

**CLOSING STATEMENT  
NORMAN M. GLASGOW, JR.  
Zoning Commission Case No. 06-04 - Florida & Q Street, LLC)**

On behalf of the applicant, Florida & Q Street, LLC, we submit the following closing statement with regard to its application for a consolidated Planned Unit Development approval and zoning map amendment for property located at the intersection of, and fronting on, North Capitol Street and Florida Avenue. The property is officially designated as Lot 48 in Square 3100 and is located within walking distance of the recently opened New York Avenue Metro Station. The Subject Property is currently zoned C-2-A, and the Applicant is seeking approval to rezone the Property to the C-2-B District with a PUD.

The proposed project contemplates the construction of a mixed use development having a combined gross floor area of approximately 85,428 square feet, and two levels of underground parking. The project includes up to 85 dwelling units and a total of 4,970 square feet for retail use. The Project will have an approximate FAR of 4.5. The project also includes 84 parking spaces, which exceeds the applicable requirement of 26 parking spaces.

At the Commission's hearing of July 27, 2006, we presented testimony from Mr. Joe Mamo, on behalf of the applicant; Mr. Bill Bonstra of the architectural firm of Bonstra Haresign Associates; and Mr. Osborne George with the firm of O.R. George & Associates, Inc as the traffic consultant. Also present to testify in support of the application were Mr. Fred L. Greene with the firm of FLGA LLC as a land planner and Mr. Eric Smart with the firm Bolan Smart Associates as a land economics consultant. Mr. Bonstra, Mr. George, Mr. Greene, and Mr. Smart were all accepted as experts in their respective fields.

The applicant's architect, Mr. Bonstra, testified at the hearing how this application anchors the northwestern corner of the intersection of North Capitol Street and Florida Avenue, and how the proposed building's rich materials and high quality are worthy of this important site. Moreover, the architect has revised and submitted to the Commission a revised "corner" elevation that enhances the residential vocabulary of the this elevation and is more suitable and compatible with the environment. Mr. George also testified about the existing and project traffic and parking conditions near the site, and concluded that the area roads adjacent to the site are operating and will continue to operate at an acceptable level of service; that there is sufficient parking within the proposed project; and that multiple factors contribute to the traffic movements being safe for vehicles and pedestrians. DDOT had no objection to the project and the applicant has agreed to restrict delivery times for loading.

The Applicant has also worked diligently with the community and has the support of the ANC, the Office of Planning, and Councilmember Orange. The vast majority of residents in the community and of community groups are supportive of this project. Indeed, 9 individuals testified as persons in support of the application at the July 27<sup>th</sup> public hearing. The project involves a number of community amenities, including a financial contribution to a number of organizations for specific uses. The applicant has worked diligently with the ANC and the community groups to make the proposed amenities package as concrete as possible to ensure that the proposed amenities are not open-end and are specific enough such that by the time the first certificate of occupancy is issued there will be evidence that the funding for the items listed in the package has in fact been accomplished.

At the conclusion of the July 24<sup>th</sup> hearing the Commission requested additional submissions from the Applicant. Each of those items are included with the applicant's post-hearing submission filed August 24, 2006, and the applicant trusts that they will be satisfactory in answering the Commission's questions from the hearing.

In conclusion, the applicant has met its burden for approval of the requested PUD and map amendment and has provided a substantial amenities package for the benefit of the community. This well-designed mixed-use development is an appropriate scale and bulk considering its prominent location and proximity to several options for public transportation.