

CASE NO. 17831
EXHIBIT NO. 31



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MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: *JF* Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

DATE: October 28, 2008

SUBJECT: BZA Case 17831 - Request for area variances at 14th and U Streets, NW (southwest corner)

I. SUMMARY RECOMMENDATION

The Office of Planning (OP) recommends approval of the variance request, to allow construction of a multi-family residential building with ground level commercial uses, for relief from the following:

- ❖ Lot occupancy on the ARTS/CR portion (75% permitted, 86.3% proposed)
- ❖ Rear yard on the ARTS/C-3-A portion (15.6' required, 0' provided)
- ❖ Public space on the ARTS/CR portion (3,346 square feet required, 50 square feet provided)

OP recommends denial of the special exception request to locate a driveway on 14th street, a designated pedestrian street within the ARTS Overlay District. While the applicant has requested a variance, Section 1906.1 provides for this to be reviewed as a special exception against established criteria.

II. AREA AND SITE DESCRIPTION

Address/Location:	Southwest corner of 14 th and U Streets, NW
Legal Description:	Square 205; Lots 70, 71, 73, 830, and 831
Ward:	2
Lot Characteristics:	C-3-A portion = 16,763 sq. ft/ 129.25' wide CR portion = 33,466 sq. ft./221.25' wide
Existing Development:	Retail/commercial buildings, row dwellings, and open, accessory parking
Zoning:	ARTS/C-3-A and ARTS/CR
Historic Designation:	The entire property is located within the Greater U Street Historic District and has several contributing buildings.
Adjacent Properties:	North, government office building; South, mixed-use, commercial, and residential buildings; West: storage building and alley residences; East: Mixed-use retail/residential uses
Neighborhood Character:	Mixed-use buildings with ground floor retail and residences/offices above, office buildings, multi-family residential

III. APPLICATION IN BRIEF:

Georgetown Strategic Capital, the applicant, has requested zoning relief to construct a multi-family residential building with ground level commercial uses on several lots located at the southwest corner of 14th and U Streets, NW. The site contains several contributing structures to the Greater U Street Historic District that would be preserved as part of the project. The proposed building would range in height from 7 to 9 stories and contain 224 dwelling units and over 19,000 square feet of ground floor commercial/retail space. The project also includes 2 levels of underground parking with a total of 147 spaces.

The initial proposal included the provision of affordable housing in accordance with the District's proposed Inclusionary Zoning (IZ) regulations and requested additional zoning relief from the floor area ratio (FAR) and building height requirements. Since the proposed IZ regulations have not been adopted, the applicant amended its request, eliminating the need for this zoning relief, and reducing the overall height and bulk of the building.

IV. AREA AND SITE DESCRIPTION

The subject property is located at the southwest corner of 14th and U Streets, NW. The surrounding blocks contain a mix of retail, office, and residential uses. The U Street/African-American War Memorial/Cardozo Metrorail stop is located to the east of the site at 13th and U Streets.

The subject property is located within Square 205, which is bounded by U Street on the north, 15th Street on the west, T Street on the south, and 14th Street on the east. The property is served by three historic alleys, Waverly Terrace, a north-south alley which provides access from T and U Streets; Treto Way, a north-south interior alley which is located adjacent to the west property line, and Paloma Way, an east-west alley which connects Treto Way and Waverly Terrace (see Exhibit 2). Neighboring districts within the subject square include ARTS/C-2-A and ARTS/C-2-B areas to the immediate west of the site, and an R-5-B district to the south and west. An R-5-B and R-5-D district are also located to the west of the site on the north side of U Street. The square includes alley structures that front on Paloma Way and Treto Way.



Initially, the applicant submitted two alternatives for the proposed vehicular access and circulation on the site. Option A calls for the use of the existing alley system to access the site, maintaining the commercial street frontage on 14th Street, and removing the existing curb cut. Option B proposes a curb cut from 14th Street to provide vehicular access to the residential parking garage and maintains the use of the alley system for the loading area behind the buildings. The applicant has indicated

that Option B is their preferred alternative. An existing curb cut is located at the south end of the site on 14th Street. Under Option B, the proposed curb cut would be in nearly the same location and would provide direct access to the underground parking garage.

V. ZONING REQUIREMENTS and REQUESTED RELIEF

The subject property is located within two districts, ARTS/CR, which accounts for the majority of the site, including the entire U Street frontage, and ARTS/C-3-A, which includes the southern portion of the property along 14th Street.

The CR Mixed Use District is designed to encourage a mix of compatible land uses that may include residential, office, and retail. The CR Mixed Use District regulations also address creating major new residential and mixed use development, encouraging the preservation of historic structures, and providing areas devoted to pedestrians by separating pedestrian and vehicular circulation patterns.

The purpose of the C-3-A District is to permit medium density development, with incentives for residential development, in compact areas on arterial streets, in uptown centers, and at rapid transit stops.

The purpose of the ARTS Overlay District is to increase the presence and integration of arts and related cultural uses and supports the development and reuse of buildings that contain a mix of uses. Buildings designed at a scale to enhance pedestrian activity are also encouraged as well as those that help strengthen the character and identity of an area. The proposed mixed multi-family residential/commercial development is allowed as-of-right.

Relief Requested

The applicant requests area variances to allow construction of a 7- and 9-story mixed-use building. Since the property is located within more than one zoning districts, relief is needed from the C-3-C, CR, and ARTS sections of the zoning regulations.

Table 1 –Zoning Analysis of the Project

Standard	ARTS/C-3-A Requirement	Planned Construction	ARTS/CR Requirement	Planned Construction	Relief Required
Lot Area	None	16,763 sq. ft.	None	33,466 sq. ft	N/A
Building Height	75'	75'	90'	90'	No
Floor Area Ratio	4.5	3.99; 4.13	6.0	6.0	No
<i>Lot Occupancy</i>	75%	61.6%	75%	86.3%	<i>Yes (11.3%)</i>
<i>Rear Yard</i>	15.6'	0'	22.5'	0'	<i>Yes (100%)</i>
<i>Public Space</i>	None	N/A	<i>Min. requirement (10% of lot area) = 3,346 sq. ft.</i>	50 sq. ft.	<i>Yes 3,296 sq. ft. (98.5 %)</i>
	Required		Proposed		Relief Required
Parking (on-site)	130		147 (174 including tandem spaces)		No
Loading	Total required: None, due to presence of historic structures		Total provided: 1 @ 30' 1 @ 45'		No
<i>Driveway Access</i>	<i>Not permitted from U or 14th Street under ARTS Overlay District</i>		<i>Proposed driveway access from 14th Street</i>		Yes

OFFICE OF PLANNING ANALYSIS

An analysis of the project against the relevant variance criteria is provided below.

Variance Criteria

The requested variance relief must satisfy the following criteria for area variances:

1. Is the property unique due to:
 - a. Exceptional narrowness, shallowness, or shape at the time of original zoning regulation adoption,
 - b. Exceptional topographical conditions or
 - c. Other extraordinary or exceptional situation?

The existing property consists of several lots which have an irregular shape, resulting in varying lot depths and widths throughout the site. In addition, the property is located within the Greater U Street Historic District and contains several contributing structures located along the U Street and 14th Street frontage that must be retained. Vehicular access to the site is largely provided by a network of historic alleys and a single curb cut along 14th Street. The property is also located within two different underlying zoning districts and a single overlay district, all of which have slightly different development parameters, and in some cases, opposing goals. For example, the CR Mixed Use District requires the provision of ground floor public space between the building and the lot line while the ARTS Overlay District requires building to street lot lines for a minimum of 75% of the building façade. Both the physical characteristics and other factors affecting the site create a unique situation under which to construct a single development of this size at the proposed location.

2. Does the uniqueness, in combination with the zoning regulations, result in peculiar and exceptional practical difficulties to the owner?

Lot occupancy – The requested relief from this requirement is only relevant for the part of the site located within the ARTS/CR District. Development of the CR portion of the site, which includes the entire U Street frontage, is constrained by the location of existing historic buildings that are being preserved and cannot be built upon. The proposed increase in lot occupancy is largely due to the applicant's desire to maintain the existing historic structures and develop the site to its full potential under the permitted height and FAR requirements. In addition, the overall lot occupancy for the entire site is 74%, which meets the maximum permitted for both the C-3-A and CR district.

Rear yard - The applicant has chosen to designate the lot line adjacent to U Street as the front lot line resulting in a required rear yard adjacent to the existing buildings along 14th Street at the southern boundary of the site. Due to the existing configuration of the buildings on the street, compliance with the required rear yard setback would result in a building design that would break up the existing street wall and create holes in the retail frontage along 14th street.

Public space – This requirement only impacts the ARTS/CR portion of the site. The site requires a 3,346 square foot area for ground floor public space. In order to accommodate such an area, the building footprint would have to be pushed back from the street to accommodate the amount of space required. However, the ARTS Overlay District requires that a minimum of 75% of the street frontage is built to the lot line. Compliance with both the CR and ARTS Overlay requirements would result in the creation of a long, narrow public open space (approximately 42.5' wide), breaking up the street wall for the proposed retail uses along an important pedestrian corridor. While OP does not normally accept the zoning regulations themselves as constituting a practical

difficulty, in this case, the **conflicting** zoning requirements create practical difficulty to the owner to construct a mixed-use project that addresses the street and provides viable retail spaces.

In addition, the existing historic structures, which may not be demolished, comprise the entire U street frontage and portions of the 14th Street frontage, eliminating a significant portion of land from providing ground floor public space. The remaining 14th Street frontage, approximately 170 linear feet, is the only area that could be utilized for public space. . The shape of the lot and location of historic structures create additional practical difficulty for the owner in attempting to meet this requirement.

3. Does granting the variance result in a substantial detriment to the public good or will it substantially impair the intent, purpose, and integrity of the zone plan?

Lot occupancy – The requested lot occupancy relief would allow construction of a building that, when viewed as a whole, meets the 75% maximum lot occupancy allowed within both zoning districts. The portion of the building that requires zoning relief meets both the FAR and building height requirements of the ARTS/CR district. In addition, a 9-story structure is currently located to the west of site that is of comparable bulk and height. The proposed request, if granted, would not be a detriment to the public good and is consistent, overall, with the lot coverage allowed for the district in which it is located.

Rear Yard – The requested rear yard relief, if granted, would maintain the same condition as currently exists. The variance, if granted, would maintain the street wall along 14th Street and provide more viable and inviting retail spaces on the ground floor. This would also support the initiatives of the ARTS Overlay District, which requires at least 75% of the buildings along pedestrian streets to be built to the lot line. Granting the requested zoning relief would not negatively impact the zone plan or the public good but instead allow for the retention and development of ground level retail along a designated pedestrian street.

Public space – The zoning relief requested from the ground floor public space requirement would not substantially detriment the public good as the project would maintain the pedestrian-friendly retail environment found along both 14th Street and U Street. In fact, compliance with the CR requirement would be detrimental to the provisions found in the ARTS overlay, which encourages pedestrian activity, ground floor retail, and structures built to the front property line. The requested variance, if granted, should not substantially impair the intent, purpose, or integrity of the zone plan.

Special Exception Criteria

The requested zoning relief to allow the location of a driveway along 14th Street requires special exception approval, per the requirements and criteria found in § 1906.1, listed below:

1906.1 Exceptions from the requirements of the ARTS District shall only be permitted if granted by the Board of Zoning Adjustment under § 3104 after public hearing, based on the following criteria:

- (a) *The uses, buildings, or features at the size, intensity, and locations proposed, will substantially advance the purposes of the ARTS Overlay District and will not adversely affect neighboring property or be detrimental to the health, safety, convenience, or general welfare of persons living, working, or visiting in the area;*

The proposed construction includes uses that are compatible with those found on neighboring properties and would be consistent with the purposes of the ARTS Overlay District. The proposed buildings also meet the building height and floor area ratio requirements found in the applicable zoning districts. The location of the proposed driveway on 14th Street, however, is a design feature that is counter to the goal of the ARTS Overlay District to encourage pedestrian activity. Granting of such relief would be substantially detrimental to the integrity and purpose of the ARTS Overlay District, which specifically prohibits such a condition along pedestrian streets.

- (b) *Exceptional circumstances affecting the property make compliance with the requirements of this chapter difficult or impossible, or the development provides alternative public benefits in lieu of the excepted uses or features that are of comparable value to the public in achieving the purposes of this chapter and of the Comprehensive Plan;*

While the property is irregular in shape and contains several historic structures that must be retained as part of this development, there are no exceptional circumstances that would require the continued use of the 14th Street curb cut to provide vehicular access to the site. The property is served by several alleys, ranging in width from 15' to 30'. As these alleys are proposed to provide access to the site for delivery and service vehicles, it is not impossible or difficult for the applicant to comply with the zoning requirement and use the alley for accessing the residential parking garage. Finally, the applicant has not indicated the provision of any public benefits that offset the impact of this design feature.

- (c) *The architectural design concept of the project will enhance the urban design features of the immediate vicinity in which it is located; provided, if a historic district or historic landmark is involved, the Board shall refer the application to the State Historic Preservation Officer for review and report;*

The proposed design of the project has received conceptual approval by the Historic Preservation Review Board (see Exhibit 1). However, their approval was limited to the design alternative that did not include the location of a driveway on 14th Street.

- (d) *Vehicular access and egress are located and designed so as to minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions; and*

The preferred circulation plan proposed by the applicant has not been designed in a manner that would minimize conflict with principal pedestrian ways as it would locate the driveway for the residential parking garage along 14th Street, a designated pedestrian street within the ARTS Overlay District. The proposed 20' wide driveway would continue an undesirable condition which has the potential for vehicular/pedestrian conflicts at this location. While the traffic study provided by the applicant indicates the use of the alley would have greater negative impacts on vehicular delays, no evidence has been provided analyzing the safety of both alternatives with regard to their impacts

on pedestrians. This design would also break up the retail frontage on 14th Street and eliminate on-street parking spaces.

- (e) *The Board may impose requirements pertaining to design, appearance, signs, size, landscaping, and other such requirements as it deems necessary to protect neighboring property and to achieve the purposes of the ARTS Overlay District.*

The applicant has suggested creating a grade-level curb cut for the 14th street driveway that includes paving material similar to the adjacent sidewalk to maintain consistency among the streetscape improvements. The Office of Planning maintains that the preferred design solution is to eliminate the curb cut, restore the retail street frontage at the lot line in this location, and shift vehicular access to the alley and the rear of the site.

VI. HISTORIC PRESERVATION

The subject property is located within the Greater U Street Historic District and contains several contributing structures. These include all of the buildings that front on U Street, the buildings at the corner of U and 14th Streets, and a one-story building along 14th Street that currently contains El Paraiso restaurant. The project has appeared before the Historic Preservation Review Board (HPRB) several times, beginning in December 2007.

The project has changed since its initial submittal. HPRB initially granted conceptual approval to the proposed project in April 2008 and has reviewed and approved subsequent revisions to the project since that time. HPRB has expressed that the proposed garage entrance on 14th street is out of character with the district and that vehicle loading and access should be provided via the alley. The project last appeared at HPRB on October 23, 2008 to seek input on a new design that no longer seeks to address the Inclusionary Zoning standards. A summary of previous HPRB actions and a copy of the latest Historic Preservation Office (HPO) staff report have been provided for your reference in Exhibit 1.

VII. COMPREHENSIVE PLAN

The property is designated as a mixed use area on the Comprehensive Plan Future Land Use Map, with moderate density commercial and moderate to medium density residential uses. A mix of single-family homes, rowhouses, and low-rise apartment buildings are the predominant uses in moderate density residential areas. Medium density residential generally consists of mid-rise (4-7 stories) apartment buildings but may include taller residential buildings as well as pockets of low and moderate density housing. Moderate density commercial areas are characterized by retail, office, and service businesses that draw from the surrounding neighborhoods as well as a broader market area and are typically no more than 5 stories in height. The Generalized Policy map indicates this area as a within a Main Street Mixed Use Corridor, defined as follows:

“Main Street Mixed Use Corridors: These are traditional commercial business corridors with a concentration of older storefronts along the street. The service area for Main Streets can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have

upper story residential or office uses. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment". 223.14

Other relevant Plan policies include the retention of walkable shopping streets with continuous building facades located at the lot line to "improve pedestrian comfort" (§913.13). The Plan also supports creating ground level retail, minimizing curb cuts and driveways, and avoiding gaps in the street wall in order to improve the street environment for pedestrians (§913.14).

For the Mid-City area in particular, where the subject property is located, the Comprehensive Plan lists the following Policy Items:

"Policy MC-1.1.2: Directing Growth

Stimulate high-quality transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metrorail station areas, as well as along the Georgia Avenue corridor and the North Capitol Street/Florida Avenue business district. Opportunities for new mixed income housing, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown on the Comprehensive Plan Policy Map and Future Land Use Map. 2008.3

Policy MC-1.1.8: Traffic and Parking Management

Improve traffic circulation along major Mid-City arterial streets, with a priority on 14th Street, Georgia Avenue, U Street, 18th Street, Columbia Road, and Connecticut Avenue. Implement programs in these areas to improve bus circulation, improve pedestrian and bicyclist safety and ease of travel, and mitigate the effects of increased traffic on residential streets. Consistent with the Transportation Element of the Comprehensive Plan, provide alternatives to automobile use—including improved transit and innovative personal transportation options—for existing and new residents to reduce the necessity of auto ownership, particularly where parking and traffic problems exist. 2008.9

Policy MC-2.2.2: Public Realm Improvements

Improve the streets, sidewalks, and public rights-of-way in the 14th/Park vicinity to improve pedestrian safety and create a more attractive public environment. 2012.8

Policy MC-2.2.4: Traffic and Parking Management

Improve bus, pedestrian, bicycle, and vehicular movement; parking management; and pedestrian safety along the 14th Street corridor while balancing the transportation and traffic needs of adjacent cross-streets..." 2012.10

VIII. COMMENTS OF OTHER DISTRICT AGENCIES

The Office of Planning distributed copies of the proposed project to the District of Columbia Department of Transportation (DDOT) and Fire and EMS Department for comment. The DC Fire and EMS Department has indicated they have no objection to the request. To date, no written comments have been received from DDOT.

IX. COMMUNITY COMMENTS

ANC 2B (Dupont Circle ANC) has met to discuss the proposed project several times over the past several months, beginning in November 2007. The project was most recently discussed by the commission at their October 7, 2008 meeting. At that time, the ANC voted to support zoning relief for lot occupancy, public space, and prohibition on driveways along 14th street. ANC 2B voted in opposition to the variance request for rear yard relief.

The Office of Planning has also met with a representative of ANC 2B and an affected neighbor to discuss the project. At that time, they indicated their general support for the project with the exception of the rear yard relief. They also expressed concerns regarding the feasibility of the loading and delivery area because the proposed building would abut the existing alley, providing no additional room for vehicle maneuvering to and from the planned loading and delivery spaces.

X. CONCLUSION AND RECOMMENDATION

OP recommends **approval** of the requested variances to allow construction of a multi-family residential building with ground floor commercial uses. However, OP recommends **denial** of the special exception relief for the proposed driveway location.

In addition, OP suggests that the applicant consider a design modification to facilitate adequate turning movements for loading vehicles in the alley. Specifically, OP suggests that the first two levels of the proposed structure within the ARTS/CR portion of the site that abut Treto Way and are located to the south of the proposed loading area be set back to increase visibility of the loading area and provide additional maneuvering room to access the berths. OP feels this modification would create a more open and accessible path to the proposed loading berths, increase the turning radii area, and reduce the need for use of the southern portion of the alley to access the loading area, which is adjacent to small-scale commercial and residential uses. To date, the applicant has expressed a willingness to explore this design change.

JS/ayj

Arlova Jackson, Case Manager

Attachments:

- Exhibit 1 – HPO Staff Report for the October 2008 meeting/Summary of HPRB Actions
- Exhibit 2 – Lot map
- Exhibit 3 – Lot map showing building footprints
- Exhibit 4 – Aerial photograph (2007)

**HISTORIC PRESERVATION REVIEW BOARD
STAFF REPORT AND RECOMMENDATION**

Property Address:	1400-1418 U Street and 1913-1944 14 th Street, NW	X Agenda Consent Calendar
Landmark/District:	Greater U Street Historic District	
Meeting Date:	October 23, 2008	X Concept Review Alteration
H.P.A. Number:	08-033	X New Construction
Staff Reviewer:	Steve Callcott	Demolition Subdivision

Architect Eric Colbert for developer Robert Moore (Georgetown Strategic Capital LLC), returns for ongoing conceptual review for construction of an apartment building at the southwest corner of 14th and U streets. The project received conceptual approval for the height, mass, and general design in April.

Revised Proposal

When granted conceptual approval in April, the applicants anticipated the project would be subject to the city's Inclusionary Zoning (IZ) policy, which provided the opportunity for additional height and density as part of a requirement to provide affordable housing units. For the northern portion of the subject site, located in the "CR" zoning district, this allowed a height of 100' feet (10' above the 90' height limit without the IZ bonus). Anticipating that the city's IZ program may not be in effect before construction begins, the applicants are seeking conceptual approval for an alternative proposal that eliminates the additional height and density that would be allowed only under IZ. Thus, on the northern portion of the building, the tenth floor has been eliminated. On the southern portion of the building, the height (75'), footprint and mass remain the same.

The penthouse structures each portion of the building have also been further developed. On the southern portion, the penthouse footprint remains the same as in the initial concept, measuring 14' in height, set back 14' on the east and west and 45' on the south from the outside edges of the 7th floor below (resulting in set backs of 44' from the front property line, 56'8" from the alley, and 52'7" from the southern property line). This portion of the penthouse would house a swimming pool and amenity room for the building residents; it would not house private apartment spaces. Based on direction from the development team's mechanical engineer, the penthouse structure on the northern portion has expanded in size from the initial concept to meet the building's likely mechanical needs. This mechanical penthouse would be 12' in height, set back 14' on all sides (20' on the north side) from the underlying ninth floor (resulting in set backs of 44' from the front property line, 34' from the alley, and 84' from U Street). The penthouse would be devoted entirely to mechanical equipment; it would not house private apartment spaces.

Recommendation

The HPO recommends that the Review Board approve the alternative concept that results in a 90' (as opposed to 100') building on the northern portion of the site as consistent with the purposes of the preservation act. As before, the applicants should continue to work with the staff on design development, and that the project return to the Board for preliminary review when appropriate.

HPRB ACTIONS

DECEMBER 20, 2007

U STREET HISTORIC DISTRICT

1400-1418 U Street NW and 1912-1944 14th Street NW, HPA #08-035, concept/new ten-story apartment building.

The HPRB adopted the staff report (8-0) that the new construction be treated as two separate structures – a shorter building to the south and a taller building to the north – to more successfully break down its mass; that the building was too massive and aggressive in its height and bulk; that greater attention and care be given to the architectural treatment along Treto Way; that service and parking should be located along the alley and that maintaining or creating a curb cut for parking, loading, and trash on 14th Street would be incompatible with the character of the district.

FEBRUARY 28, 2008

U STREET HISTORIC DISTRICT

1400-1418 U Street and 1913-1944 14th Street, NW, HPA #08-033, revised concept/construction of ten-story apartment building.

The Review Board addressed and gave great weight to the points raised by the ANC, and found that the project's revised design and massing was much improved and moving in the right direction. As the project moves forward, the Board directed the applicants to look at breaking up the strong horizontality of the southern portion of the building, provide greater balance to the two eight-story wings on 14th street, sculpt the 9th and 10th floors to have setbacks on all sides, as would be seen in a traditional penthouse structure, detail the masonry with traditional brick detailing, and continue to study the public visibility and appearance of the outdoor common areas. The Board took no further action on the proposed curb cut and garage entrance issue. Vote: 9-0.

APRIL 24, 2008

U STREET HISTORIC DISTRICT

1400-1418 U Street, NW and 1912-1944 U Street, NW, HPA #08-033, revised concept/new construction.

The Review Board approved the height, mass, and architectural direction of the project, adopted several recommendations provided by the ANC and community organizations, and directed the applicants to continue working with the staff on design development, detailing, and material selection and return to the Board for preliminary review when appropriate. Vote: 5-0.

OCTOBER 23, 2008

U STREET HISTORIC DISTRICT

1400-1418 U Street NW, HPA #08-033, revised concept/new construction.

The Review Board approved the alternative concept that results in a 90' (as opposed to 100') building on the northern portion of the site and that the penthouses be restricted in size to house mechanical equipment and the apartment amenity space only. Approved: 6-0. For: Aurbach, Boasberg, Buell, Kane, Sonderman, Taylor. Recused: Casarella.

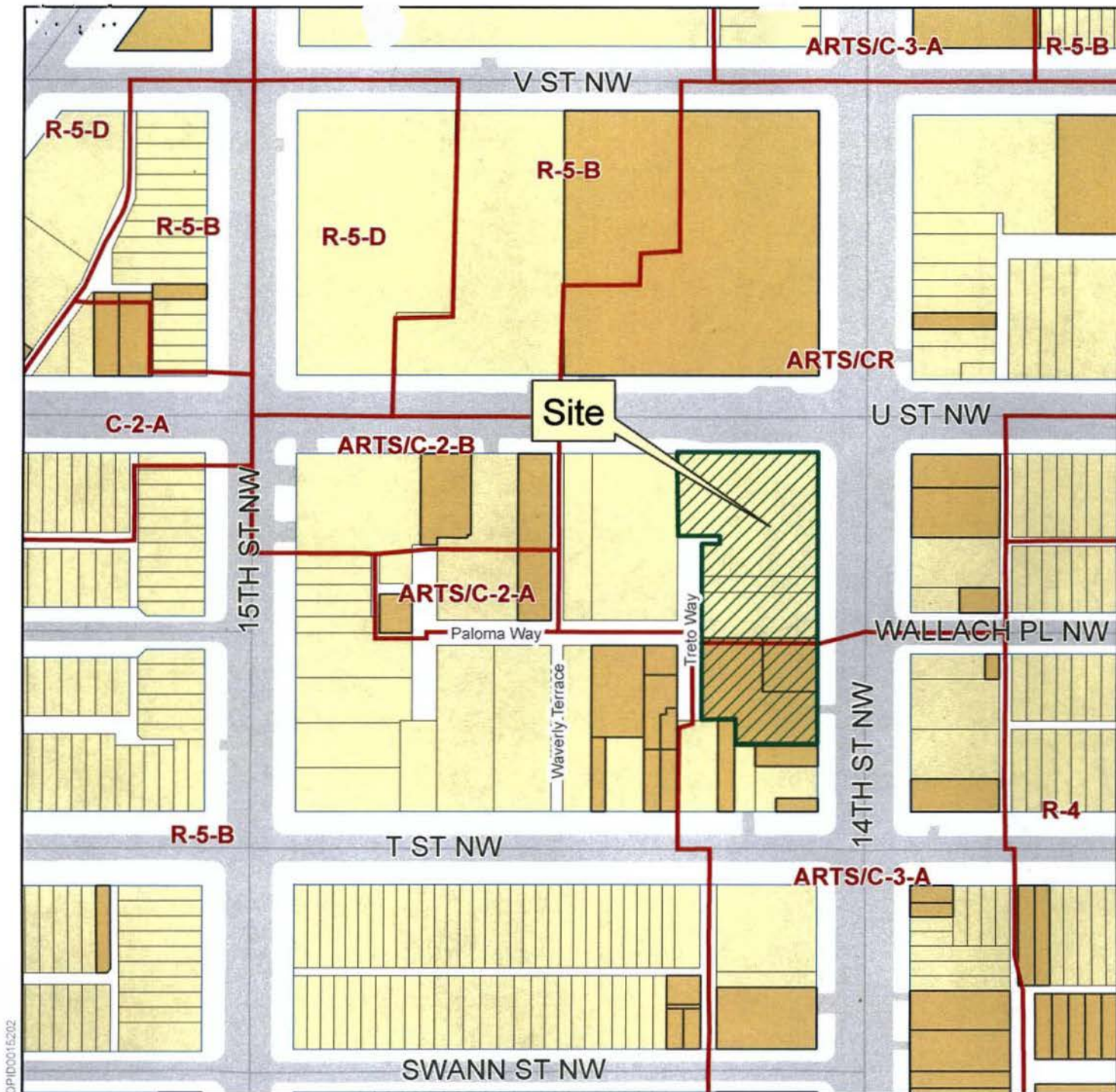
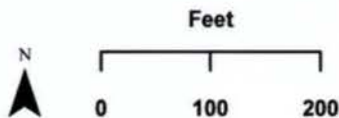


Exhibit 2 – BZA Case # 17831
14th and U Streets, NW (southwest corner)
Lot map



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 District of Columbia
 Adrian M. Fenty, Mayor

Office of Planning ~ September 16, 2008

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 purposes from a variety of sources.
 It is neither a survey nor a legal document.
 Information provided by other agencies
 should be verified with them where appropriate.

Legend

- Zoning Districts
- Property Squares
- Tax Lots
- Record Lots
- Roads
- Street Centerlines



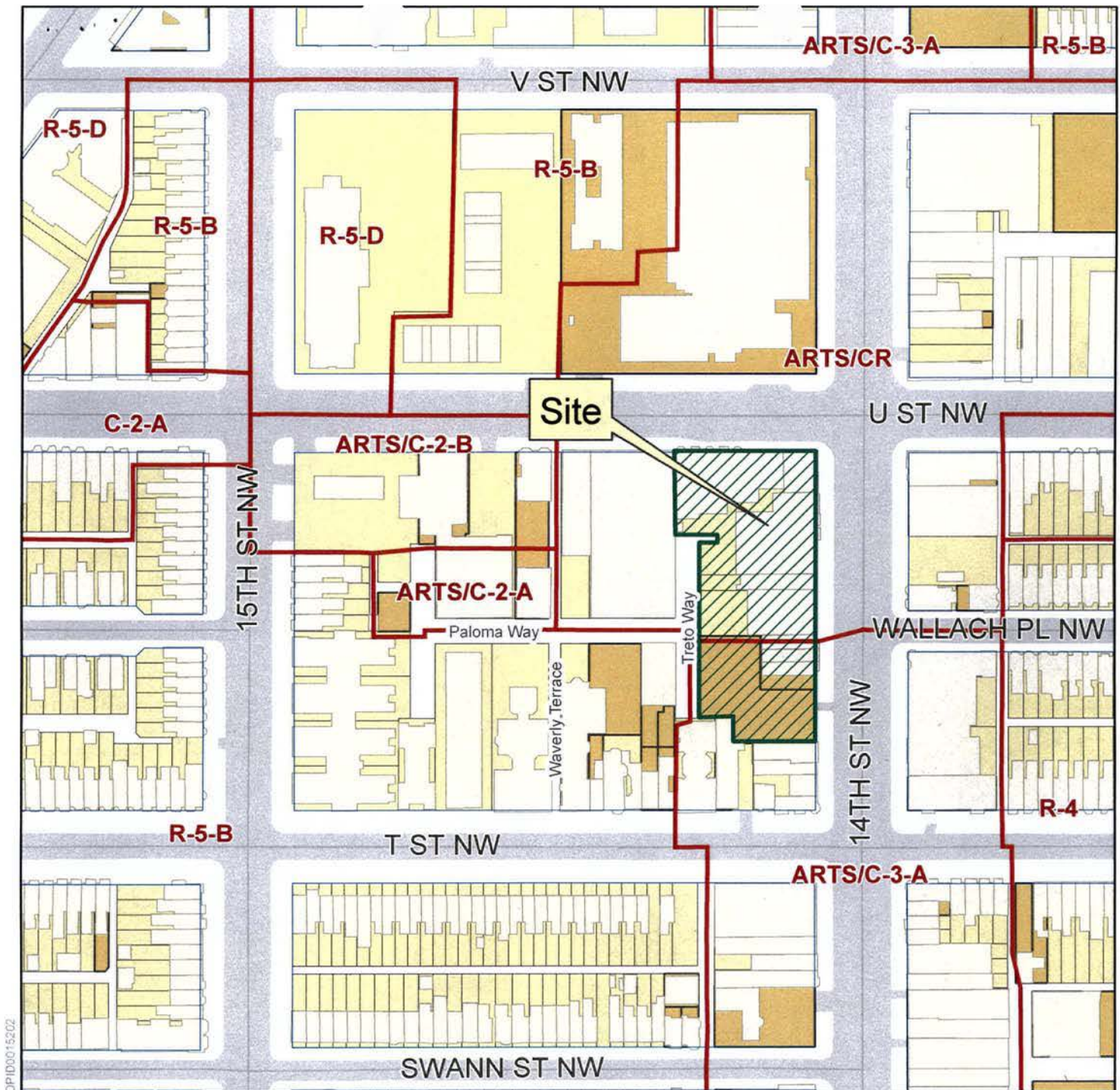
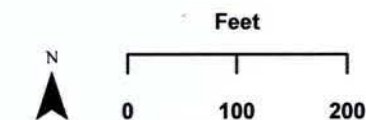


Exhibit 3 – BZA Case # 17831
14th and U Streets, NW (southwest corner)
Lot map w/ building footprints



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Legend

- Zoning Districts
- Property Squares
- Buildings
- Tax Lots
- Record Lots
- Roads
- Street Centerlines





Exhibit 4 - BZA Case #17831

14th & U Streets, NW (southwest corner)

Aerial photograph (2007)



Feet

0 100 200

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Office of Planning ~ September 16, 2008

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