



Government of the District of Columbia  
Advisory Neighborhood Commission  
Box 75115  
Washington DC 20013



March 15, 2010

Ms. Sharon S. Schellin  
Secretary of the Zoning Commission  
Office of Zoning  
One Judiciary Square  
441 4<sup>th</sup> Street NW, Suite 210S  
Washington, DC 20001

RE: ZC Case 10-03 (901 H Street NE - H Street Connection Redevelopment)

Dear Ms. Schellin:

At a regularly scheduled and properly noticed meeting on March 11, 2010, our Commission voted 6-0-0 (with 5 Commissioners required for a quorum) to support Parcel Seven Associate's application for a PUD to redevelop the H Street Connection site at 901 H St NE.<sup>1</sup>

For the last 2 years, ANC 6A has worked closely with representatives from Parcel Seven Associates to shape the building's massing and design to fit into the historic fabric of H Street NE, while meeting the developer's need for enough retail and residential density to make the development profitable. In addition, Parcel Seven Associates has agreed to implement substantial measures to reduce traffic congestion, promote alternative transportation options and reduce parking pressures on the surrounding residential areas. The end result is a win-win solution for the community and Parcel Seven Associates.

Early in the process, ANC 6A outlined the following massing and design goals, which the developer successfully incorporated into the final proposal:

1. The building should be less massive than the 6.0 FAR permitted for a PUD in a C-2-B zone. The developer has proposed a building with a FAR of 5.0.
2. The massing of the building should be concentrated in the middle and the rear of the building to allow for height transitions to the adjacent 2-3 story building. The developer's final design was very successful in achieving this objective.
3. A building that reflected the traditional historic architecture of H Street. In response, Parcel Seven Associates abandoned their previous design for a monolithic contemporary façade and proposed a design that provides the appearance of multiple buildings that better reflects the rhythm and architectural style of existing structures.

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<sup>1</sup> Parcel Seven Associates proposal contains two alternative parking configurations. ANC 6A fully supports the 65 retail parking space alternative and takes no position regarding the alternative containing an additional 100 city-owned retail parking spaces.

In addition, ANC 6A and Parcel Seven Associates had agreed to the following community amenities for this PUD:

General Community Amenities

1. *Participation in a BID or Clean and Safe Program.* The new development will participate in a BID or Clean and Safe Program on H Street.
2. *Creation of Historic District for H Street NE.* Parcel Seven Associates will the creation of a historic district for H Street if one is proposed.
3. *LEED Building Requirements.* Parcel Seven Associates will build a development that will be meet the LEED silver requirements.
4. *Site Landscaping.* If Phase I of the development is built separately from Phase II, Parcel Seven Associates will landscape the open areas of the site not improved with buildings, hardscape or structures and their access with grass, shrubs, flowers and any other attractive plants or foliage to maintain such area in an attractive condition:
  - a. If the bank pad and existing structures are removed from the east end of the site, developer agrees to landscape that area other than the private alley and any structure that may be needed for the project such as the 10th street curb cut and garage access in the event they are constructed as a part of phase one construction; and
  - b. If the bank pad and other existing structures are not removed the developer agrees to landscape the areas other than the retained improvements and the private alley.

Measures to Mitigate the Development's Impact on Neighboring Properties

5. *Security Cameras in Private Alley.* Parcel Seven Associates will install security cameras in the private alley to monitor traffic and truck deliveries.
6. *Re-engineer Drainage System in Private Alley.* Parcel Seven Associates will re-engineer the drainage system in the private alley to prevent flooding during heavy rains.
7. *Installation of Bollards in Private Alley.* Parcel Seven Associates will install bollards in the private alley to protect 719 8<sup>th</sup> St NE from vehicular traffic.
8. *Location of Garbage Collection and Storage Areas.* Parcel Seven Associates will designate and enforce garbage collection and storage in areas inside of the building (as shown on building plans provided to the ANC) where garbage collection can take place by way of loading docks, and not in the back alley as is the current practice.
9. *Site Construction Methods.* Parcel Seven Associates will use auguring construction techniques instead of drilling into the ground, which will minimize ground vibrations that disturb or even damage nearby buildings. The developer will also undergo an existing conditions study of the nearby buildings where access is permitted prior to construction/demolition.
10. *Rodent Control During Site Demolition.* Parcel Seven Associates will undertake effective rodent control measures during demolition to ensure any disrupted rodent populations on the property do not invade nearby homes and other buildings.

On-Site Vehicle Parking Measures

11. *Unbundling the Sale of Residential Parking Spots.* Parcel Seven Associates will unbundle the sale of parking spots in the garage from the sale or lease of residential units in the building.
12. *Withdraw from Residential Parking Permit Program.* Parcel Seven Associates will withdraw from the building's units from consideration for residential parking permits for residents of the building and will assist, and not object to, any city and ANC efforts to accomplish the same.
13. *Limit Residential Parking Spots.* Parcel Seven Associate will maintain a residential parking ratio of no more than 0.9 parking spaces per unit given other transportation demand management initiatives outlined brloe, DDOT's significant investment in public transportation targeting the H Street corridor and existing DDOT policies which encourage minimizing parking in areas targeted for transportation infrastructure investments, such as H Street.
14. *Limit Retail Parking Spots.* Parcel Seven Associates will limit the number of developer-owned retail parking spots to no more than 65.
15. *On-site Dedicated Parking Space for Car Sharing Service.* Parcel Seven Associates will make one car share parking spot in the retail portion of the garage available to a car share provider such as Zipcar or another similar company at any time needed by such car sharing provider.
16. *On-Site Visitor Parking.* Parcel Seven Associates will provide at least five designated guest parking spots in the retail portion of the garage during evening hours, for which the developer may charge a fee.
17. *Location of Garage Ticketing Kiosks.* Parcel Seven Associates will locate ticketing kiosks for the parking garage at the base of the entry ramp.
18. *Arrangement of Ticketing Kiosks.* Parcel Seven Associates will provide a reversible middle retail parking entrance lane that can be used to implement a second ticket kiosk entrance as needed (i.e. when the other kiosk is inoperable).
19. *Materials for Garage Entrance.* Parcel Seven Associates will use aesthetically pleasing brick facade materials at and around garage entrance areas (i.e no plain cinder block walls).

Transportation Demand Management Measures

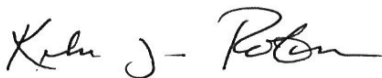
20. *Parking and Transportation Policies and Plan.* Parcel Seven Associates will develop a plan and parking price/validation policies which will:
  - a. Encourage retail patrons and other visitors to the building to use the building's garage should they drive;
  - b. Encourage the use of public transit and car sharing; and
  - c. Encourage visitors to the building and residents to bicycle to/from the building.
21. *Informing Residents and Employees of Alternative Transportation Options.* Parcel Seven Associates will develop a written plan for distribution to building residents, visitors and employees informing them of the various transportation options available with the goal of reducing automobile ownership by building residents and motor vehicle trip generation to and from the building by residents, visitors and employees.

22. *Public Transportation Incentives for Residents and Employees.* Parcel Seven Associates will provide a \$20 metro card SmartTrip card to all initial and future building residents upon move-in and a one-time \$30 SmartTrip card for each employee of the retail businesses. This total commitment will be capped at \$15,000.
23. *Car Sharing Incentives for Residents.* Parcel Seven Associates will provide a one-time, one-year car share membership (which shall include the cost for any application fees) for the initial occupant(s) of each residential unit, capped at a total commitment of \$19,000.
24. *On-street Car Sharing Parking Spaces.* Parcel Seven Associates will support adding up to three car share parking spots in adjacent public space.
25. *Bicycle Parking Spaces.* Parcel Seven Associates will provide 25 bike parking spaces for retail visitors and 50 bike parking spaces for use by residents in the parking garage, as reflected in the building plans provided to the ANC.
26. *Bicycle Access to Garage.* Parcel Seven Associates will allow for bicycle access through garage ramps, which will include the use of shortened gate control arms.
27. *Bike Sharing Station.* Parcel Seven Associates will fund the development of a bike sharing station on or adjacent to the property on public space at a cost not to exceed \$45,000.
28. *Employee showers and Changing Areas.* Parcel Seven Associates will build and maintain conveniently located showers and changing areas in the building for employees who wish to bike to work, as reflected in the building plans provided to the ANC.

It is our view that this development will accelerate the development of H Street as a vibrant retail corridor as outlined in the H Street NE Strategic Development Plan. We are extremely pleased to have worked with a developer who demonstrated a willingness to engage the community and incorporate many of its ideas into final proposal. Finally, we would like the Zoning Commission to view this project and the collaborative community process undertaken in this case as a model for future PUD proposals across the City.

Please be advised that Commissioner Drew Ronneberg and I are authorized to act on behalf of ANC 6A for the purposes of this case. Dr. Ronneberg can be reached at [ronneberg6a02@gmail.com](mailto:ronneberg6a02@gmail.com) or (202) 431-4305. I can be reached at [kelvin.robinson@anc6a08.com](mailto:kelvin.robinson@anc6a08.com) or (202) 744-0379.

On behalf of the Commission,



Kelvin J. Robinson  
Chair, Advisory Neighborhood Commission 6A

Cc: Harriet Tregoning, Director, Office of Planning  
Jennifer Steingasser, Office of Planning  
Melissa Bird, Office of Planning  
Travis Parker, Office of Planning  
Chip Glasgow, Holland and Knight  
Karen Wirt, Chair, ANC 6C  
Monte Edwards, Stanton Park Neighborhood Association  
Gary Peterson, Capitol Hill Restoration Society  
Tommy Wells, Councilmember Ward 6  
Phil Mendelson, Councilmember At-Large  
Kwame Brown, Councilmember At-Large  
David Catania, Councilmember At-Large

Michael Brown, Councilmember At-Large