


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



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Transportation Policy and Planning Administration

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden 
Associate Director for Transportation Planning

Date: October 15, 2007

Subject: **ZC No. 05-23A; Square 3576, Lot 815**
Modification of a Previously Approved PUD

ZONING COMMISSION
District of Columbia

CASE NO.

05-23A

EXHIBIT NO.

30

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no objections to the project provided the applicant continues to coordinate with DDOT and OP on the design of the Q Street extension and enter into a partnership agreement with DDOT to construct a connection to the Metropolitan Branch Trail consistent with Zoning Commission Order 05-23 dated October 16, 2006. This report addresses the transportation aspects of the proposal.

The applicants, CSX Realty and NoMA West Residential I, LLC, seeks Zoning Commission approval of a major modification of a previously approved PUD on the project site bordered by Harry Thomas Way, NE to the east and south, Eckington Place, NE to the west, and commercial uses to the north. The original PUD application proposed constructing a mixed-use development with approximately 636 condominium units and 32 townhouse units totaling 739,958 ft² of floor area and 59,000 ft² of retail including a public dedication of the extension of Q Street, NE, through the site and constructing a pedestrian/bicycle connection to the Metropolitan Branch Trail on a District owned parcel located across Harry Thomas Way, NE. DDOT reviewed and approved the original PUD application.

In general the modified PUD offers a reduction in the scale of the project with an FAR of 3.3 compared to an FAR of 4.0 for the Approved PUD, reducing the overall density by 122,633 ft². The project is now exclusively residential with approximately 560 to 640 dwelling units occupying 617,318 ft² of floor area with a parking ratio of .8 per dwelling

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unit compared to the Approved PUD ratio of 1.2 parking spaces per unit. The applicant seeks to assist DDOT in providing a connection to the Metropolitan Branch Trail. The major transportation change is the construction of a private road to serve as the proposed Q Street, NE. The applicant also plans to develop a 4,500 ft² neighborhood park serving the project and the surrounding area community.

The applicant proposal for the cross-section of the Q Street extension provides a 56 ft. distance between property lines. DDOT requires a minimum 55 ft. R-O-W for one-way streets and a 75 ft. R-O-W for two-way roads; with 10 ft. setbacks on both sides of the roadway. These minimum design criteria are used to ensure safe movements of pedestrians and vehicles while also providing landscaping between the roadway and the property lines. Based on these design standards DDOT cannot dedicate the extension as a public street as of present. DDOT is in the process of preparing legislation to allow for the dedication of roadways that do not meet the minimum R-O-W width standards, provided that DDOT determines that the traffic operations are acceptable and the street is designed and constructed to DDOT standards.

DDOT has no objections to the modified PUD proposal provided the applicant continues to work with DDOT and OP staff on the design of the proposed Q Street extension and enter into a partnership agreement with DDOT to construct a connection to the Metropolitan Branch Trail consistent with Zoning Commission Order 05-23 dated October 16, 2006. In addition, DDOT requests the Zoning Commission maintain condition No. 10 of ZC Order No. 05-23 which requires the applicant make a financial contribution to DDOT for the design and construction of a signalized intersection at 3rd Street, NE and Rhode Island Avenue, NE, the amount based on the percentage of traffic site generated traffic to the intersection, not less than \$25,000. (Attachment)

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7. Retail awnings may be canvas or similar non-rubberized cloth material, glass, or metal. Vinyl or other plastic-like sheeting is not acceptable. Awning surfaces may be any color or pattern. Signage and logos may be placed horizontally in the sign box at the front edge of the canopy. Lettering and logos shall not be placed on sides, tops, or sloping surfaces of the awnings.

8. The project shall include eight percent of the residential gross floor area available for sale (approximately 59,150 square feet) as affordable units to households having an income not exceeding 80% of Area Median Income for the Washington, DC Metropolitan Statistical Area (adjusted for family size), and consistent with the eligibility requirements and enforcement mechanisms enumerated in Exhibit C of Exhibit 13 of the record of this case. To the extent that minor modifications are needed in the execution of this program to conform to District or Federal housing programs, the Applicant shall work with the Department of Housing and Community Development ("DHCD") to make such changes comply with the same.

9. The Applicant shall design and construct a connection to the Metropolitan Branch Trail consisting of a ten (10) foot wide path, pedestrian solar scale lighting, and call box(es). The Applicant shall enter into an agreement with DDOT and the District Office of Partnerships and Grants Development (OPGD), regarding the Applicant's construction of the connection to the Metropolitan Branch Trail and DDOT's ownership and maintenance of the connection as part of the Metropolitan Branch Trail. The proposed construction of the connection to the Metropolitan Branch Trail shall occur concurrently with the construction of the first residential building. In the event the cost of the design and construction of the trail connection is less than \$55,000, the Applicant shall contribute the balance to the organizations listed as receiving financial contributions in Paragraph 2 above. No Certificate of Occupancy for the first building shall be issued until DDOT provides a written statement to the Zoning Administrator indicating that the construction has been accepted by DDOT.

10. The Applicant shall make a financial contribution to DDOT for the design and construction of a signalized intersection at Rhode Island Avenue and 3rd Street, N.E. The amount of the financial contribution shall be commensurate with the percentage of traffic that this project contributes to that intersection, but not less than \$25,000. The requirement for the Applicant to provide such a financial contribution shall be triggered by DDOT's submission of a letter to the Applicant and the Zoning Commission indicating DDOT's formal decision to construct the traffic signal and the time period in which design and construction is to be completed. The Applicant shall provide such payment within 30 days after receipt of DDOT's letter, but not earlier than the issuance of a building permit for the first residential building on the Subject Property.