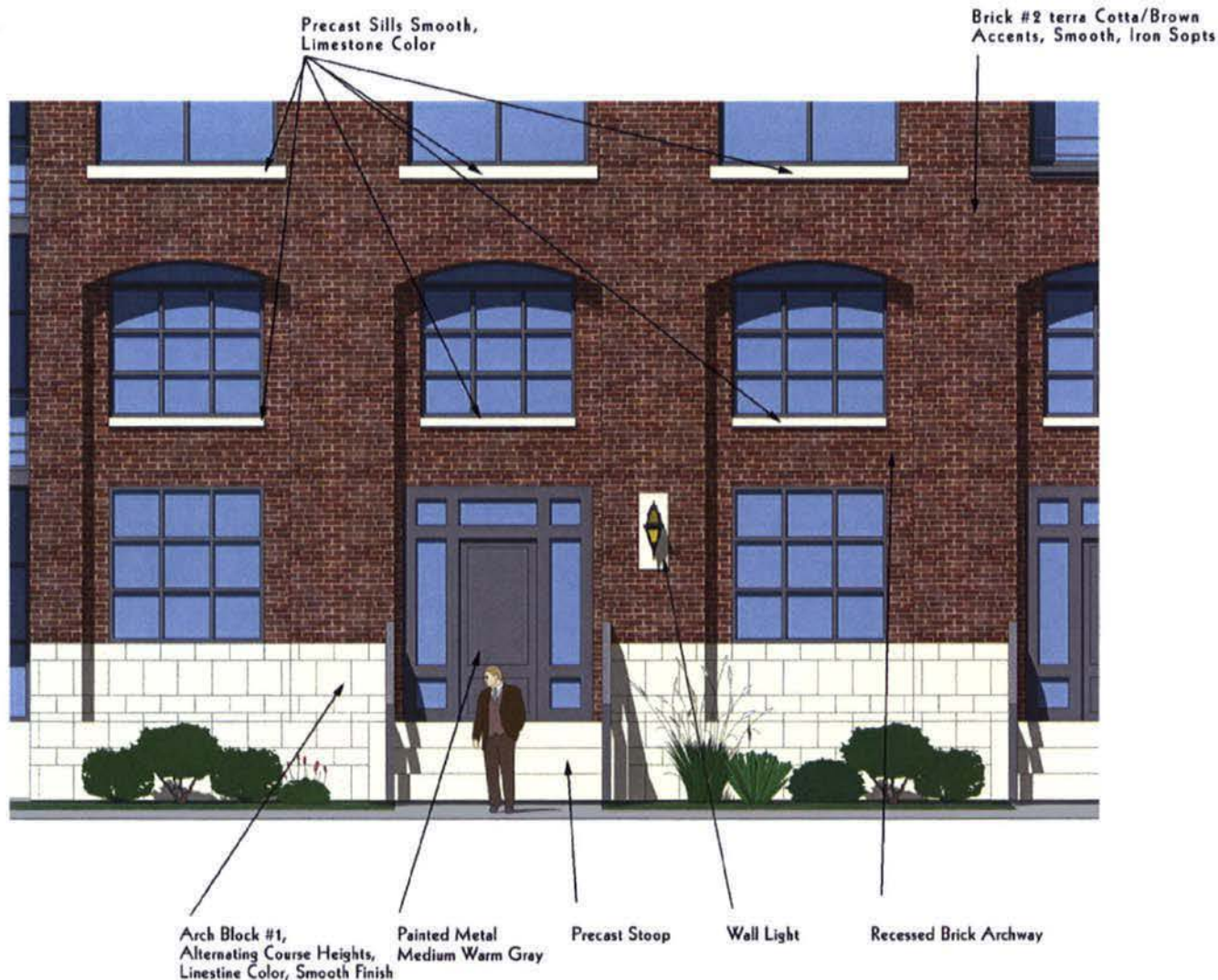
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Details - Storefronts



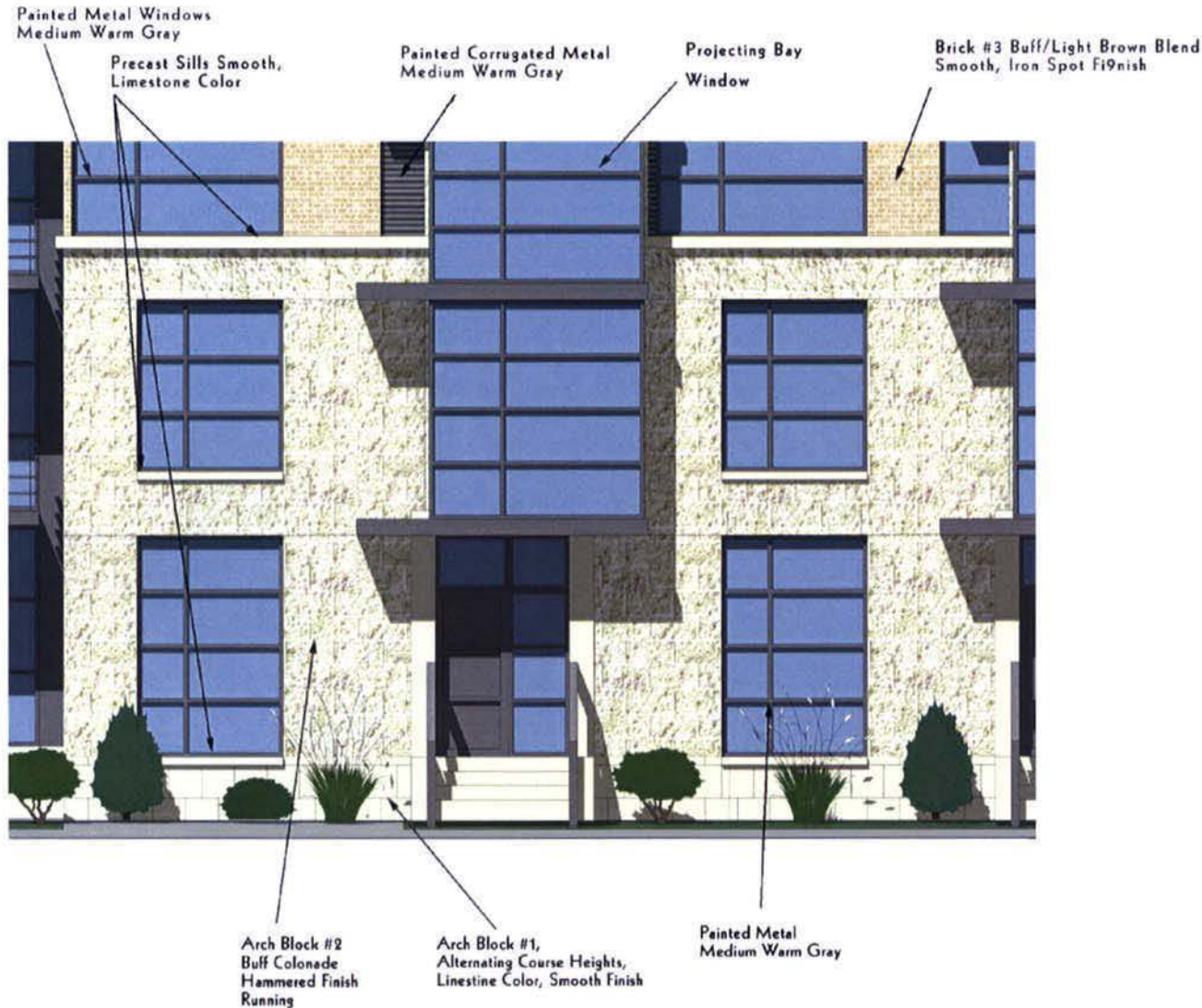
- Two types of retail frontage
- Steel channel section detail motif
- Light fabric awnings
- Integrated or attached signage

Details – Bldg 1 Duplex Entry



- Painted metal – warm gray color
- Terracotta/Brown accent, smooth with iron spot brick
- Precast sills, smooth limestone color
- Architectural block, alternating coursing, smooth limestone finish

Details – Bldg 2 Duplex Entry



- Painted metal – warm gray color
- Buff/Light Brown blend, smooth with iron spot brick
- Precast sills, smooth limestone color
- Architectural block, alternating coursing, smooth limestone finish
- Architectural block, hammered finish, running bond

Details – Bldg 3 Duplex Entry



Building 1 – Entry Detail



Precast Sills, Smooth,
Limestone Color

Painted Metal, Warm
Gray

Brick #2 Terracotta/Brown
Accents, Smooth, Ironspot

Arch Block #1,
Alternating Course
Heights, Limestone
Color, Smooth Finish

Building 2 Entry - Detail



Brick #3 Buff/Light Brown
Blend, Smooth, Ironspot

Precast Sills, Smooth,
Limestone Color

Painted Metal, Warm
Gray

Arch Block #2,
Buff Colonade,
Running,
Hammered Finish

Townhome Entry - Detail



Painted Metal, Buff

Brick #4 Terracotta,
smooth, ironspot

Painted Metal, Warm
Gray, Railings

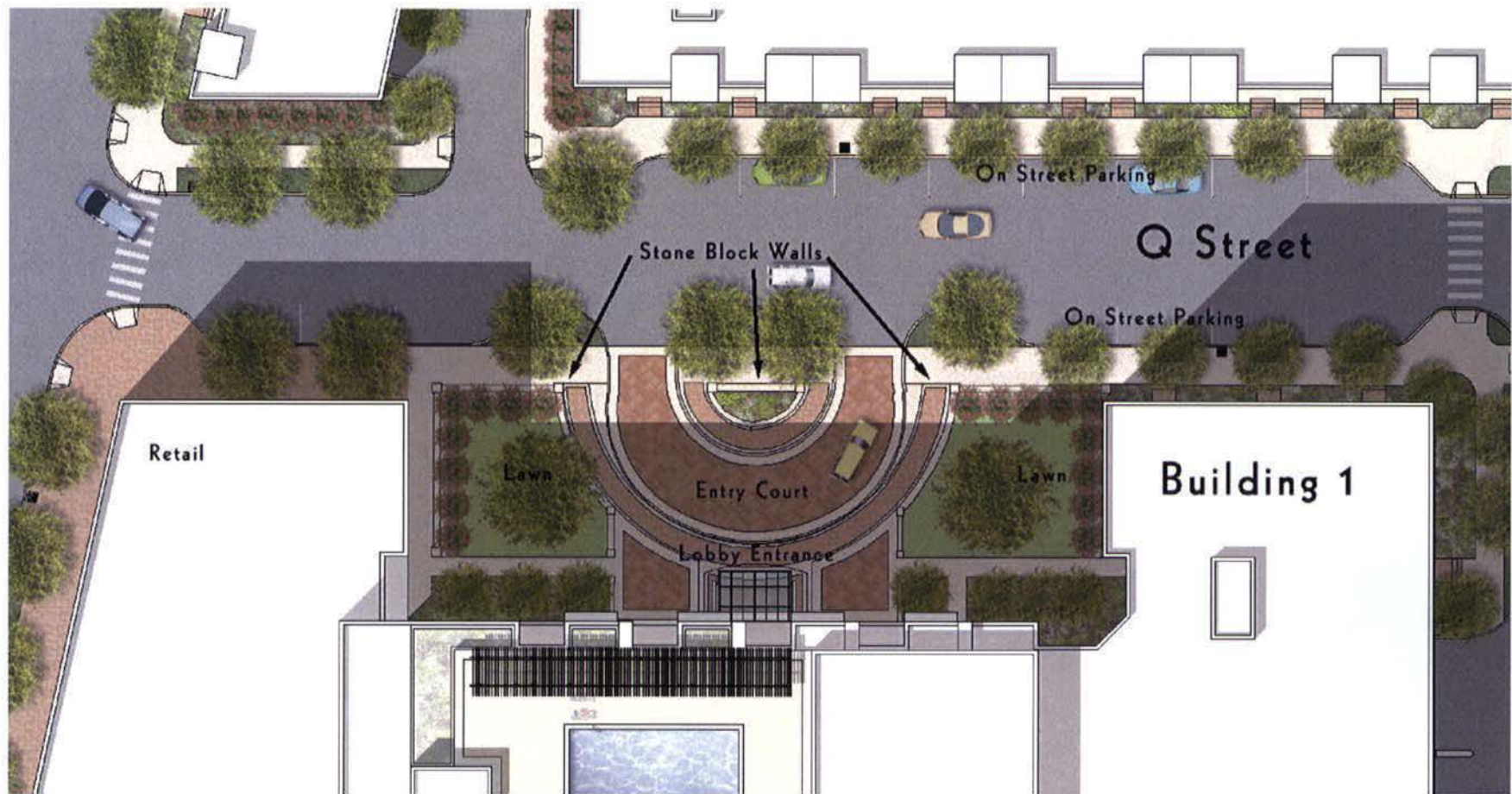
Precast Sills, Smooth,
Limestone Color

Arch Block #1,
Alternating Course
Heights, Limestone
Color, Smooth Finish

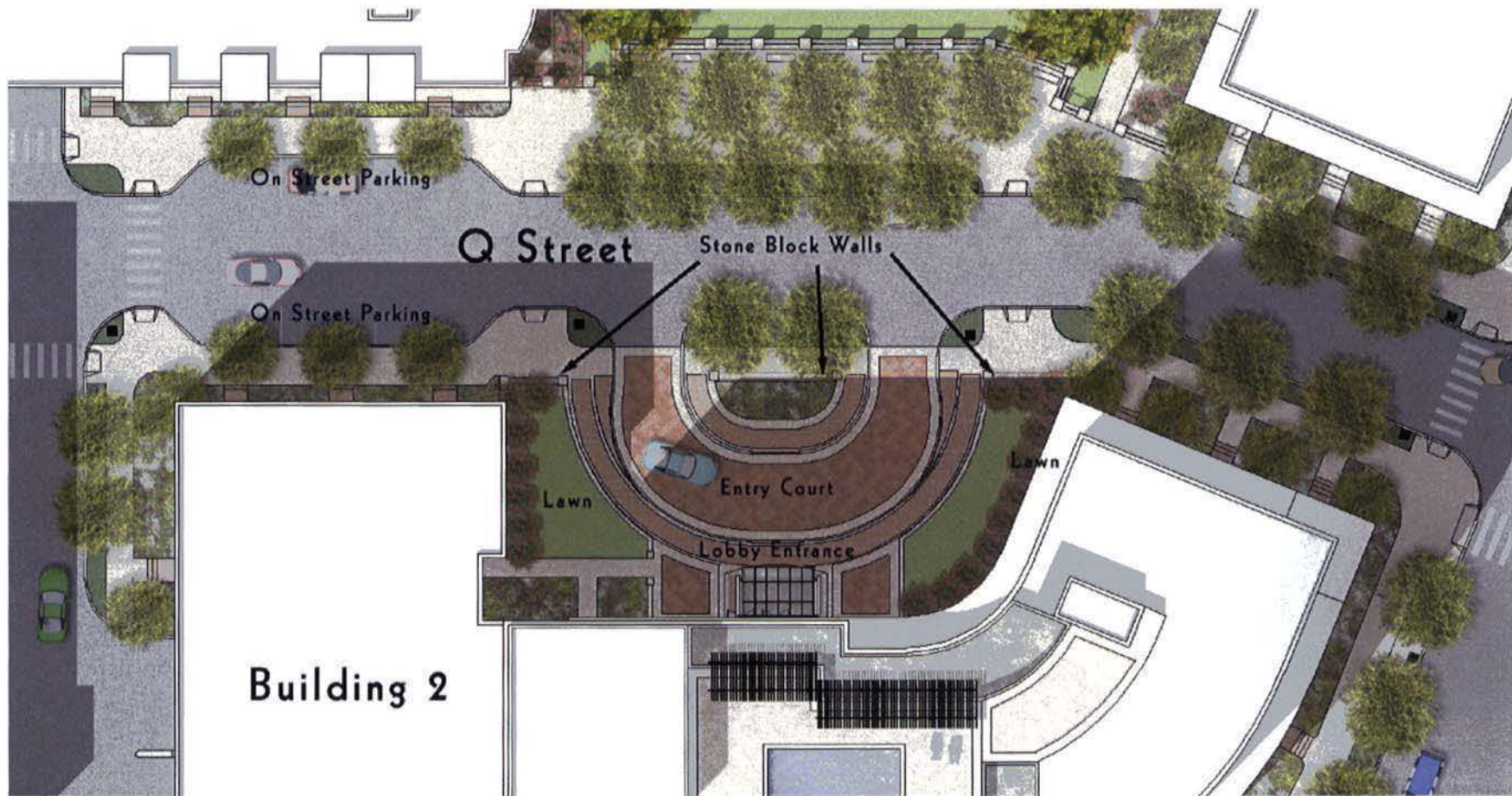
Landscape



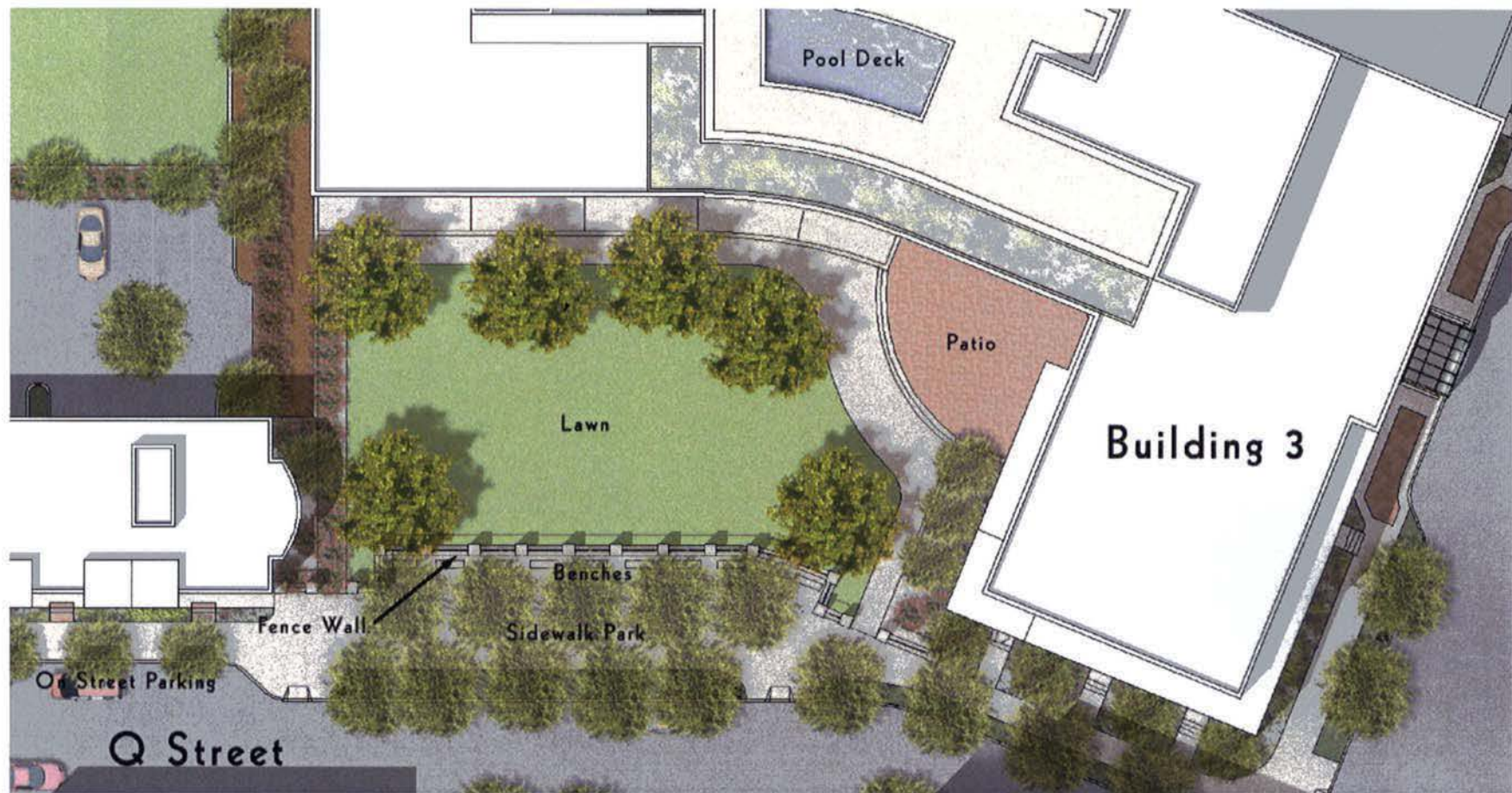
Landscaping – Building 1



Landscaping – Building 2



Landscaping – Building 3



Street Perspectives



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Street Perspectives



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Typical Roof Landscape Plan



Fairfield Capitol Commerce Center

Transportation Slides

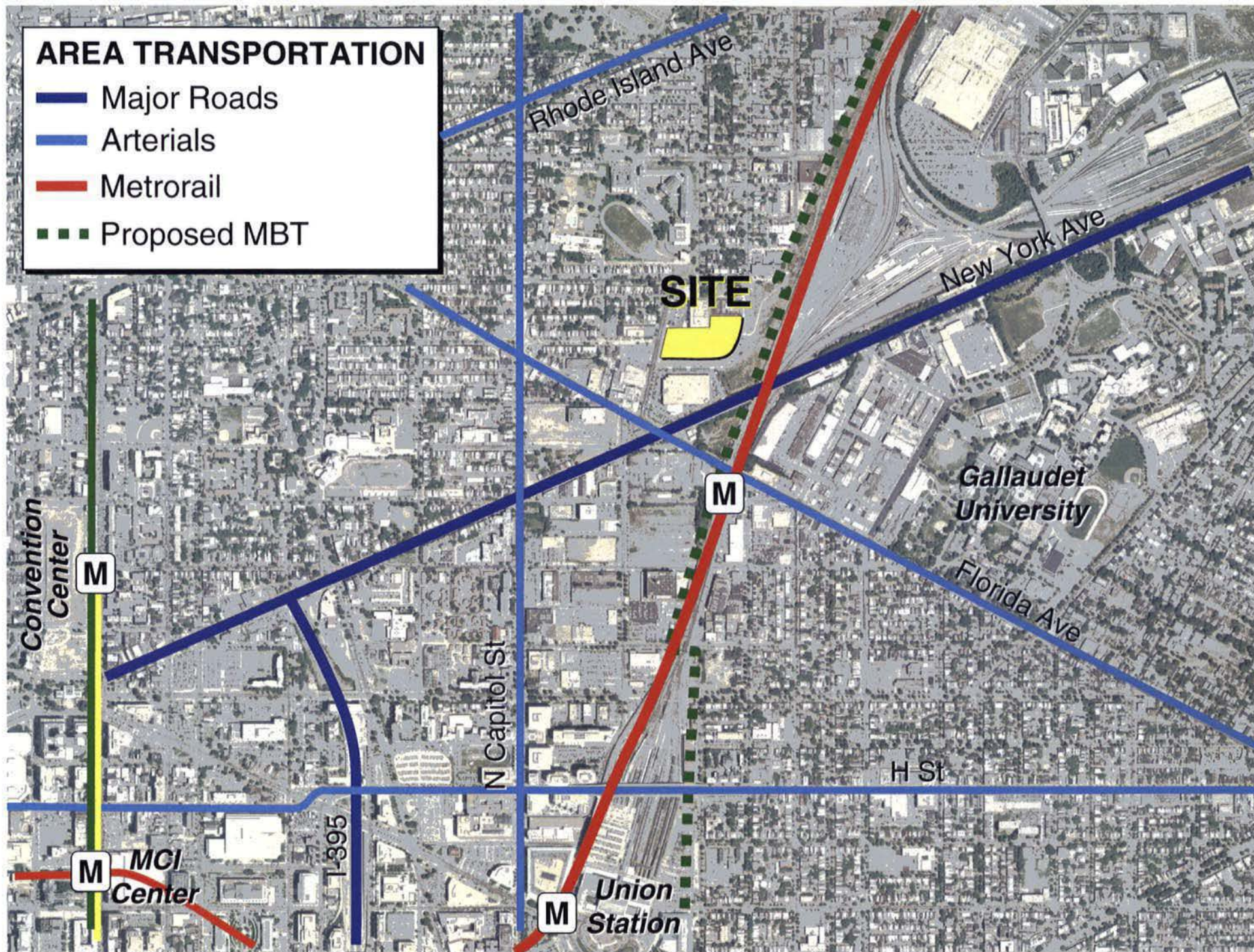


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AREA TRANSPORTATION

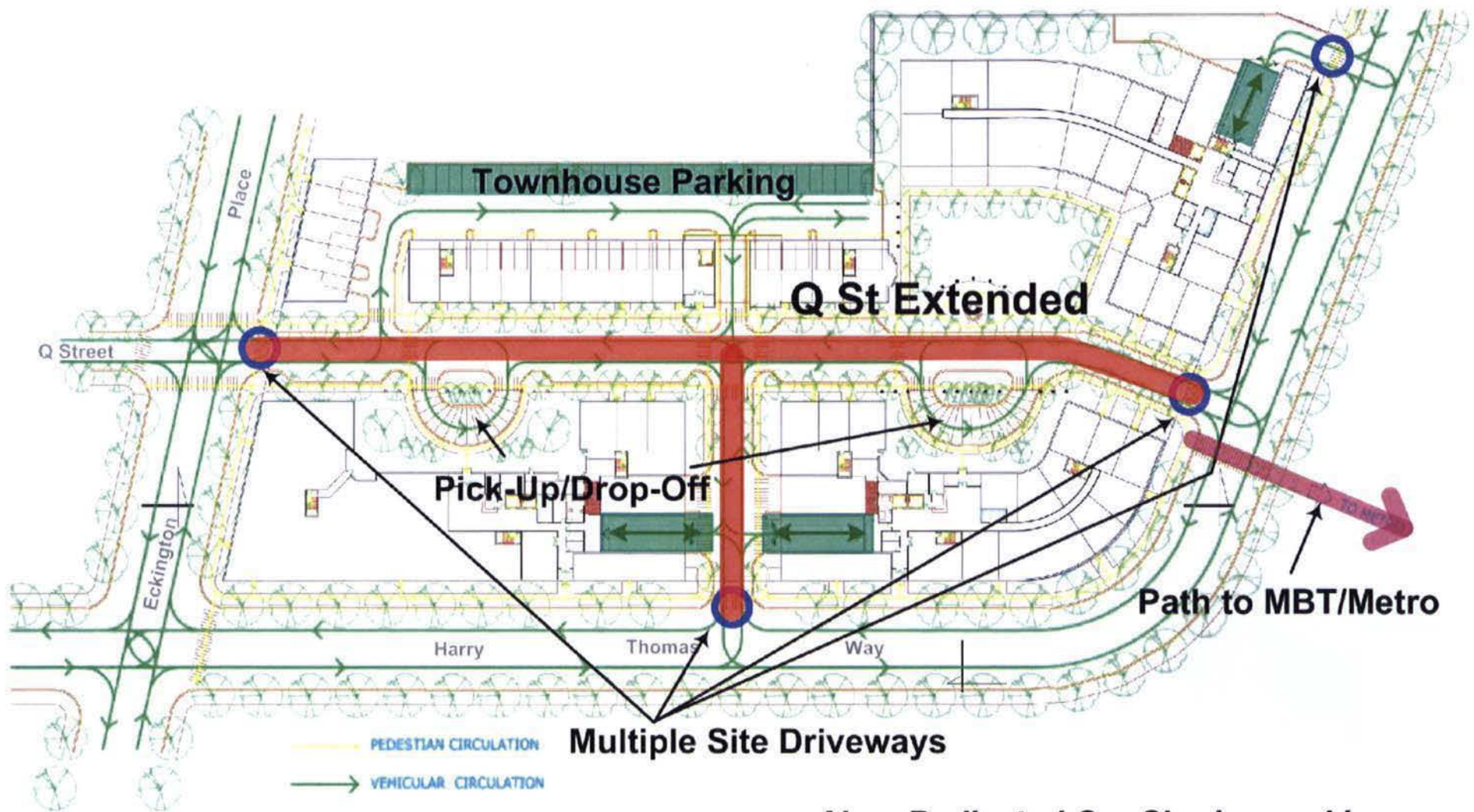
- Major Roads
- Arterials
- Metrorail
- Proposed MBT



Study Scope

- Met with DDOT
- Studies of NY/FLA
 - NY Corridor Study
 - Proposed Interim Improvement
 - Other Development-related Studies
- Due to amount of analysis of NY/FLA, study focused on neighborhood intersections and relationship to existing studies

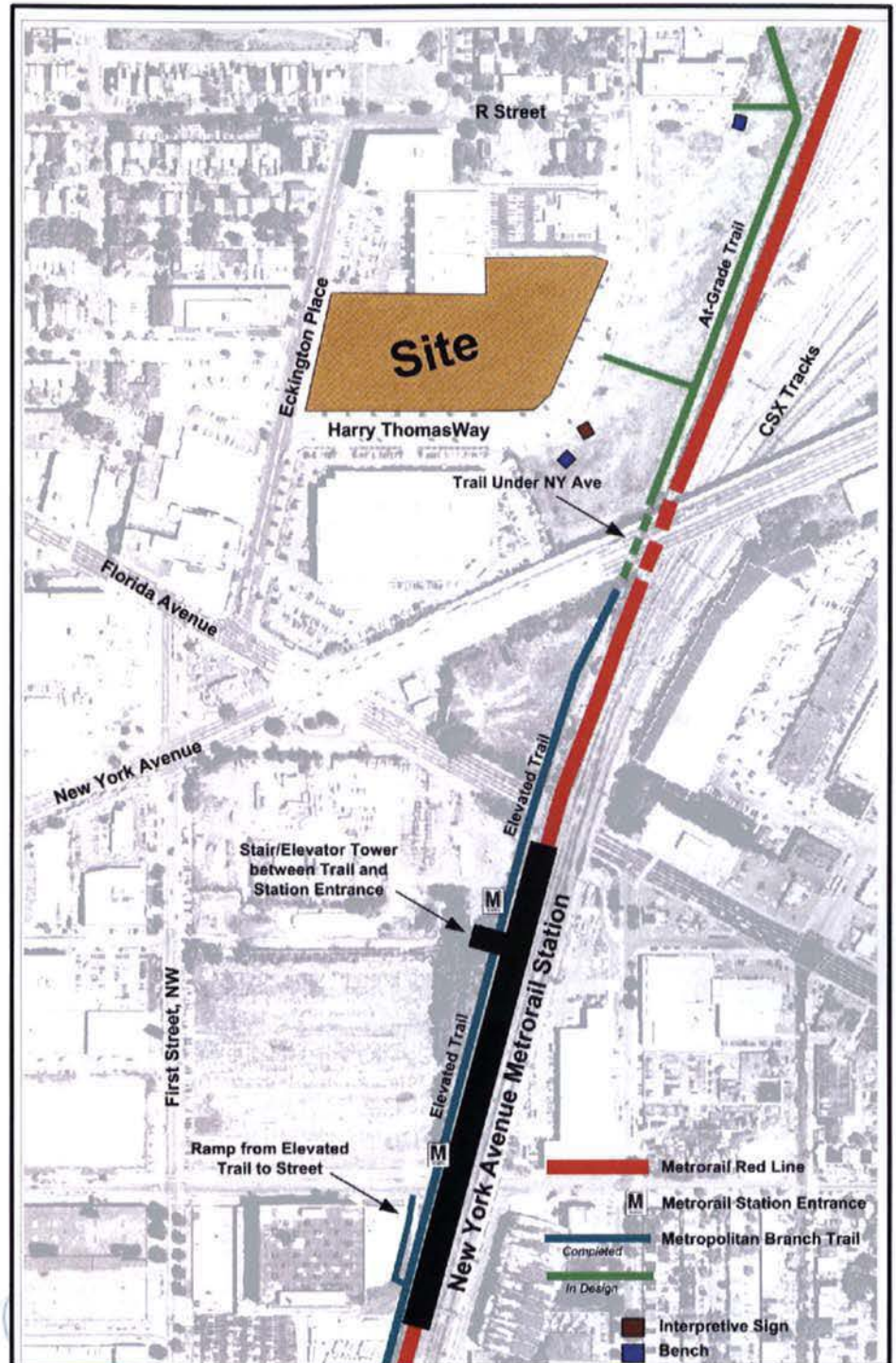




Also: Dedicated Car-Sharing parking

Connection to Metrorail

- Connection from site to Metropolitan Branch Trail
- To be funded by developer
- With connection, the New York Avenue station is an approximate one third of a mile walk away



Fairfield CCC Parking

- Provides 830 spaces to residents and guests for 625 to 675 dwelling unit
- Parking ratio: 1.23 to 1.33 spaces/unit
- Zoning requirement: 156 to 169 spaces (ratio of 0.25)
- Sufficient spaces based on comparables and standards

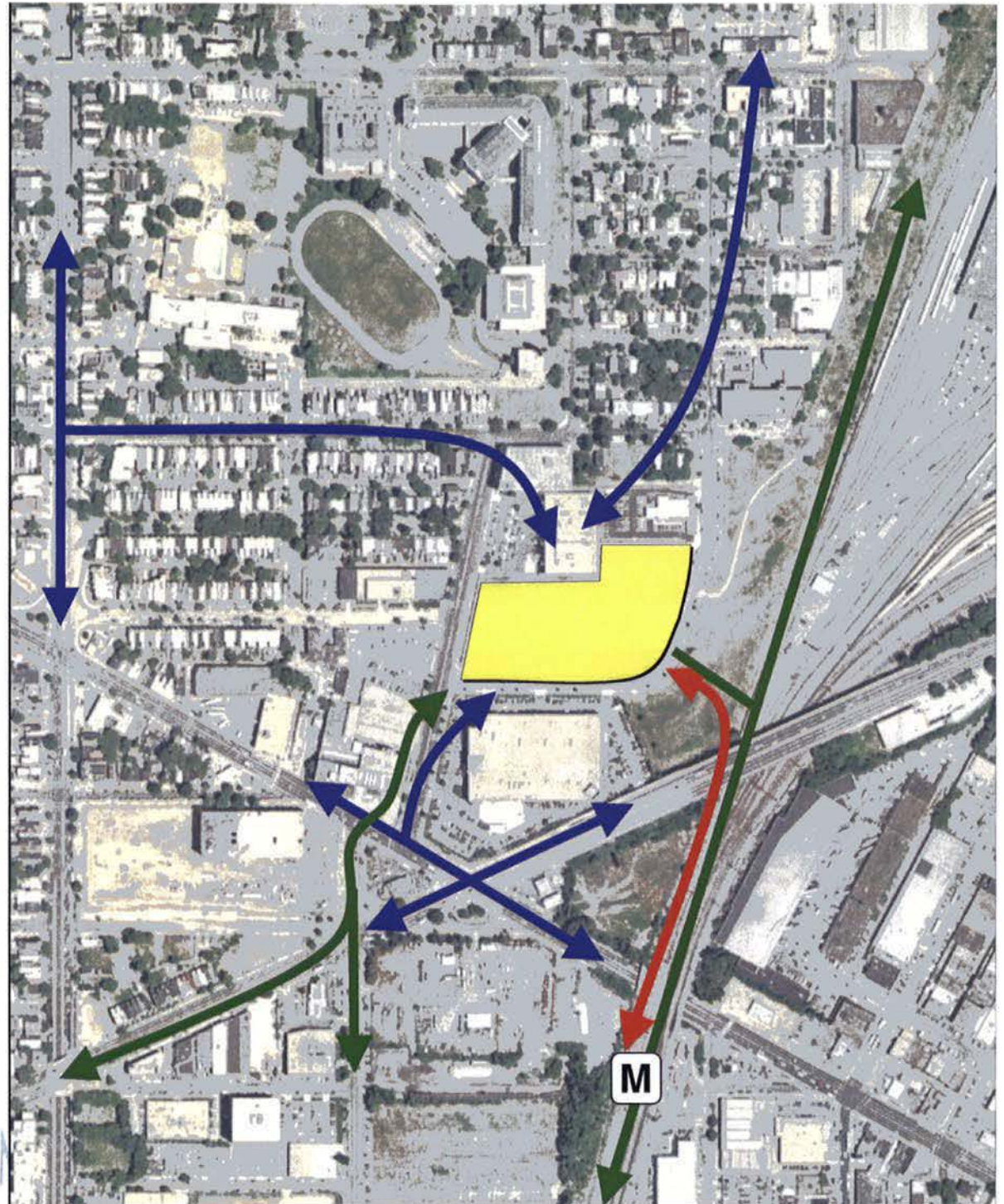


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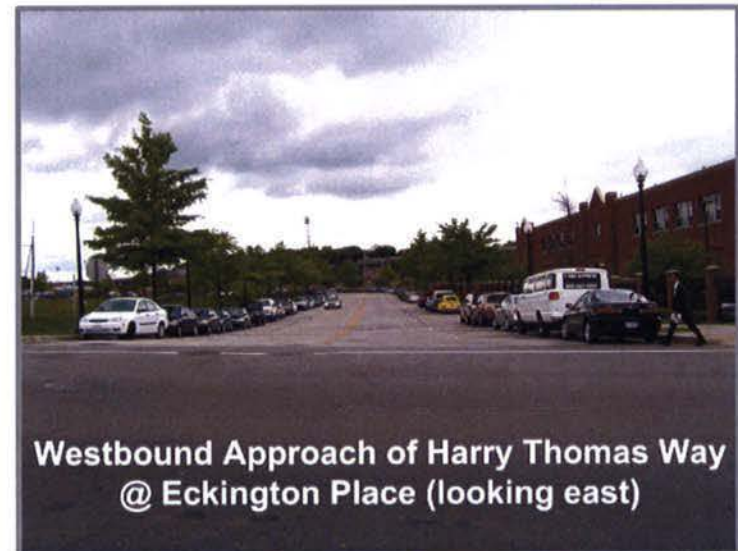
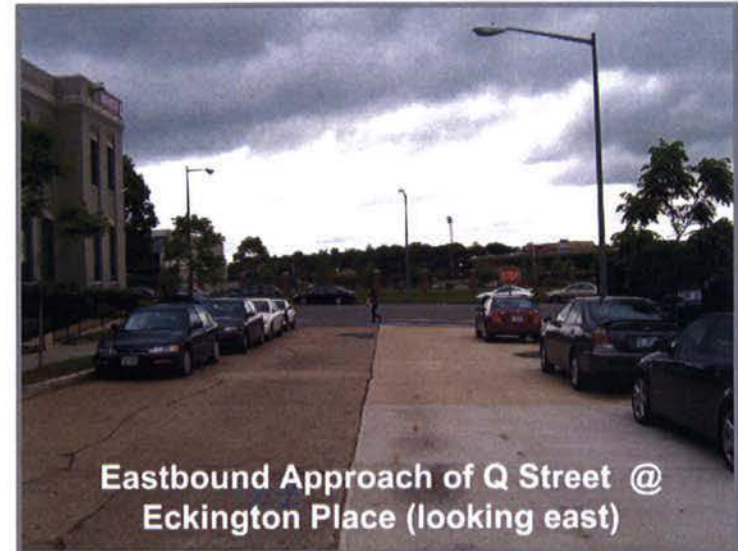
Transportation Characteristics

- Flexibility
 - Different Modes
 - Within Modes
- Driving
 - NY/FLA
 - N Cap Street
 - Rhode Island Ave
- Walking/Biking
- Metrorail/Metrobus



Analysis

- Technical analysis of neighborhood intersections
- Observations of all transportation routes to and from site
- Review of New York Ave studies

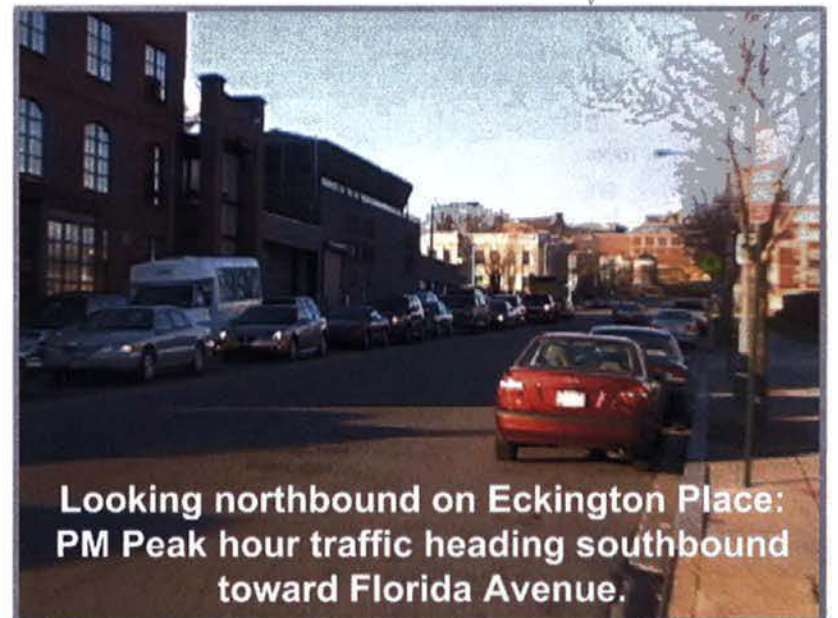
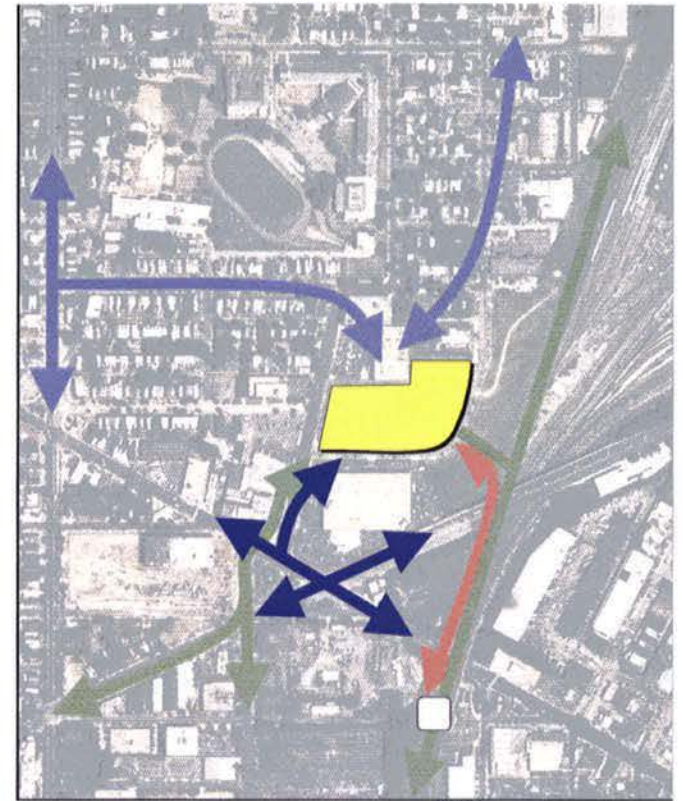


Trip Generation

- Traffic generated by Fairfield CCC was generated using
 - National standards
 - Transit use data provided by WMATA
 - Observations at other District residential sites
- Results
 - Traffic reduced by 54% based on alternative mode usage
 - Actual reductions may be higher
- Resulting site generated traffic
 - Morning and evening rush hours: 110-130 directional trips (out during the morning, in during the evening)
 - Equates to an extra 2 vehicles/minute
 - Significantly lower than traffic generated by matter-of-right

Study Findings:

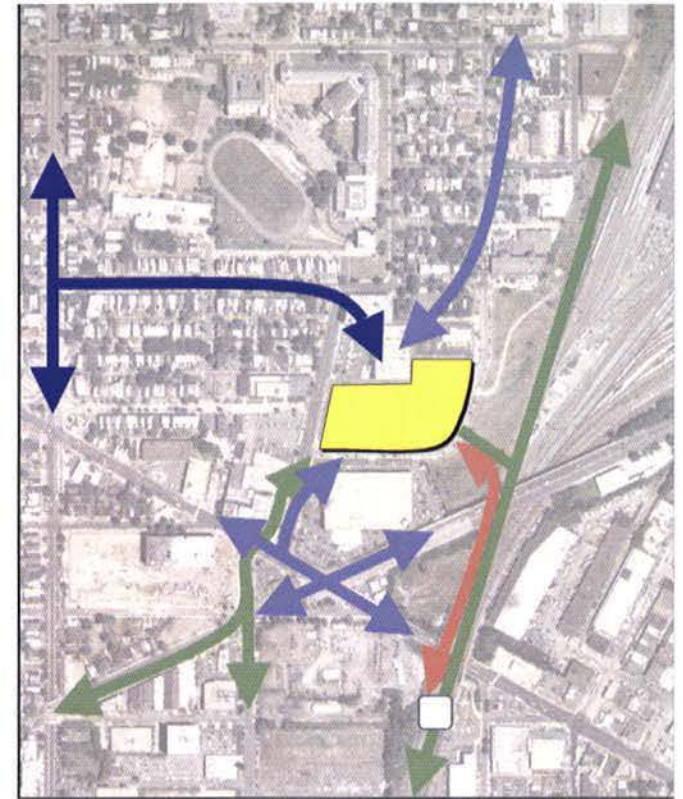
Driving: NY & Florida Aves



Looking northbound on Eckington Place:
PM Peak hour traffic heading southbound
toward Florida Avenue.

Study Findings:

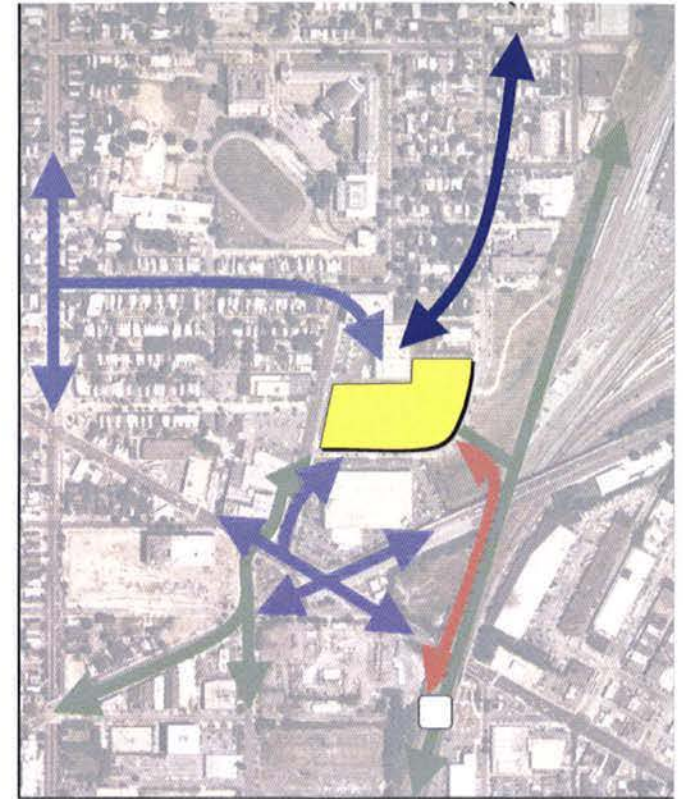
Driving: North Capitol Street



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Study Findings: Driving: Rhode Island Ave



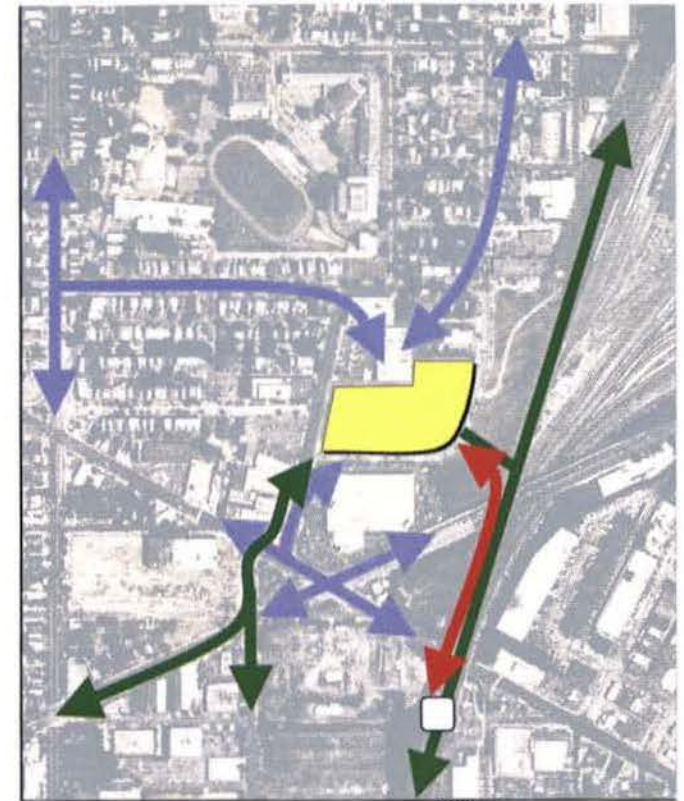
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- Existing:
Acceptabl
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Study Findings: Walking/Biking/Transit



ed

- Future: Acceptable Conditions
- Future improvements enhance service
 - Connection



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Summary

- Fairfield CCC contains many beneficial transportation features
 - Reduces potential trips
 - Multiple ways in and out of site
 - Different modes
 - Within modes
 - Good example of Transit Oriented Development
- Provides pedestrian/transit-related improvement
 - Connection to MBT trail
- Impact to local transportation system will be limited
 - Neighborhood intersections will continue to operate at acceptable conditions



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Section at Townhomes



Section at Urban Square



Elevations



Elevations



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Elevations



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