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MEMORANDUM

DATE: August 21, 2006

TO: District of Columbia Zoning Commission
Via The Applicant (Florida & Q Street, LLC)

FROM: Iain J. Banks/Osborne R. George

RE: 1600 North Capitol Street Planned Unit Development Application No. 06-04
Supplementary Memorandum Responding to Issues from the Public Hearing

This memorandum is prepared pursuant to the specific requests for information arising out of the public hearings on July 27th, 2006, before the District of Columbia Zoning Commission on the subject application. It also supplements the Traffic Impact Analysis report dated June 27th, 2006 prepared in support of the application.

- 1) **Existing Florida Avenue Restrictions:** The parking restrictions along Florida Avenue (immediately to the west of the site) are as follows:
- “NO PARKING OR STANDING” 7:00 – 9:30 AM Monday thru Friday
 - “NO PARKING AT ANY TIME” At all other hours

Per the City’s Regulations this signage permits vehicles to stop for loading activities at all times except during the weekday morning peak hours. This situation is continuous along this section of Florida Avenue between North Capitol Street and Georgia Avenue, where there are numerous commercial establishments with no off-street loading facilities. During the hearing testimony it was noted that the recently completed North Capitol Street Transportation Study (by DDOT) stated that parking is permitted along Florida Avenue west of North Capitol Street. The DDOT Ward 5 Transportation Coordinator has confirmed that this is an error and that the parking situation noted above is current.

2) **Local Area Parking Situation**

Testimony from the community indicated strong support for the proposed use with concerns regarding adequacy of parking. A further survey was done of parking within the immediate area and the following factors were noted:

- a) The entire section of North Capitol Street south of Michigan Avenue to Massachusetts Avenue allows for parking or loading along the west-side of the roadway except during the weekday morning peak hours. The reverse applies on the east-side in that parking is restricted during the afternoon peak hours on weekdays.
- b) North Capitol Street between Florida Avenue and Quincy Place is currently signed as “No Parking Any Time”. This appears to be a “hold-over” from when the site was utilized as a gas station with curb-cuts along North Capitol Street. This section is 75 FT in length and would provide for up to four (4) metered parking spaces or could be designated as a loading zone. This will be consistent with this section of North Capitol Street and would have no impact on traffic operations. Based upon our initial discussions with the responsible DDOT staff, they have indicated support for this proposal.

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- Traffic Engineering Studies • Transportation Planning • Site Impact Studies
 - Expert Witness Testimony • Data Collection: Traffic and Parking Studies

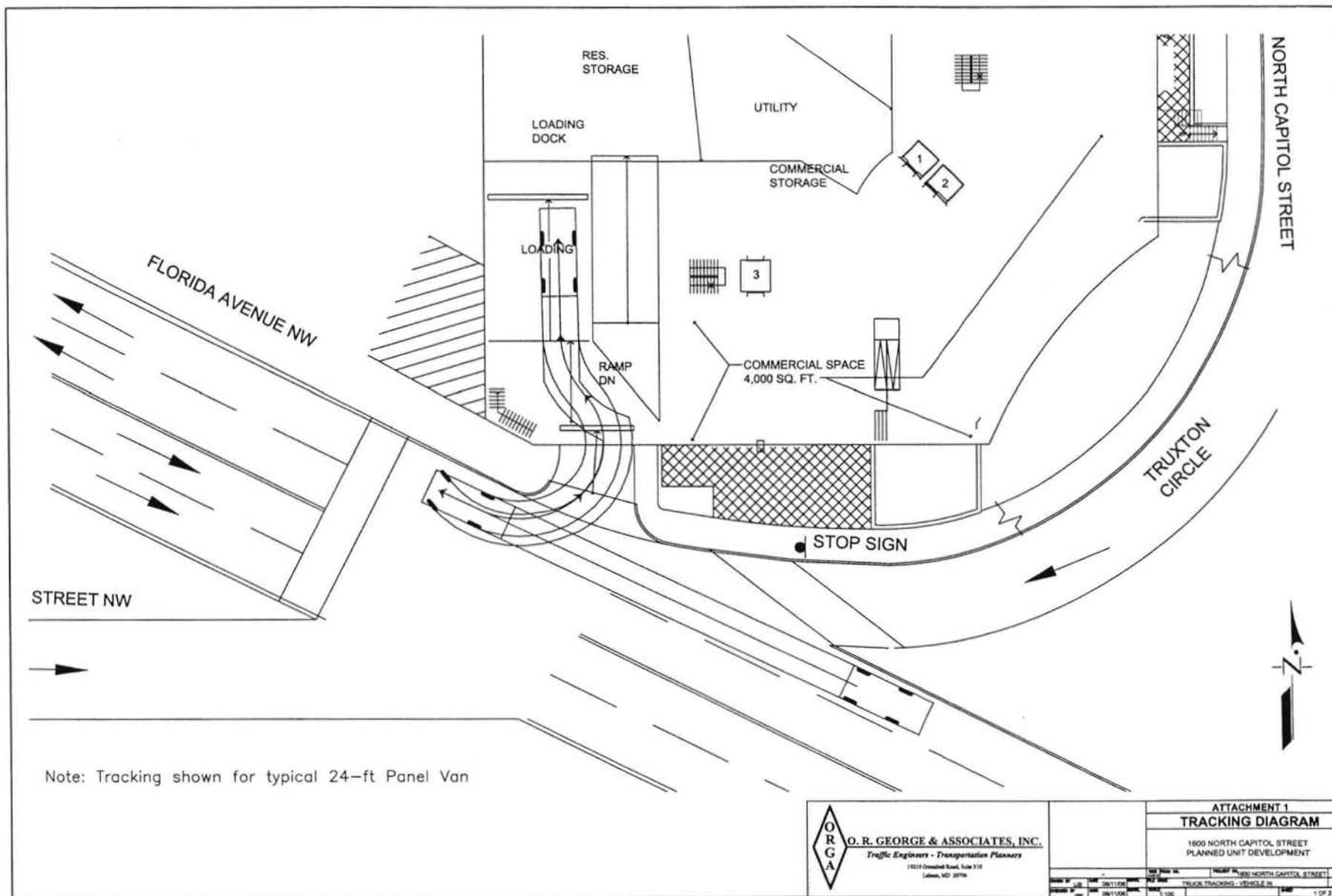
ZONING COMMISSION
District of Columbia
CASE NO.06-04
EXHIBIT NO.49C

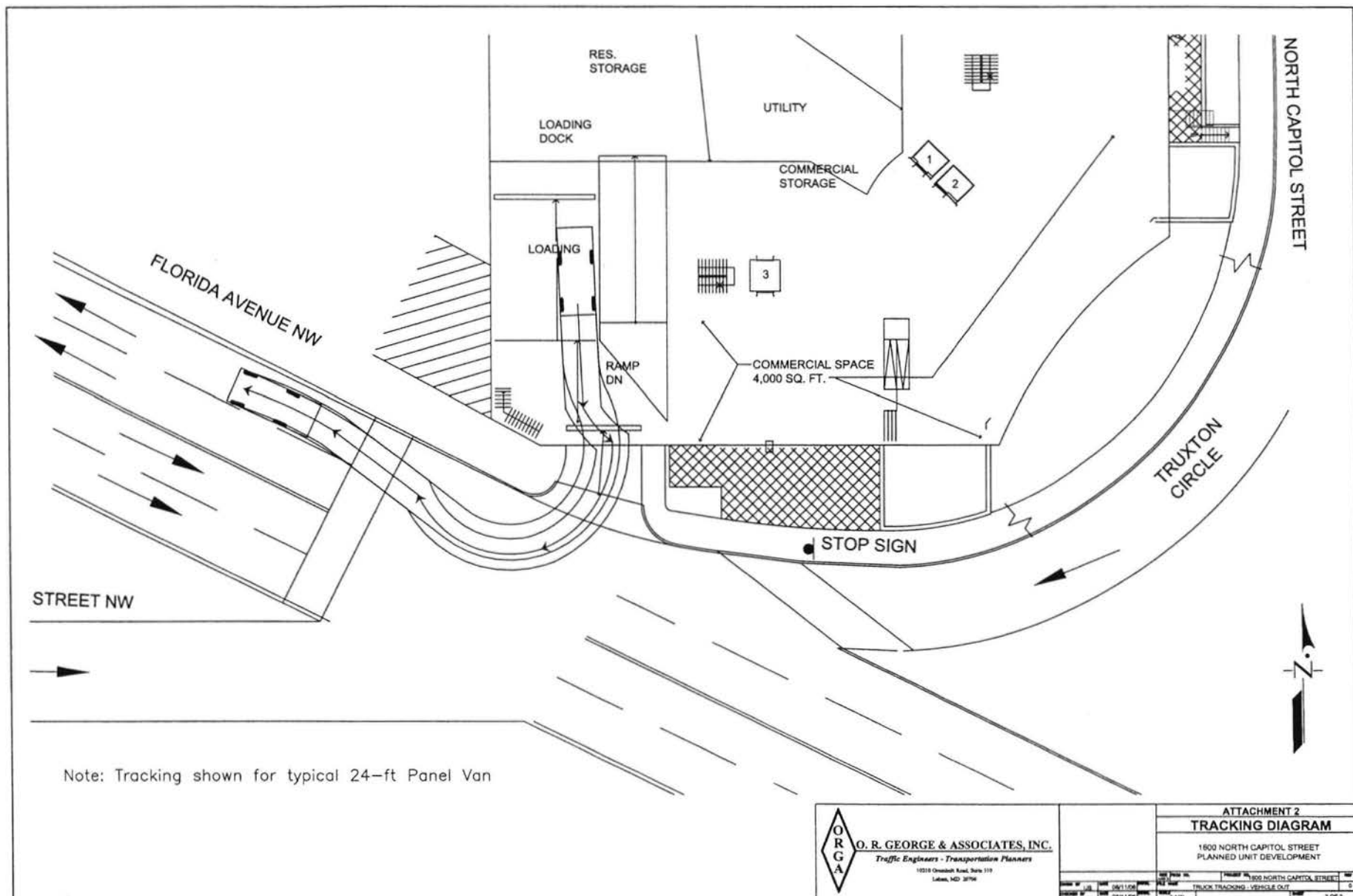
- 3) **Local Area Zoned/RPP Parking Situation:** The Commission requested information on whether parking in the immediate area was “Zoned” (i.e., Residential Parking Permit). The response from the community was that it was not. We have discussed this with the DDOT Ward 5 Transportation Coordinator and she has confirmed that the local ANC has initiated a request for Zoned Parking along Quincy Street; and DDOT plans to implement this change within the next several weeks. Our field surveys also showed that the adjacent section of Q Street (Florida Avenue to First Street) is not RPP zoned. Existing on-street parking along Q Street totals forty-eight (48) spaces, and Quincy Street totals fifty-eight (58) spaces. RPP restrictions along these two streets should be of great benefit to the community in controlling spillover parking, while also allowing limited parking for patrons of commercial uses in the area.
- 4) **Loading Dock Access:** As per item 1) above the City’s Regulations would allow vehicles to stop temporarily in the curb lane of Florida Avenue for loading and off-loading. In addition trucks needing to access the loading dock would be permitted to stop and back into the loading berths. As stated within the submitted Traffic Impact Study, the demand for truck access to the loading berths would be quite low, and would be limited to trucks under 30 FT in length. Since the residential units would be owned and the retail space is only 4,000 GSF, the frequency of loading activities would be low. As such, the loading berths would be very lightly used and potential access issues would be minimized. Attachments 1 and 2 show tracking diagrams for show the typical delivery vehicles. It is again noted that the Applicant has agreed to limit loading dock access to off-peak periods on weekdays and weekends.
- 5) **Sidewalk Width:** DDOT sidewalk requirements stipulate a minimum width of 4 FT along both North Capitol Street and Florida Avenue. Additionally, the recently completed North Capitol Street Transportation Study (DDOT, 2005), lists the sidewalk widths along North Capitol and Florida as between 4ft – 8ft, and states specifically that they are in accordance with DDOT standards. (See attached Chapter 2 of the DDOT study – pages 2 and 6). As such, the proposed 10 ft sidewalk along North Capitol Street and 14 ft sidewalk along Florida Avenue would be a significant enhancement and amenity for the local area.

We believe that the above fully responds to the information requested by the Commission. We remain available for further information if needed. Thank you.

ORG/IJB

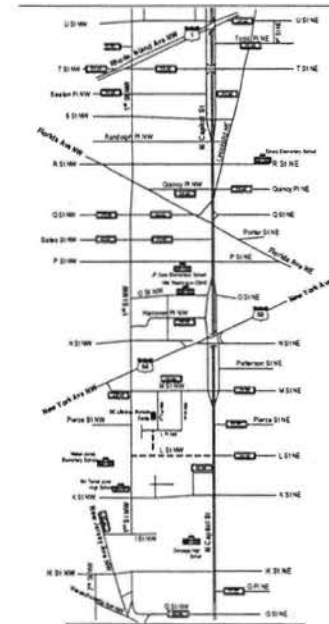
Attachments: As noted.





North Capitol Street Transportation Study

Draft Final Report



Prepared by:
DMJM Harris, Inc.
for:
District Department of Transportation
District of Columbia

November 2005

II. EXISTING CONDITIONS

EXISTING TRANSPORTATION FEATURES

The Study Team conducted an extensive data collection effort to gain an understanding of existing conditions in the study area. In addition to collecting data for the quantitative assessment of existing conditions, the Study Team conducted field evaluations throughout the study area during peak and off-peak hours to further assist in the assessment of existing conditions. This section of the report summarizes the data collected for the study and addresses issues and deficiencies in transportation infrastructure within the study area.

MAJOR ROADWAYS IN THE STUDY AREA

The study area is located in Northwest and Northeast areas of Washington, DC and is shown in Figure 1.

The following are the major roadways in the study area:

- North Capitol Street
- First Street NW
- Rhode Island Avenue
- Florida Avenue
- New York Avenue

While some of the studied roadways continue beyond the above terminals, their associated characteristics will only be described within these limits.

North Capitol Street

North Capitol Street¹ is a two-way principal arterial² running north-south through the study area. North Capitol Street has a six-lane cross-section throughout the study area, as shown in Figures 2A and 2B. There are three lanes operating in each direction and the posted speed limit is 25 mph. Off-Peak parking is available on the east side of North Capitol Street between G Street and Randolph Place. Parking is prohibited between 7:00 AM and 9:30 AM on the east side of the street between Randolph Place and Rhode Island Avenue and on the west side of the street between Rhode Island Avenue and H Street. North Capitol Street has sidewalks on both sides of the street. The sidewalk width varies along North Capitol Street and is generally wider than four feet.

Land use along North Capitol Street, as shown in Figure 3, varies widely based on location. The west side of North Capitol Street is primarily moderate to medium density residential area with medium density residential areas located primarily south of New York Avenue.

Medium to high density commercial areas are located on the west side of North Capitol Street south of I Street. The east side of North Capitol Street between G Street and Q Street is a medium to high density commercial area. From Q Street to Rhode Island Avenue, there are moderate density residential areas along the east side of North Capitol Street. Federal buildings are located along North Capitol Street

south of H Street. Several schools are located along the east and west sides of North Capitol Street. The locations of the schools are shown in the Study Area map presented in Figure 1.

First Street

First Street is a two-way collector running north-south through the study area. As shown in Figure 2, First Street operates with one lane in each direction. No parking is allowed on the east side of First Street between I Street and Florida Avenue. Parking is available at any time on the east side of the street between Florida Avenue and R Street and between S Street and Rhode Island Avenue. On the west side of the street, parking is available at any time between N Street and R Street and between S Street and Seaton Place. Off peak parking with mixed hour parking limit is available on the west side of the street between New York Avenue and I Street. Two hour parking between 7:00 AM and 8:30 PM is available on both sides of the street between R Street and S Street.

There are sidewalks along both sides of First Street between Seaton Place and I Street. Only the east side of First Street has sidewalks between Seaton Place and Rhode Island Avenue.

As shown in Figure 3, land usage along First Street is primarily residential with moderate density residential properties between Rhode Island Avenue and New York Avenue and medium density residential properties between New York Avenue and I Street. Local public facilities are located at the corner of N Street. First Avenue south of I Street is institutional with moderate to high density commercial area. Several schools are located along First Street as shown in Figure 1.

Rhode Island Avenue

Rhode Island Avenue is a two-way principal arterial running east-west through the study area. Rhode Island Avenue has a six-lane cross-section. During the AM peak period, Rhode Island Avenue operates with two southbound and three northbound lanes. During the PM peak period Rhode Island Avenue operates with three lanes in each direction. Off peak parking is available on both sides of Rhode Island Avenue. No parking is available on the north side of the street during the AM peak period while parking is prohibited on the south side of the street during the PM peak period. Both sides of Rhode Island Avenue have sidewalks, which are generally between four to six feet wide.

Florida Avenue

Florida Avenue is a two-way principal arterial running east-west through the study area. Florida Avenue operates as a three-lane facility in each direction. Off-peak parking is available on both sides of the street between First Street and Q Street. Between Q Street and North Capitol Street, off-peak parking is only available on the south side of Florida Avenue. Florida Avenue has sidewalks on both sides, which are generally between four to six feet wide.

¹ Most streets in the study area are located in the northwest quadrant of the District. Therefore, throughout this report where the NW designation is omitted, it should be understood that the street is located in the northwest quadrant of the District.

² All roadway classifications were taken from the District of Columbia Functional Classification Map.

New York Avenue

New York Avenue is a two-way, six-lane principal arterial running east-west along the study area between First Street and North Capitol Street. New York Avenue operates with three lanes in each direction. Off-peak parking is available on both sides of New York Avenue. Parking is not allowed on the south side of New York Avenue between 3:00 PM to 6:30 PM, while on the north side of New York Avenue, parking is prohibited between 6:00 AM and 9:00 AM. New York Avenue has sidewalks on each side, which are generally between four to six feet wide.

SIDEWALKS

The Study Team performed a comprehensive sidewalk inventory for the entire study area, noting the location of the sidewalks and sidewalk width. As can be seen from Figure 4, all the streets within the study area have sidewalks on both side of the street. Most of the sidewalks within the study area are wider than the minimum required four feet. However, there are two locations where the sidewalks are narrower than four feet. These narrow sidewalks are located on the east side of First Street between Pierce Street and L Street and on the west side of First Street between New York Avenue and M Street.

PARKING INVENTORY

The Study Team also performed a comprehensive inventory of on-street parking throughout the entire study area, noting the parking restrictions and location of parking meters. Parking restrictions within the study area vary widely. As shown in Figure 5, two-hour parking from 7:00 AM to 8:30 PM is available on the east-west streets north of R Street and south of Rhode Island Avenue. Residents with Zone 5 parking permit can park longer than two hours on these spaces. Many of the east-west streets south of Q Street have no parking limits.

Parking restrictions along North Capitol Street vary significantly. There are several sections where parking is always prohibited. Other sections of North Capitol Street allow off-peak parking only. Parking restrictions on First Street also vary significantly. Parking is not permitted on the east side of First Street south of Florida Avenue. There are residential parking permit restrictions north of R Street.

PUBLIC TRANSPORTATION

There is no Metrorail station within the study area. However as shown in Figure 6, there are three Metrorail stations in the vicinity of the study area. The Union Station Metrorail station is located within three blocks of the intersection of North Capitol and H Street. The New York Avenue Metrorail station is located within three blocks of the intersection of North Capitol Street and New York Avenue. These two Metrorail stations are served by the Red Line. The Rhode Island Avenue Metrorail station is located within three blocks of the intersection of North Capitol Street and Rhode Island Avenue, and is served by the Blue Line.

The Washington Metropolitan Area Transit Authority (WMATA) provides bus service in the study area. The Study Team performed a transit inventory noting the locations of the bus stops within the study

area. Figure 6 shows the transit routes, bus stop and bus shelter locations within the study area. The bus routes that operate in the study area are described below.

WMATA Route 80-North Capitol Street Line

Route 80 operates on North Capitol Street and is the major bus route for traveling north-south through the study area. During the weekdays, route 80 provides service throughout the day with southbound service operating from 4:33 AM until 2:11 AM. Northbound service operates from 5:16 AM until 3:19 AM.

In the study area southbound headways range from 8 to 20 minutes, with AM peak period headway varying from 8 to 12 minutes and PM peak period headway varying from 12 to 20 minutes. Northbound headway ranges from 11 minutes to 15 minutes, with AM peak period headway ranging from 11 minutes to 15 minutes, mid-day headway of 15 minutes and PM peak period headway varying from 10 to 14 minutes.

On Saturday southbound service operates from 4:57 AM to 1:38 AM while the northbound service operates from 5:31 AM to 3:17 AM. On Sunday the southbound service operates from 5:04 AM to 12:01 AM while the northbound service operates from 5:31 AM to 12:21 AM. Headways during the weekend peak period range from 25 to 35 minutes.

WMATA Route P6-Anacostia-Eckington Line

Route P6 runs on New York Avenue, M Street, North Capitol Street and R Street in the study area. During weekdays route P6 operates from 5:00 AM to 3:20 AM. Outbound headways range from 15 to 20 minute during the AM peak period and 18 to 25 minutes during the PM peak period. Inbound headway during weekdays is approximately 20 minutes during both the AM and PM peak period. Route P6 operates on weekends with 30 minute headway during the peak period.

WMATA Route 96-East Capitol Street-Cardozo Line

Route 96 operates on M Street and southbound North Capitol Street, servicing Union Station. During weekdays route 96 operates between 5:12 AM and 3:20 AM. AM peak period headway varies from 15 to 18 minutes while PM peak period headway varies from 16 to 19 minutes.

Service is also available on weekends. On weekends, route 96 operates from 5:20 AM to 2:20 AM with buses operating 35 minutes apart during the AM peak period and 32 minutes apart during the PM peak period.