

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



Office of the Director

Memorandum

TO: District of Columbia Zoning Commission
FROM: *Y.S. Kelly*
Ellen McCarthy, Director
DATE: July 17, 2006
SUBJECT: ZC 06-04 - Final Report –
Consolidated PUD and Related Map Amendment - Square 3100, Lot 48

ZONING COMMISSION
District of Columbia
CASE NO. 06-04
EXHIBIT NO. 34

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APPLICATION

The applicant, Florida and Q Street LLC, is requesting approval of a consolidated PUD and related map amendment from the C-2-A to C-2-B Zone District to permit construction of a mixed-used development on property located at 1600 North Capitol Street N.W., Square 3100, Lot 48. This application was setdown for public hearing by the Zoning Commission at its scheduled meeting on April 20, 2006.

RECOMMENDATION

The Office of Planning's analysis concluded that the proposed development conforms to the Generalized Land Use Map and Comprehensive Plan objectives for the area and it would stimulate the revitalization of the North Capitol Street corridor. Therefore, OP recommends approval of the PUD, including the related rezoning of the property from C-2-A to C-2-B and the requested relief from the court, recreation and loading requirements of the proposed zone district.

The applicant has committed to:

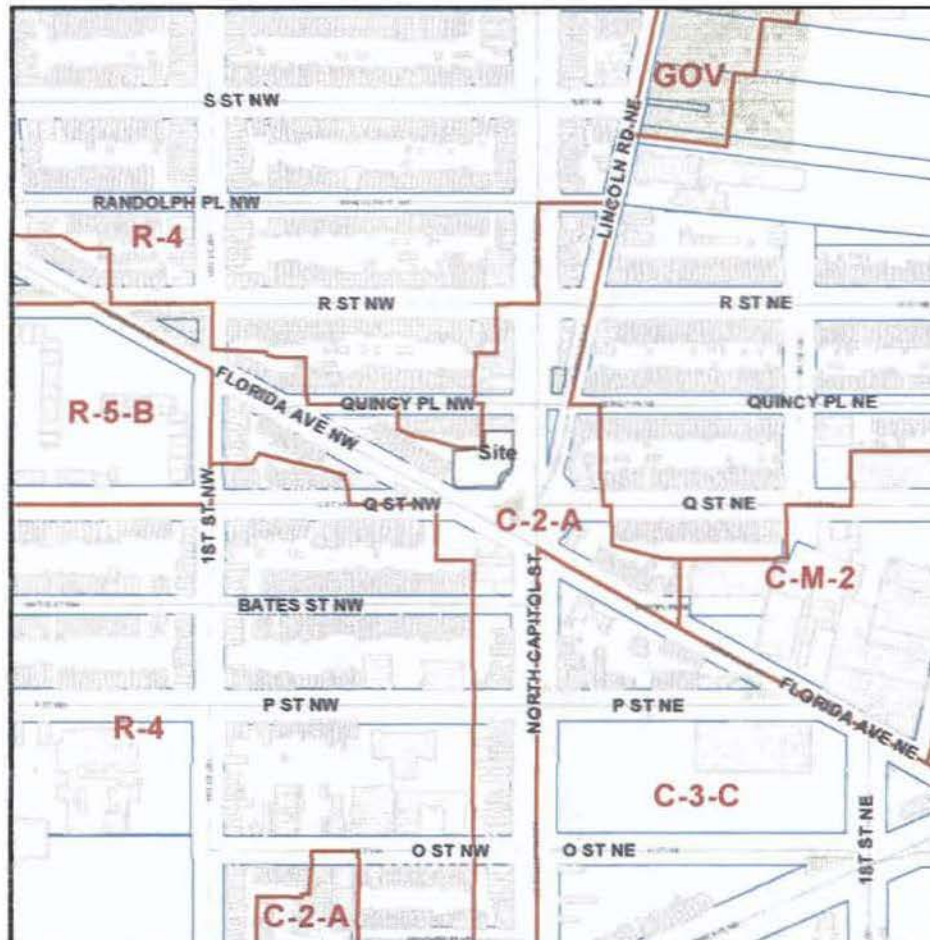
- Dedicating 15% of the acquired gross floor area (GFA) (5,695 sq. ft.) to affordable units for residents earning no more than 80% of the Area Median Income (AMI).
- Inclusion of green roof elements.
- Streetscape improvements, including new street plantings and sidewalk renovation.
- Contribution to a gate to be installed by DC Parks and Recreation at a neighborhood park at Florida and First Street, NW.
- Contribution of up to \$110,000 to neighborhood schools and civic associations as identified by ANC5C.
- The requirements of the District's LSBDE and Local Business Opportunity Commission programs.

OP also supports DDOT's recommendation that the applicant incorporate shared parking strategies to ensure some parking is available to retail customers and visitors during the day and encourage transit use by residents. Further, weekday and weekend deliveries must be made during off-peak hours.

ZONING COMMISSION
District of Columbia
CASE NO.06-04
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SITE DESCRIPTION

The 18,984 square-foot vacant parcel located in Square 3100 is positioned at the northwest intersection of North Capitol Street, Florida Avenue, a portion of Q Street and a remaining portion of what was originally known as Truxton Circle. Generally, the square is comprised of row structures and multi-family townhouse dwellings. Surrounding squares have some mixed-use, moderate density commercial buildings, as well as moderate density single-family and multi-family dwellings within the R-4 Zone.



Zoning Vicinity Map

The site is zoned C-2-A and is designated by the Comprehensive Plan as a low density commercial site. This commercial zone extends along North Capitol Street in the immediate neighborhood, and it abuts the residential row-house R-4 Zone District to the northwest, northeast and southwest of the intersection. The C-3-C zone (also a TDR receiving zone) is diagonally across from the site to the southeast. The portion of the C-2-A zone which extends to the west of the site, along Florida Avenue has some small commercial establishments located in the basement and ground floor of some row structures.

The Bloomingdale/Eckington area to the north and west is a stable residential neighborhood of rowhouses and small apartment buildings. There has been substantial investment in renovating some

residences, including new residential construction since the opening of the New York Avenue Metro station. The site is within 2,200 feet of the Metro Station.

The Eckington area to the northeast, between 4th Street, N.E. and the rail tracks is a mix of residential, storage, and light-industrial uses. The Eckington Yard Special Treatment Area begins at the southeast intersection and the zone transitions to the industrial C-M-2 Zone District which accommodates production and distribution facilities such as FEDEX and XM Satellite Radio and other smaller production, distribution and repair (PDR) establishments.

The area near the New York Avenue metro station is under transition. The following table lists recent and planned development in the immediate vicinity of the subject site:

DEVELOPMENT OR PROJECT	COMPLETED (C), UNDER CONST. (UC), PLANNED (P),	RESIDENTIAL SQUARE FEET &/OR (APPROX. NUMBER OF UNITS)	COMMERCIAL SQUARE FOOTAGE	TYPE
175 R Street	C	—	131,905	Warehouse renovation
XM Satellite Radio	C		N/a	Office @ Florida Avenue & Eckington Place
Enron / XM	C		62,000	XM expansion
Pepco Substation	UC		n/a	Industrial
Capitol Overlook	C	12,000 (6)		Duplex townhouses on R Street
Washington Gateway	P (Awaiting PUD Setdown hearing)	225,138 gsf (218-250 units)	561,136 sf office; 100,874 sf hotel	Office, residential hotel in triangle formed by NY/FL Aves. & rail tracks
GSA Federal Offices	UC		438,000	ATFE HQ
The Eckington	P		165,000 (incl. 17,00 retail)	Hotel to east of ATF
The Fairfield	P	738,702 gsf (625-675 units)	15,084 gsf	Residential with commercial

Table 1: Larger existing/planned developments within ¼ mile of New York Avenue Metro

All of the C-3-C squares that are bounded by New York Avenue, Florida Avenue and the railroad tracks are in Transferable Development Rights (TDR) receiving zones. There are no nearby historic districts.

PROPOSAL

The site will be developed with a seven-story mixed-use building at a maximum height of 77' 6". An architectural "tower" at 81 feet high would anchor the corner of North Capitol Street and Florida Avenue. (The height of the embellishment was reduced by 5 feet from the original proposal). The building proposed at 76.5% lot occupancy would have a combined gross floor area of 85,428 square feet, of which 81,428 square feet would be dedicated to 76 residential units and 4,970 square feet would be assigned to neighborhood serving retail and service uses. The project has been designed with a total **FAR of 4.5**.

The 76 residential units are comprised of one bedroom units (29%), one bedroom with den (44%), two-bedroom units (26%) and three bedroom units (1%). The applicant has committed to 15% of the bonus density, or approximately **5,695 square feet, to be assigned as affordable units** for residents earning no more than 80% of the AMI.

The upper floors of the building have been designed to be set back at least 10 feet from all street fronts, beginning at the 7th floor or 65-foot elevation.

Eighty-four (84) below-grade parking spaces with an entrance from Florida Avenue would be provided where 26 spaces are required by the Zoning Regulations. Separate entrances have been created for the residential and retail uses.

Two outdoor recreation areas in the form of a courtyard on the first floor and a roof deck, including two private areas and a public area, are shown in submitted plans. These areas would be landscaped as shown on Sheet A-2.5 (Landscape Plan) of the applicant's plans.



North Capitol Street Elevation

Requested Information

At the setdown meeting on April 20, 2006, the Zoning Commission requested the applicant provide:

- Improved roof plans,
- A more detailed discussion of the proposed height, including the tower embellishment and its appropriateness with respect to the neighborhood's context, including the existing land use/zoning patterns.
- Additional information regarding materials to be used and proposed colors.

OP is satisfied with the applicant's response to these issues and these will be addressed in subsequent relevant sections of this report.

ZONING

The site has been designed to conform to the permitted height and FAR according to the C-2-B/PUD requirements as requested for the map amendment. The following table compares the standards of the underlying C-2-A zone, the C-2-B and C-2-B/PUD, with those proposed for the project:

Table 1

Standard	C-2-A	C-2-B/M-O-R	C-2-B/PUD	Proposed
Area	18,984 sq. ft.	18,984 sq. ft.	(15,000 sq. ft.)	18,984 sq. ft.
Height	50 ft. (65ft. -PUD)	65	90 ft.	78' 10"
FAR	Non Residential – 0.5 Residential – 2 TOTAL : 2.5 (3.0 PUD)	Retail – 1.5 Residential – 2 (66,444 sq. ft.) TOTAL: 3.5	Non-Residential – 2.0 Residential – 4.0 (75,936 sq. ft.) TOTAL : 6.0	Retail –0.05 = 1,030 sq. ft. Residential – 4.45 (84,398 sq. ft). TOTAL: 4.5
Lot Occupancy	Residential – 60%	80%	Residential – 80%	76.5%
Rear Yard	12 ft. minimum or 2.5 ins./ft. of height or 17 ft.		15 ft. minimum or 2.5 ins./ft. of height or 17 ft.	40 ft. (Measured from centerline at FL Ave.)
Court	Width = 4" per ft. of height, - not less than 15 feet.		Width = 4" per ft. of height, - not less than 15 feet - 21 ft. required	15.2 feet
Parking	1 per 2 D.U 0 for less than 3,000 sq. ft. of retail	1 per 3 D.U	1 per 3 D.U (26 required)	Retail – 0 Residential – 84 spaces
Loading	1 loading berth @ 55 ft deep 1 loading berth @ 30 ft. deep 1 loading platform @ 200 sq. ft. 1 service/delivery space @ 20 ft.	1 loading berth @ 55 ft deep 1 loading platform @ 200 sq. ft. 1 service/delivery space @ 20 ft.	1 loading berth @ 55 ft deep 1 loading platform @ 200 sq. ft. 1 service/delivery space @ 20 ft.	None for less than 5,000 square feet of retail 1 loading berth @ 30 ft deep 1 service/delivery space @ 20 ft.
Residential Rec. Space	15% GFA	15% GFA	15% = 12,214 sq. ft.	7.3% = 5,920 sq. ft. 5.82% = 4,392 sq. ft. (non-qualifying space)

FLEXIBILITY

Relief from the Zoning Regulations is required for the residential recreational space, court width and loading requirements:

Recreational Space

The C-2-B Zone District requires recreation space of 15% of the residential gross floor area. 81,428 square feet of the proposed building is apportioned to residential use, therefore 12,214 square feet of recreation space is required. However, the proposal will only provide 5,920 square feet (7.3%) of the residential recreation space. Additional non-qualifying space of approximately 4,392 square feet (5.82%) would also be provided outdoors in the form of private terraces and balconies.

Updated roof plans identify the proposed recreation space on the main roof level, as well as the non-qualifying areas at all levels as requested.

Court Width

Flexibility is needed from the court requirements due to the irregular shape of the subject property. Regulations require 4" of court width per foot of height. Therefore, for a court height of 64 feet (as shown in submitted plans), a 21-foot wide court is required. A 15-foot wide court is proposed.

Section 2405.5 provides the option for the Commission to approve courts less than the required minimum width depending upon the exact circumstances of the project. The applicant has stated that the difference of six feet would impact the size of the units proposed along the North Capitol Street frontage. More courtyard space at the rear would provide additional buffer between the building and the abutting residences, while maintaining functional habitable space for the residential units. In addition, the width of the court would also impact the structural grid on the underground garage columns and may reduce the number of provided spaces.

Loading

According to the applicant's statement, a 55 foot-deep loading berth is not provided due to the configuration of the Florida Avenue entryway. However, a 30 foot-deep loading berth is provided, as well as a loading platform. The applicant consulted DDOT at OP's request regarding the adequacy of the proposed loading areas. The applicant has stated and DDOT concurred that due to the small number of units of the apartment building and the fact that the units would be owned rather than rented, frequency of use of the loading area is expected to be low. In addition, since the retail area is small, 55-foot trailers would not be necessary for delivery to the retail spaces. Therefore, there would be no need for 55-foot access bay and the 30-foot bay would adequately serve both residential and retail uses. *DDOT has requested the applicant limit residential and commercial deliveries to non-peak hours on weekdays and weekends.*

OP has no objection to the requested flexibility to facilitate the project's development.

PUD EVALUATION STANDARDS

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. The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. § 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” This will allow the utilization of the flexibility stated in § 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 proposed development will be constructed on a vacant property that is identified as a community eyesore. As a welcome increase to the District’s housing stock, the development would catalyze projected revitalization of a vital intersection of major District arterials while significantly improving the appearance of this very prominent intersection.



Florida Avenue Elevation

Proposed retail space measures 4,000 sq. feet with provided storage space of 970 square feet for a total of 4,970 square feet. As shown on the applicant’s updated submission, the retail entrance has been redesigned to increase visibility of the retail frontage along Florida Avenue and this would represent a significant improvement of available retail space for this neighborhood. While the applicant does not have a particular tenant in mind, a small scale retail or service tenant, such as (but not limited to) a market, dry cleaner, shoe repair, video rental, is envisioned. Since the space for the retail is only 4,000 sq. feet any tenant(s) will be of a fairly small scale, in keeping with the low density commercial aspect of the underlying zone district.

The applicant has submitted an economic analysis outlining the projected tax benefits to the District from the real estate and retail components of the project. In addition, approximately 15 permanent

retail-related jobs and other support jobs are estimated to be created during the project's 24-month construction.

OP believes that the impact of the project on the surrounding area and on the operation of city services and facilities would not be adverse or unfavorable (§ 2303.3). While DDOT is concerned about the proposed development's potential to disturb traffic flow at the intersection, it supports the applicant's travel demand strategies including the applicant's willingness to limit residential and commercial deliveries to non-peak hours on weekends and weekdays, and also suggested that shared parking strategies are applied to allow visitors and retail customers the use of the excess parking during daytime hours to alleviate parking in the surrounding neighborhoods.

Therefore DDOT supports the application on condition that these strategies are employed (report attached).

OP received no other comments from other District agencies, including DPW or DOH.

A. COMPREHENSIVE PLAN AND PUBLIC POLICIES

An evaluation standard for PUD's also requires that the proposed PUD is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site (§ 2403.4).

Preliminary evaluation of the development proposal is consistent with the Comprehensive Plan including the following Major Themes of the Plan:

- **Section 102.4 - Stabilizing and Improving District Neighborhoods**

"The District elements of the Plan's policies and strategies on increasing housing opportunities, neighborhood commercial facilities....will be combined with other District policies...to conserve functioning, stable neighborhoods, and to stabilize or improve those which need redirection."

The proposed development would replace a demolished gas station use with new housing providing some ground floor neighborhood-serving retail and help redevelop the small commercial node on the North Capitol Street corridor. The residential use would improve public safety in the neighborhood, as it will provide more "eyes on the street." Overall, this infill development will be a significant contribution to the housing of the District's moderate-income residents in the Bloomingdale/Eckington Neighborhood.

The proposal is also consistent with the following policies and objectives of the Urban Design Chapter, particularly Sections 712, as well as the Ward's objective for urban design:

712 AREAS IN NEED OF NEW AND IMPROVED CHARACTER

- 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;*

1621 WARD 5 OBJECTIVES FOR URBAN DESIGN

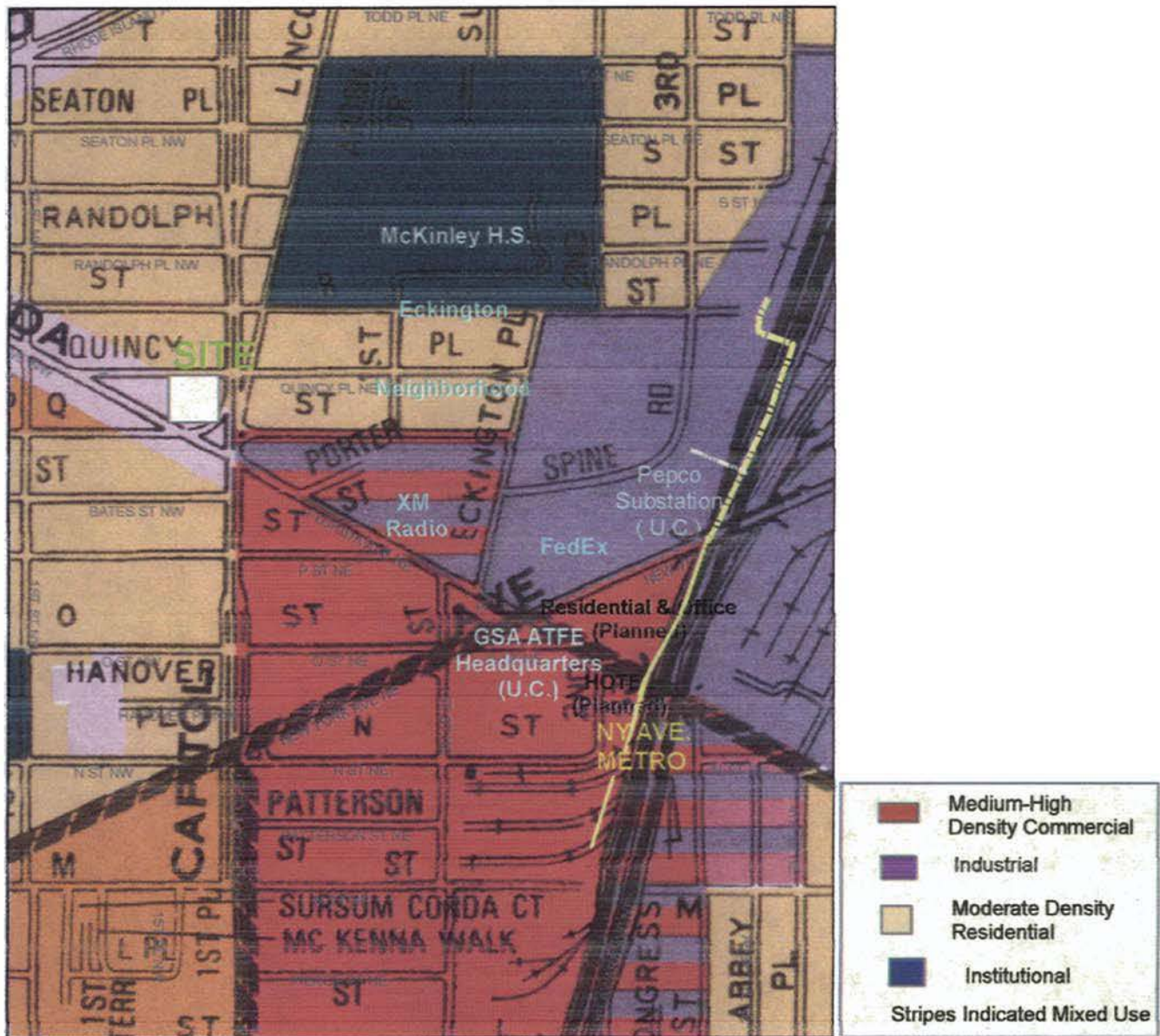
1621.1 The objectives for urban design are as follows:

- (a) Promote a physical environment that upgrades the ward's aesthetic qualities, enhances neighborhood stability, emphasizes neighborhood identity and function, and physically enhances the gateways and entrance ways into the city;*
- (b) Give special design attention to those areas within the ward that have a poor physical image, where new development can improve the neighborhood's visual qualities while providing needed services; ...*
- (d) Strengthen the design and visual character of commercial nodes and corridors that serve ward neighborhoods; and*
- (e) Through the design of new structures, decrease the potential for illegal activity by eliminating sites or locations that would attract and harbor the criminal element.*

The infill development would bring a strong physical identity to the immediate neighborhood and would in fact further the neighborhood commercial and residential redevelopment along the North Capitol Street and Florida Avenue corridors. As a mixed use project within a 2,200 foot radius from the New York Avenue Metro Station, it would establish a residential scale and character at the intersection and act as a catalyst for increased neighborhood activity during the day and evening hours. Most importantly, OP believes that the design would be a physical and visual enhancement to the character of this important neighborhood commercial node as it supports the urban design objectives for the ward as outlined in § 1621 of the Plan.

B. COMPREHESIVE PLAN GENERALIZED LAND USE MAP

The Generalized Land Use Map recommends the subject site for low density commercial. The proposed development at a total FAR of 4.5 comprised of mixture of residential (4.45 FAR) and retail uses (0.05 FAR) is not inconsistent with the Comprehensive Plan as the projected retail activity would include a limited range of retail goods and services as the predominant uses.



In addition, the C-2-A and C-2-B Zones are also considered a mixed-use category permitting both low to moderate density of residential and commercial uses. Therefore, in combination with the principles of transit oriented development, OP does not believe that the proposed zoning and residential FAR (4.45) would violate the intent of the Comprehensive Plan and Land Use Map.

C. PUBLIC BENEFITS AND AMENITIES

§ 2403.9 addresses the requirement for public benefits and amenities as follows:

“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;*

Urban Design and Architecture

The North Capitol Street corridor is a significant element of the L’Enfant Plan which extends up to Florida Avenue. Development of this vacant parcel, while not included in the L’Enfant Plan, would remove an eyesore and enhance the physical and visual character of the surroundings. In addition it abuts the proposed NOMA redevelopment area which extends from Massachusetts Avenue in the south and incorporates portions of Florida Avenue to the east up to the North Capitol Street intersection.

The project’s design attempts to respect the rowhouse character of the abutting residences by transitioning the building’s height to minimize the apparent height of the building and complement the adjacent townhouses roof at 35 feet. A mansard roof and double bays are included to also address the row house fabric of the neighborhood particularly along North Capitol Street. Units with North Capitol Street frontage will be accessed by stairs to the first and cellar levels, as shown in the applicant’s plans, similar to the pattern of residences along North Capitol Street.

Materials for the building’s facades would include brick, stone and pre-cast accents, and decorate metal railings with metal frame architectural embellishments. A canopied main entrance, which features the architectural embellishment as a tower is proposed as a connector between the differences of the North Capitol Street and Florida Avenue corridors and the mass of the building is focused towards the intersection, away from existing residences. OP believes this is an appropriate context since it directly borders the NOMA redevelopment area and the C-3-C Zone District in a TDR receiving zone, with a development potential of up to 130 feet in height. This building would provide a respectable transition between potential development to the east of the site and the residential neighborhood to the north and west.

OP supports the design attempts to address the neighborhood’s character with respect to the building’s proposed material and its articulation at the intersection of two major arterials.

As a public benefit, the applicant has also committed to streetscape improvements, including new paving for the sidewalks, new and replacement tree boxes. The proposal previously included a public art

feature for the raised entryway. However, after discussions with neighborhood groups, up to \$110,000 will be donated to approximately 16 neighborhood groups, including targeted school programs and civic associations as outlined in ANC5C's report (attached).



Design showing massing focused towards the intersection of Florida Avenue and North Capitol Street

Site Planning and Land Utilization

OP is also supportive of the site planning and the efficient land utilization of the site for the proposed building. The L-shaped parcel does not abut an accessible alley system, which would have made it easier for the applicant to more efficiently utilize the site's area in terms of the location of the loading areas and vehicular access to the building. In addition, the applicant does not own the directly abutting lots to the north and west. However, OP believes that the proposed design ensures the availability of light and air to these residences with the inclusion of the open courtyard which is approximately 38 feet from the property lines to the north and the 15-foot setback of the areaway as shown on the plans.

Pedestrian and Vehicular Access, Traffic Impact

The applicant's traffic analysis concluded that the proposal would not have any appreciable adverse traffic impacts on the local area. Sufficient parking would be provided on-site with approximately 84 spaces. This exceeds the required number of spaces required by § 2101. Both corridors (North Capitol Street and Florida Avenue) serve many Metrobus routes and is pedestrian-accessible to Metro's Red Line (New York Avenue Metro Station), and via Metrobus to the Green Line to the east (Shaw/Howard U. Metro Station) or the main transportation center at Union Station, to the south. DDOT had no concerns regarding pedestrian safety or vehicular access, but concurred that the site is located in a "transit-rich environment" well served by several Metrobus lines including the 80, 90, 92, 93, P6 and X3 and the New York Avenue Metro Station less than a mile away.

While DDOT was concerned about the potential traffic disruption and congestion at the intersection, DDOT was satisfied that the applicant would implement strategies to alleviate these concerns, including the applicant's willingness to limit residential and commercial deliveries to non-peak hours on weekdays and weekends. DDOT also recommended that the applicant encourage transit use to reduce the potential of traffic congestion at this major intersection (Report attached).

Affordable Housing

The applicant has committed up to 15% of the bonus density to affordable housing.

Environmental Benefits

Green building elements of the design include an integrated heat exchange system to link the residential and retail HVAC system for energy efficiency and a green roof. The main area will be the roof of the penthouse level which will be 3,200sf of "extensive" green roof. About 864 square feet of "intensive" green roof for the main lower roof level would retain the drainage of the upper roof. Planters may also be included at the courtyard level. *Updated plans highlight the area assigned as "green roof" on the roof plan as requested at the setdown meeting.* OP encourages the applicant to address indoor environmental air quality of the building through the use of low-emitting materials, including adhesives, sealants, paints, carpet, and composite wood.

The applicant has increased the landscaping at the site and this is also beneficial in reducing additional runoff into the District's CSO system. Oak shade trees are proposed in public space where none currently exists and the units which front on North Capitol Street would also be landscaped with shrubs and ground cover which represents an improvement in the immediate vicinity.

Other Benefits

The applicant documented participation in a First Source Agreement with the District of Columbia Department of Employment Services with the intent to utilize District residents for 51% of the jobs created during the project's buildout. In addition, the applicant has committed to hiring local businesses to achieve the goal of 35% participation in contracted development costs related to the design, maintenance, and security of the project as required by the Local Business Opportunity Commission. This Agreement is supportive of the District's employment policy for District residents. Further, the applicant's economic analysis projected that approximately 15 permanent retail-related jobs would be generated due to the site's development.

The applicant has committed to a community amenities package in the total amount of \$110,000 to be divided up among 16 community groups, schools and associations, upon the issuance of the final building permit. These groups have been listed in the ANC5C's report (attached).

COMMUNITY COMMENTS

The applicant presented its proposal to ANC 5C which voted unanimously to approve the application at its regularly scheduled meeting on June 20th, 2006.

RECOMMENDATION

OP supports the proposal to develop this important intersection in the Eckington/Bloomingdale neighborhood. The proposed PUD is not inconsistent with the elements of the Comprehensive Plan and OP recommends the application be approved as amended, including:

- DDOT's recommendation that transit demand strategies are incorporated, allowing shared parking for retail customers and visitors during the day and
- Encouraging transit use by residents.
- Language in the owner's agreement that deliveries be made during off-peak hours during the weekday and weekends.

Attachments:

1. DDOT's Report – July 7, 2006
2. ANC 5C Report – June 20, 2006

Karen

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

MEMORANDUM

TO: Ellen McCarthy, Director
Office of Planning

FROM: Kenneth G. Laden 
Associate Director

DATE: July 7, 2006

SUBJECT: ZC No. 06-04 – Consolidated PUD & Related Map Amendment – Florida & Q
Street, LLC for 1600 N. Capitol Street

The District Department of Transportation (DDOT) has reviewed the application and material submitted for the subject site. This memorandum addresses the transportation aspects of the proposal. From a transportation perspective, DDOT supports the proposed development notwithstanding the concerns described below.

The applicant proposes to construct a planned unit development comprised of 65 to 85 dwelling units and 4,000 – 5,000 square feet of retail space at the intersections of Florida Avenue NW, Quincy Place, Truxton Circle, Q and North Capitol Streets. The applicant proposes to include 84 parking spaces in a two-level below-grade parking deck. The site, a former gas station, is currently zoned C-2-A. The applicant is requesting that the site be rezoned C-2-B. The applicant has also requested a waiver from the 55' loading berth requirement for the development.

The proposed development has the potential to disturb traffic flow and create congestion at the intersection of two corridors with high average daily traffic—Florida Ave and North Capitol Street. First, the applicant proposes to designate a curb cut along Florida Avenue as the development's only ingress and egress point for personal vehicles, delivery trucks, and other commercial traffic. Second, the applicant is seeking a waiver from the loading berth requirement of 55 feet by providing a berth of only 30 feet. Third, the applicant proposes to provide 84 parking spaces, significantly more spaces than are required by the current zoning regulations (31 spaces).

In its Traffic Impact Analysis, the applicant presents analyses and travel demand strategies that alleviate some of DDOT's concerns. Specifically, the Applicant reflects a willingness to limit residential and commercial deliveries to non-peak hours on weekdays and weekends. Given that

the proposed parking area and loading dock do not provide adequate space for a truck or other large vehicle to maneuver within the below-grade garage and that this lack of space would require trucks to back into the loading dock via Florida Avenue, DDOT demands such a policy.

DDOT also encourages the applicant to actively consider the following transit demand strategies.

- **Encourage Transit.** Several Metrobus lines, including the 80, 90, 92, 93, P6, and X3, pass through the intersection of Florida Avenue and North Capitol Street. Many of these lines have less than five minute headways. The New York Ave/Florida Ave/Gallaudet University station on Metro's red line is less than one mile away (2200 feet). In such a transit-rich environment, the applicant needs to lessen its focus on vehicle use and parking availability and increase its focus on public transit as a viable means for residents to move around the city and retail customers to access the development's commercial establishments.
- **Incorporate Shared Parking Strategies.** Visitors to the proposed development who drive rather than use transit may seek parking in the surrounding neighborhoods, thus limiting the supply of available spaces for neighborhood residents. Given that the development will include a significant number of parking spaces, DDOT proposes that the applicant consider some shared parking strategies whereby parking spaces available to residents at night would be available to retail customers and other visitors during the day.

In closing, while DDOT supports the proposed development, it encourages the applicant to seek creative means to ensure that this development does not impinge upon the integrity of the existing transportation network.

KL:tk



ADVISORY NEIGHBORHOOD COMMISSION 5C
WASHINGTON, DC 20013

www.anc5c.org

RESOLUTION

Florida & Q Street, LLC
Planned Unit Development
(Z.C. No. 06-04)

WHEREAS: The Florida & Q Street, LLC Planned Unit Development application has been submitted to the Zoning Commission for the District of Columbia; and

WHEREAS: The property that is subject of the application consists of Lot 48 in Square 3100, located at the corner of Florida Avenue, NW and North Capitol Street NW; and

WHEREAS: The proposed Planned Unit Development is a mixed use development of 85,428 square feet and two levels of underground parking, approximately 81,428 square feet will be residential providing between 65-85 dwelling units and a total of 4,970 square feet of floor area for retail use in the cellar; and



WHEREAS: Representatives of Florida & Q Street, LLC have made several presentations before community associations and community residents; and

WHEREAS: The community desires that instead of constructing a public art display at the entrance of the proposed building, Florida & Q Street, LLC should redirect that allowance for the use of schools, community groups and associations in the neighborhood; and

WHEREAS: The Florida & Q Street, LLC has committed to a community amenities package consisting of a total amount of \$110,000.00 to be divided among the following schools, community groups and associations upon the issuance of the final building permit for the project:

Shaed Elementary School;
J.F. Cook Elementary School;
Dunbar Senior High School;
McKinley Technology High School;
William E. Doar, Jr. Public Charter School for the Performing Arts;
D.C. Preparatory Academy PCS;
Installation of an entrance gate at the Florida Avenue Park located at the intersection of First Street and Florida Avenue;
North Capitol Main Street Inc.;
The North Capitol Street BID Incubation Fund;
Edgewood Civic Association;
Bloomingdale Civic Association;
Eckington Civic Association;
Stronghold Civic Association;
Bates Street Civic Association; and
The 5th District Citizens Advisory Council, Inc.; and



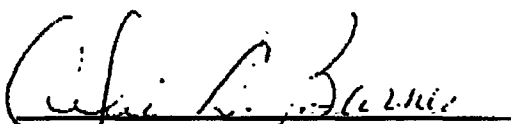
WHEREAS: The Florida & Q Street, LLC has committed to developing a construction management plan.

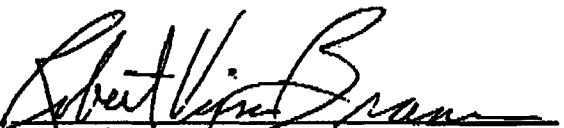
NOW, THEREFORE BE IT RESOLVED Advisory Neighborhood Commission 5C, at its properly noticed meeting, at which a quorum of the Commissioners were present, voted to support the Planned Unit Development application of Florida & Q Street, LLC.

NOW, THEREFORE BE IT FURTHER RESOLVED Advisory Neighborhood Commission 5C requests the Zoning Commission of the District of Columbia to approve the Planned Unit Development application at the conclusion of its July 2006 public hearing of this case.

ADOPTED: June 20, 2006

We hereby certify this resolution to be true and correct.


Commissioner Cella Dianne Barnes,
Chair


Commissioner Robert Vinson Brannum,
Secretary

Karen

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

MEMORANDUM

TO: Ellen McCarthy, Director
Office of Planning

FROM: Kenneth G. Laden 
Associate Director

DATE: July 7, 2006

SUBJECT: ZC No. 06-04 – Consolidated PUD & Related Map Amendment – Florida & Q
Street, LLC for 1600 N. Capitol Street

The District Department of Transportation (DDOT) has reviewed the application and material submitted for the subject site. This memorandum addresses the transportation aspects of the proposal. From a transportation perspective, DDOT supports the proposed development notwithstanding the concerns described below.

The applicant proposes to construct a planned unit development comprised of 65 to 85 dwelling units and 4,000 – 5,000 square feet of retail space at the intersections of Florida Avenue NW, Quincy Place, Truxton Circle, Q and North Capitol Streets. The applicant proposes to include 84 parking spaces in a two-level below-grade parking deck. The site, a former gas station, is currently zoned C-2-A. The applicant is requesting that the site be rezoned C-2-B. The applicant has also requested a waiver from the 55' loading berth requirement for the development.

The proposed development has the potential to disturb traffic flow and create congestion at the intersection of two corridors with high average daily traffic—Florida Ave and North Capitol Street. First, the applicant proposes to designate a curb cut along Florida Avenue as the development's only ingress and egress point for personal vehicles, delivery trucks, and other commercial traffic. Second, the applicant is seeking a waiver from the loading berth requirement of 55 feet by providing a berth of only 30 feet. Third, the applicant proposes to provide 84 parking spaces, significantly more spaces than are required by the current zoning regulations (31 spaces).

In its Traffic Impact Analysis, the applicant presents analyses and travel demand strategies that alleviate some of DDOT's concerns. Specifically, the Applicant reflects a willingness to limit residential and commercial deliveries to non-peak hours on weekdays and weekends. Given that

the proposed parking area and loading dock do not provide adequate space for a truck or other large vehicle to maneuver within the below-grade garage and that this lack of space would require trucks to back into the loading dock via Florida Avenue, DDOT demands such a policy.

DDOT also encourages the applicant to actively consider the following transit demand strategies.

- Encourage Transit. Several Metrobus lines, including the 80, 90, 92, 93, P6, and X3, pass through the intersection of Florida Avenue and North Capitol Street. Many of these lines have less than five minute headways. The New York Ave/Florida Ave/Gallaudet University station on Metro's red line is less than one mile away (2200 feet). In such a transit-rich environment, the applicant needs to lessen its focus on vehicle use and parking availability and increase its focus on public transit as a viable means for residents to move around the city and retail customers to access the development's commercial establishments.
- Incorporate Shared Parking Strategies. Visitors to the proposed development who drive rather than use transit may seek parking in the surrounding neighborhoods, thus limiting the supply of available spaces for neighborhood residents. Given that the development will include a significant number of parking spaces, DDOT proposes that the applicant consider some shared parking strategies whereby parking spaces available to residents at night would be available to retail customers and other visitors during the day.

In closing, while DDOT supports the proposed development, it encourages the applicant to seek creative means to ensure that this development does not impinge upon the integrity of the existing transportation network.

KL:tk