

Via Electronic Mail to the Addressees Below

May 14, 2012

Addressees:

Harriet Tregoning, DC Office of Planning
Steve Callcott, DC Historic Preservation Office
Richard S. Nero, Jr. Office of Zoning
BZASubmissions@dc.gov
Roland F. Dreist, Jr. DC Surveyor
Martin Parker, DDOT
Felicia Banks, DDOT

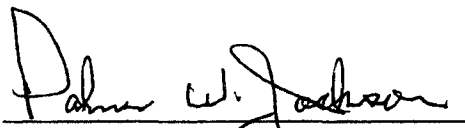
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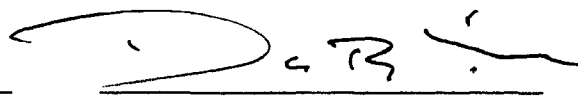
**RE: Opposition to JBG Companies Florida Avenue 8th & 9th Street NW Project, As
Rendered –H.P.A. # 12-159, BZA #18375 and SO #11-08780**

On behalf of the 9th Street Business and Property Owners in the 1900 block of Square 393, we wish to submit herein our opposition to the approval of Florida Avenue Residential LLC's (JBG Companies) March 12, 2012 Historic Preservation Review Board Submittal H.P.A. Number 12-159, March 13, 2012 Board of Zoning Adjustment Application Number 18375 and November 28, 2011 Department of Consumer and Regulatory Affairs' Office of the Surveyor Application Number 11-08780. We have addressed our concerns, in one response, to all applicable DC Agencies since some JBG's submission materials were not provided to all Agencies.

Attached hereto are two PDF documents detailing our opposition to each of the proposed actions under review by your respective agencies. One is our April 3, 2012 letter to Councilmember Jim Graham, with attachments and the other is our April 16, 2012 ANC 1B Design Committee Presentation, with attachments for your ready reference. We look forward to working with you, the JBG Companies, and the ANC-1B.

Sincerely,


Palmer W. Jackson


David B. Lindeman

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18375

EXHIBIT NO. 23

Board of Zoning Adjustment
District of Columbia
CASE NO.18375
EXHIBIT NO.23

For these reasons, we the undersigned owners of property in the 1900 block of 9th Street NW in Square 393 ask your assistance in gaining amenable relief. If you have any questions about this matter, please contact Palmer W. Jackson at 202-701-5307 or David B. Lindeman at 202-439-6563. We are:

B. Horne 1913 9th St. N.W.

B. Horne 1911 9th St. N.W.

Palmer W. Jackson, Trustee 1901 9th St. N.W.

B. R. Q. 1903 - 9th St NW

DOR 1923 9th St Limited Partnership

Smart Alice 1919, 9th Street, NW DC

Meggin Johnson 1909 9th St NW DC

Tamara Cernofes 1917 9th St. NW DC

Martha Cernofes 1915 9th St. NW

W. C. William & Michelle Lewis 1905 9th St, NW

John H. Ebermichael 1907 - 9th St NW

Attachments (23)

May 14, 2012

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Steve Callcott, DC Historic Preservation Office
Richard S. Nero, Jr, Office of Zoning
BZASubmissions@dc.gov
Roland F. Dreist, Jr, DC Surveyor
Martin Parker, DDOT
Felicia Banks, DDOT

RE: Opposition to JBG Companies' Florida Avenue 8th & 9th Street NW Project, As Rendered

We, the 9th Street Property Owners have reviewed the Florida Avenue Residential LLC's (JBG Companies) Historic Preservation Review Board (HPRB) Submittal (H.P.A. Number 12-159), Board of Zoning Adjustment (BZA) Application (Number 18375) and the DC Surveyor Application (Number 11-08780) against the DUKE Plan, the Historic Preservation and District Department of Transportation (DDOT) requirements. We wish to oppose granting approval to proceed with the mixed use development project in Squares 393 and 416. Not only do the development plans and construction drawings confirm our April 3, 2012 arguments for not permanently closing the Florida Avenue section of the alley (with attachments) that we presented to Councilmember Jim Graham, but they also set forth the basis for denying JBG Companies' Development Plans and Construction Drawings as presented to the HPRB and BZA.

The DUKE Plan

On June 21, 2005, the DC City Council approved the DUKE Framework for a Cultural Destination for Greater Shaw U Street (the DUKE Plan) through Resolution 16-0209. The DUKE Plan states that it was envisioned that the "Howard Theatre and the Lincoln Theatre would serve as bookends to the many cultural heritage assets of the Project Area" and the cultural landmarks would be "pearls on a string" of supporting mixed use development. One of the designated sub-areas for redevelopment, within the Project Boundaries, is the "9th Street Sub-District", which on page 22, among other things, states:

- "1920 8th Street NW (Lot 45) should be developed as a residential building which maximizes zoning";
- "Existing properties on the 800 block north side [Florida Avenue] should be preserved and rehabilitated with retail uses to support and/or compliments daytime office and nighttime theater uses; and
- "As needed, technical assistance should be provided to both the 9th Street property and business owners about the retention, attraction and development of unique, small businesses within the historic buildings around the intersection of Florida/U Street/9th Street."

Three of the four Process Goals in the DUKE Plan, on page 8, states:

1. *"Filling the Gap – Establish a mixed use destinations-oriented development program and strategy (consistent with transit oriented development guidelines) for any vacant and existing historic site between the historic Lincoln and Howard Theatres";*
2. *"Fitting In – Create a site plan and massing scenario that defines a new neighborhood and regional center of mixed use development along 7th Street/Georgia Avenue and Florida Avenue that meets the needs of the local community but also attracts residents from the surrounding areas and visitors"; and*
3. *"Demonstrating Benefits" – Outline the fiscal and economic impact of new investment on zoning; total area projected for retail development; estimated production of full-time jobs and temporary construction jobs; estimated sales tax revenues (where possible); and number of potential market rate and affordable rental and ownership opportunities.*

The DUKE Plan- Transportation, Traffic and Parking, on page 5, states: *"The District has embarked on a public policy agenda that stress the need to concentrate and maximize new development at or near Metro Stations to increase Metro ridership while reducing the need for personal vehicles."*

Proposed Florida Avenue 8th and 9th Streets Project Description

Within the DUKE Plan's 9th Street Sub-District, JBG Companies plans to construct a mixed use development that will front Florida Avenue and 8th Street from 9th Street NW on the north and 7th Street NW to the south on Lots 44, 826, 41 and 45 in Square 393 and Lot 31 in Square 416. The development site is zoned Arts/C-2-B and is located in the Greater U Street Historic District. The proposed development will be two (2) mixed use buildings:

1. **The West Building – a 6 story structure with a roof area between 9th and 8th Streets with 163 residential units and 22,775 sq ft of commercial space on the ground floor fronting Florida Avenue and 8th Street, NW with 69 underground parking spaces requested rather than the required 82 spaces. The West Building project also proposes to close the northern portion of the public alley bisecting Lots 44, 826, 41 and 45 and reconfigure the alley to exit on 9th Street instead of Florida Avenue; and**
2. **The East Building – a 6 story structure with a roof area between 8th and 7th Streets with 94 residential units and 9,229 sq ft of commercial space on the ground floor fronting Florida Avenue and 8th Street NW with 29 underground parking spaces requested rather than the required 41 spaces.**

Required DC Government Approvals

A final approval by the HPRB is required since at its March 22, 2012 meeting, it was "recommended that JBG continue to work on the designs, materials and articulation of the proposal and return for further review when appropriate". HPRB's guidelines "New Construction in Historic Districts" states that "typically, if a new building is more than one story higher or lower than existing

buildings that are all the same height, it will be out of character." The 9th Street Property Owners in Square 393 are on record with the Historic Preservation Office (HPO) and the ANC-1B Design Committee opposing the proposed building height, composition, materials, massing and architectural style. We concur with the March 22, 2012 HPRB's comments that the "height should be reduced and density decreased".

A public hearing to obtain BZA's approval has been scheduled for July 10, 2012. Area Variances requested include only those for the East site (no requested variances were included in the BZA application for the West site). Variances for the East site include: 1) relief to increase lot occupancy from 80% to 90%; 2) relief for the roof structure; 3) relief for the rear yard/"green space" to eliminate the required 15' allowance; 4) relief to reduce number of required parking spaces; 5) relief to eliminate one (1) 55' deep loading berths and one (1) 100sf platform; and 6) relief to expand sidewalks on Florida Avenue between 7th and 8th Streets . (See JBG's March 13, 2012 BZA Application #18375 and attached March 12, 2012 HPRB Sheet G-002 Zoning Tables – H.P.A. #12-159.)

The DC City Council's hearing to consider the approval of JBG's proposal to 1) permanently close a 10 ft public alley at the northern and southern sections of the alley in Square 393 adjacent to Lots 44 and 45; and, 2) reconfigure the public alley on the West site to exit on 9th Street is projected to be held during the Summer of 2012. On April 3, 2012, the property owners, in the 1900 9th Street, NW block of Square 393, wrote to Councilmember Jim Graham: 1) opposing the proposed closing of the northern and southern sections of the public alley adjacent to Lots 44, 826, 41 and 45; and, 2) explaining the negative economic impact this closure would have on our thriving 9th Street commercial corridor. Two 9th Street Property Owners have filed a February 21, 2012 complaint with the DC Office of the Surveyor opposing closure of the public alley. The remaining 9th Street Property Owners in Square 393 are also on record with the DC Office of Surveyor opposing the proposed closing of the northern and southern sections of the public alley adjacent to Lots 44, 826, 41 and 45.

Design and Historic Preservation Issues

The proposed mixed use development does not promote or reinforce the historic character and African-American heritage of the area, which is a cornerstone of the DUKE Plan. Its building height, composition, materials and massing, as shown on Sheet A-200 Building Elevations (in our April 16, 2012 presentation to the ANC 1B Design Committee) are fundamentally incompatible with the character of the historic structures within the Greater U Street Historic District. The property owners in the 1900 block of 9th Street believe that the frontage for the JBG Florida Avenue properties in Squares 393 and 416 are not only aesthetically unappealing and incompatible with the historic district requirements, but their sheer size would adversely impact the existing character of the neighborhood. As stated in the DUKE Plan, the design should address the need to achieve a "signature architecture" that adheres to massing and scale to "fit in". Page 40 of the DUKE Plan states, in addressing the "Built Form" that "Preservation regulations [DC Preservation Law – Title 10, Chapter 26 of the District of Columbia Municipal Regulations] apply to structures within Historic District":

- Analysis of Sheets A-900 Perspective View and A-901 Perspective Views show that the West and East Building do not blend with the traditional architectural styles of the

neighborhood, and the design is out of character with the other properties on the 9th and U Streets commercial corridor. The design also does not blend with the Florida Avenue buildings across from the West Building.

- A rear yard/"green space" design concern, as shown on Sheets A-201 Building Elevations and A-210 Section Perspectives (associated with the building's massive height and size) are the West Building rear balconies facing our commercial properties on 9th Street; and its second floor residential courtyard. We consider the balconies to be intrusive and ask that they be moved to the front of the building or eliminated. We also question the Level 2 courtyard design given the existing location of 1933-35 9th Street.
- A major West Building issue is the treatment of the historic structure at 1933-35 9th Street NW in Square 393 on Lot 826, which, we believe, is an important part of JBG Companies' development strategy for our area. On March 12, 2012, JBG Companies presented an incorrect relocation plan for moving the historic structure. On Sheet A-901 of the HPRB Submittal, this historic structure is shown adjacent to the building at 1919 9th Street NW. This puts the structure on Lot 42/1923 9th Street NW – a property JBG does not own. At the April 16, 2012 ANC 1B Design Committee meeting, a representative of JBG called the graphic a "mistake". She then displayed a "corrected version" showing the building at 1933-35 9th Street NW standing alone with Lot 42/1923 9th Street now intervening between this structure and 1919 9th Street, NW. Even though the "corrected graphic" shows the building to be moved approximately 30 feet rather than 50 feet to the south, the "corrected graphic" when compared with the "original (March 12, 2012) graphic" shows no adjustment to the design of the West Building fronting 9th Street. The "corrected graphic" also does not reflect the loss of approximately 20 feet and its impact on, as shown on the March 12, 2012 HPRB Sheets G-003 and A-101: the Level 1-Ground Floor; the Ground Floor 30' Deep Loading Berth; 20' Loading Space; and the 20' Trash & Recycling Area. (See Attachments)

The "corrected" change presented by JBG Companies invalidates the HPRB Staff Report and Recommendation prepared for the March 22, 2012 HPRB's design review but the logic as applied to Historic buildings remains applicable. HPRB Staff Report, in response to JBG's original submittal (which included the incorrect graphic), states "Relocating an historic building from its original site is not standard preservation practice and is generally discouraged by Federal preservation standards and guidelines. In this particular instance...HPO recommends support for relocation of 1933-35 9th Street, NW...Relocation will...provide a more appropriate contextual setting adjacent to similarly scaled historic buildings...allowing more open space and separation between the existing building and the new construction..."

JBG Companies' "corrected graphic" serves to isolate the historic structure; and the move reduces the open space as stated in the HPRB Staff Report [Sheet A-010, Open Space Plan]. The relocation of the historic building as a "stand-alone" is contrary to the original intent of HPRB's departure from standard preservation practice. There is no historic benefit and little aesthetic advantage realized by moving this property from its present location. The new location and context is inappropriate for this historic building. For these reasons we oppose moving the building, which is currently occupied by 2 small businesses, i.e., Serv-U Liquors and Zula Restaurant and request that 1933-35 9th Street NW remain at its present location. We ask that 1933 – 35 9th Street NW be incorporated into the design of the JBG West Building. It was envisioned in The DUKE Plan, as the attached picture

on page 23 shows, that this historic structure would remain in place and adjacent to a new structure without balconies or an intersecting garage/alley entrance. A structure that would "fit" the neighborhood is shown on page 41 of the DUKE Plan, which is Picture J - 200 Newbury Street in Boston, MA. (Attached are additional pictures of the recommended structure adjacent to a public alley bisecting two buildings on Exeter Street.)

Zoning Issues

On January 23, 2012, JBG Companies, Florida Avenue Residential LLC filed a BZA Application for 8th Street and Florida Ave., N.W. (Square 393, Lots 44 and 45; Square 416, Lot 31) for zoning relief in order to construct "a new mixed use residential and retail buildings in Squares 393 and 416". On March 13, 2012, JBG representative, Holland and Knight LLC filed an application for special exceptions and variances for only Square 416, Lot 31. The submission, in the Background section of its application, however, addresses both Squares 416 and 393.

Whereas JBG Companies' BZA Application's March 9, 2012 Plan/Drawings for the East site excludes the important Sheet G-002, Zoning Table, its March 12, 2012 HPRB Submittal includes the Sheet G-002, Zoning Tables. This failure to include attached Sheet G-002, Zoning Tables in its submission gives the impression that JBG Companies is seeking Zoning modification approval for one property rather than two. Many of the Sheets for the West site were either modified from those submitted to the HPRB or excluded in the March 9, 2012 submission. We believe these (Sheet) changes and exclusion serve to give an incorrect interpretation of need for changes to the West site.

In JBG Companies' Application, it states, "relief can be granted without harm to the public good and without threat to the integrity of the zone plan." We the 9th Street Property Owners take exception with this statement. With respect to the public good: 1) the replacement of a vacant lot with two new six story with roof area mixed use buildings adjacent to mostly two story historic buildings; and, 2) relocating a ten foot portion of the existing alley, exiting onto Florida Avenue, that is behind the properties on the 1900 9th Street block with a narrow 20ft alley for two-way traffic, entering and exiting onto 9th Street instead of Florida Avenue does not provide significant contributions to our community.

JBG's Application is requesting an increase lot occupancy regarding residential, but its application does not address the community's request for mixed-income development that is consistent with the DUKE Plan. One principal component of the DUKE Plan as stated on page 10 is: *"This plan is to challenge public and private asset holders to develop mixed use, mixed-income developments where affordable housing units are created at not less than a minimum of 20% of the units, but preferable at the community's preference of 30% and at rates that reach the very low income (0-30% of AMI)".* Given the requested occupancy relief and using 30% of the total units proposed would represent 28 affordable housing units in the East Building, and 50 affordable units in the West Building. These figures are based on a 257 residential availability for both buildings.

The 9th Street Property Owner's goal is to seek a balance in respecting the Greater U Street Historic District's past while embracing its new diversity. The JBG Companies development plan and architectural drawings will not accomplish these objectives because the Variance Relief Requested for the East site is too severe and is in noncompliance with the DUKE Plan, Historic Preservation and DDOT requirements. The JBG Companies' BZA Application does not include special exceptions and variances for its West site, however, our analysis of the March 12, 2012 HPRB Submittal Zoning Tables show that the variance reliefs needed will have a more severe impact than the East site which also does not comply with the DUKE Plan, the Historic Preservation and DDOT requirements. For these reasons, the BZA should disapprove the Area Variances for the East and West sites.

Public Alley Closing

On November 28, 2011 JBG filed an Application to Close the "Northern Alley Entrance" to the alley in square 393, that is behind the buildings on the East side of the 1900 block of 9th Street. On April 3, 2012, the property owners, in the 1900 9th Street, NW block of Square 393, wrote to Council Member Jim Graham opposing the proposed closing of the northern and southern sections of the public alley adjacent to Lots 44, 826, 41 and 45; and in our April 16, 2012 submission to the ANC 1B Design Committee recommended the construction of an overhead walkway on Level 2 of the West Building between lots 44 and 45. The example provided were pictures of an L Street NW overhead walkway connecting the Safeway at 5th and L Streets, NW with the neighboring building on L Street, NW. (A picture of this example is also on page 2-9 of the DDOT Public Realm Design Manual.)

Keeping the current configuration of the public alley would serve to avoid disrupting the heavily used 9th Street commercial corridor and, in turn, prevent the resulting negative impact on the operation of our commercial businesses in that block. As most of the commercial properties in the 1900 9th Street NW are assessed at more than one million dollars, the owners are obligated to remain competitive and not diminish the commercial appeal and functionality of their property. The closure of the northern end (Florida Avenue) of the alley and the creation of a 24 feet alley entrance for two-way traffic on the 1900 block of 9th Street would serve to defeat this purpose; and serve to compromise the relationship of the remaining portion of the alley to the building sites and surroundings.

A related concern is the amount of traffic onto a heavily traveled commercial corridor and the potential "bottlenecks" that may occur attempting to enter and exit on 9th Street from the service locations and parking garage. An analysis of March 12, 2012 HPRB Submittal Sheet A-100, Level 0- Parking Floor Plan shows the potential traffic entering and exiting both the West and East Buildings. Per DDOT's Public Realm Design Manual, "driveways shall be designed to avoid vehicle backing and vehicle waiting within the street;" and "where the driveway provides access to a parking facility, the driveway shall provide a sufficient off-street storage area for vehicles waiting to enter the parking facility". JBG's request for variance with regard to service locations would serve to defeat this purpose. DDOT's Design and Engineering Manual for Public Space states that "all driveways shall be a minimum of 24-feet wide for two-way traffic". JBG proposes to construct a 20 feet wide alley/driveway instead of 24-feet wide. DDOT's Public Realm Design Manual also states "the curb radius for the entrance to a new alley is 10 feet". This standard would also be impossible should the alley entrance be placed on 9th Street.

The analysis of March 12, 2012 HPRB Submittal's Sheets: 1) G-003 Architectural Site Plan; 2) A-101 Level -1 Ground Floor; 3) A-201 Building Elevations; and 4) A-210 Section Perspectives show that the East Building's proposed two-way traffic Garage Entrance is located at the southern end of that building on 8th Street, and the West Building's Garage Entrance is located on 9th Street. The West Building's entrance to its underground parking and service locations consists of entering a covered drive-way with a clearance of 17'6" that JBG says is also the entrance to the public alley. The entrance to the alley from 9th Street would require driving past service locations, to either turn right to enter the remaining portion of the North/South alley which is outside of the covered drive-way area or proceeding past the alley to the underground garage. The 9th Street Property Owners consider this alley proposal of 20 feet for two-way traffic to be too limiting and hazardous for their

commercial use. Entry to the service locations on 9th Street would serve to make the 1900 block of 9th Street the staging area for services to the building and would be incompatible with the ambiance of our area and the DUKE Plan. It should be noted that the West Building on the 8th Street side already has an existing curb cut that could be relocated to serve as the point of ingress and egress into the proposed underground parking and services locations. Locating the curb cut for the West Building on 8th Street instead of 9th Street is consistent with DDOT's policies for new driveways, which states "when a curb cut is unavoidable and the property fronts on 2 or more streets, the street having the lowest traffic volume is preferred for access". This argument supports the 8th Street entrance rather than the 9th Street entrance.

The analysis of Sheets: 1) A-101 Level -1 Ground Floor; and, 2) A-210 Section Perspectives show that the "New Alley"/Garage Entrance will connect with the existing 10-foot north-south alley, (which JBG pledged at the April 16, 2012 ANC 1B Design meeting to widen by another 10 feet for the length of its property line on the 8th Street side). We oppose the height clearance and sweep angle onto the public alley given the design of Level 2/2nd Floor and its overhang(s) as shown on Sheet A-102 Level 2 - Floor Plan. A major concern of we, property owners, is whether access into the public alley from the West Building's Garage Entrance will be accessible at all times (24/7) for use. The new alley configuration will impede commercial tenants from many business operations and types of services, which could create health, sanitation and safety concerns.

Some of the 9th Street Property Owners argues that the Florida Avenue entrance to the alley is the only entrance large enough to accommodate the large trucks required in the operation of their commercial businesses. There is an existing 8th Street entrance to the alley, however, that entrance is impacted by the placement of a utility pole that makes a 90 degree turn impossible serving to prevent large trucks from entering the alley and navigating to the northern properties in the alley; and the "T" Street entrance is too narrow to accommodate the entering of large trucks.

We, 9th Street Property Owners, look forward to working with JGB Companies in the fulfillment of its project. We will be attending all public hearings to assist in reaching conclusions that are consistent with the DUKE Plan and Historic Preservation, DDOT and Zoning requirements and are in the best interest of our community.

ZONING TABULATIONS - WEST SITE

FORM TITLE 11 ZONING CLASSIFICATION	ARTS/C-2-B		
ALLOWABLE FAR	C-2-B	3.5	
	Preliminary Zoning	0.7	
	Revised Zoning Density	0.7	
	Separate Fact Review	0.3	
	Total	1.0	
FAR CALCULATIONS	LEVEL 1-2	0	
	LEVEL 1	10,000	
	LEVEL 2	10,000	
	LEVEL 3	10,000	
	LEVEL 4	10,000	
	LEVEL 5	10,000	
	LEVEL 6	10,000	
	ROOF	727	
GROSS FLOOR AREA		100,000	
LOT AREA		10,000	
FAR PROVIDED		3.00	
LOT OCCUPANCY ALLOWABLE		80%	
LOT OCCUPANCY PROVIDED		90%	RELIEF REQUESTED TO INCREASE LOT OCCUPANCY TO 90%
BUILDING HEIGHT ALLOWABLE		70'	
BUILDING HEIGHT PROVIDED		70'	
PENTHOUSE HEIGHT ALLOWABLE		18'-6"	
PENTHOUSE HEIGHT PROVIDED		18'-6"	
PENTHOUSE AREA ALLOWABLE (137 FAR)		13,700	
PENTHOUSE AREA PROVIDED		13,700	
ROOF STRUCTURES			RELIEF REQUESTED
REAR YARD ALLOWABLE		15'	
REAR YARD PROVIDED		15'	
SIDE YARD ALLOWABLE		N/A	
SIDE YARD PROVIDED		N/A	
OPEN COURTS ALLOWABLE (8' per FOOT)		15' MINIMUM	
OPEN COURTS PROVIDED		15'	
CLOSED COURTS ALLOWABLE		N/A	
CLOSED COURTS PROVIDED		N/A	
PARKING			
RETAIL (BY EXCESS OF 1000 SF, 1 SPACE PER 750 SF)		33	
RESIDENTIAL (1 PER 1 UNIT)		35	
	REQUIRED	35	
	PROVIDED	35	RELIEF REQUESTED FOR 13 SPACES
LOADINGS			
RETAIL REQUIRED:	(1) 30' DEEP LOADING BERTH	RELIEF REQUESTED TO ELIMINATE (1) 30' DEEP LOADING BERTH	
	(2) 100' OF PLATFORM	RELIEF REQUESTED TO ELIMINATE (1) 100' OF PLATFORM	
	(3) 20' DEEP LOADING SPACE		
RESIDENTIAL REQUIRED:	(1) 55' DEEP LOADING BERTH	RELIEF REQUESTED TO ELIMINATE (1) 55' DEEP LOADING BERTH	
	(2) 100' OF PLATFORM		
	(3) 20' DEEP LOADING SPACE	RELIEF REQUESTED TO ELIMINATE (1) 20' LOADING SPACE	
PROVIDED:	(1) 30' DEEP LOADING BERTH		
	(2) 100' OF PLATFORM		
	(3) 20' DEEP LOADING SPACE		
STREET FRONTAGE DESIGN REQUIREMENTS	100% LESS THAN 75% OF STREET WALLS ARE CONSTRUCTED TO PROPERTY LINE	RELIEF REQUESTED AS LESS THAN 75% OF WALLS ARE CONSTRUCTED TO PROPERTY LINE	

ZONING TABULATIONS - EAST SITE

FORM TITLE 11 ZONING CLASSIFICATION	ARTS/C-2-B		
ALLOWABLE FAR	C-2-B	3.5	
	Preliminary Zoning	0.7	
	Revised Zoning Density	0.7	
	Separate Fact Review	0.3	
	Total	1.0	
FAR CALCULATIONS	LEVEL 1-2	0	
	LEVEL 1	10,000	
	LEVEL 2	10,000	
	LEVEL 3	10,000	
	LEVEL 4	10,000	
	LEVEL 5	10,000	
	LEVEL 6	10,000	
	ROOF	727	
GROSS FLOOR AREA		100,000	
LOT AREA		10,000	
FAR PROVIDED		3.00	
LOT OCCUPANCY ALLOWABLE		80%	
LOT OCCUPANCY PROVIDED		90%	RELIEF REQUESTED TO INCREASE LOT OCCUPANCY TO 90%
BUILDING HEIGHT ALLOWABLE		70'	
BUILDING HEIGHT PROVIDED		70'	
PENTHOUSE HEIGHT ALLOWABLE		18'-6"	
PENTHOUSE HEIGHT PROVIDED		18'-6"	
PENTHOUSE AREA ALLOWABLE (137 FAR)		13,700	
PENTHOUSE AREA PROVIDED		13,700	
ROOF STRUCTURES			RELIEF REQUESTED
REAR YARD ALLOWABLE		15'	
REAR YARD PROVIDED		15'	RELIEF REQUESTED
SIDE YARD ALLOWABLE		N/A	
SIDE YARD PROVIDED		N/A	
OPEN COURTS ALLOWABLE (8' per FOOT)		15' MINIMUM	
OPEN COURTS PROVIDED		15'	
CLOSED COURTS ALLOWABLE		N/A	
CLOSED COURTS PROVIDED		N/A	
PARKING			
RETAIL (BY EXCESS OF 1000 SF, 1 SPACE PER 750 SF)		33	
RESIDENTIAL (1 PER 1 UNIT)		35	
	REQUIRED	35	
	PROVIDED	35	RELIEF REQUESTED FOR 13 SPACES
LOADINGS			
RETAIL REQUIRED:	(1) 30' DEEP LOADING BERTH	RELIEF REQUESTED TO ELIMINATE (1) 100' OF PLATFORM	
	(2) 100' OF PLATFORM		
	(3) 20' DEEP LOADING SPACE		
RESIDENTIAL REQUIRED:	(1) 55' DEEP LOADING BERTH	RELIEF REQUESTED TO ELIMINATE (1) 55' DEEP LOADING BERTH	
	(2) 100' OF PLATFORM		
	(3) 20' DEEP LOADING SPACE		
PROVIDED:	(1) 30' DEEP LOADING BERTH		
	(2) 100' OF PLATFORM		
	(3) 20' DEEP LOADING SPACE		
STREET FRONTAGE DESIGN REQUIREMENTS	100% LESS THAN 75% OF STREET WALLS ARE CONSTRUCTED TO PROPERTY LINE	RELIEF REQUESTED AS LESS THAN 75% OF WALLS ARE CONSTRUCTED TO PROPERTY LINE	

BKV
GROUP

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Interior Design
Landscape Architecture
Engineering

Boorman
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Seattle, Washington 98104
Telephone: 206-462-6837
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CONSULTANTS

PROJECT TITLE AND PHASE

FLORIDA AVENUE

HPRB SUBMITTAL

REVISIONS

DATE: MAY 13, 2010
DRAWN BY: ABB
CHECKED BY: CHAD
COMMISSION NO.: 000
SHEET TITLE

ZONING TABLES

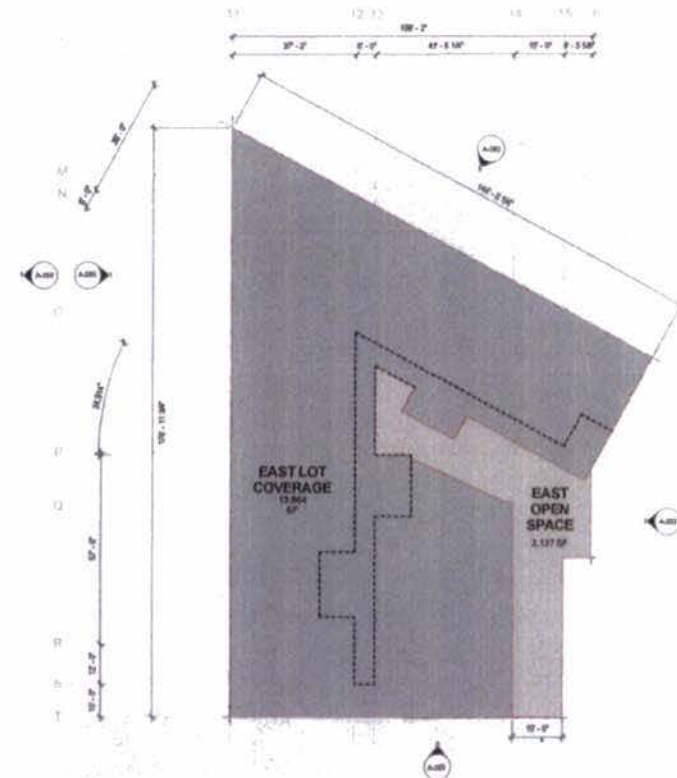
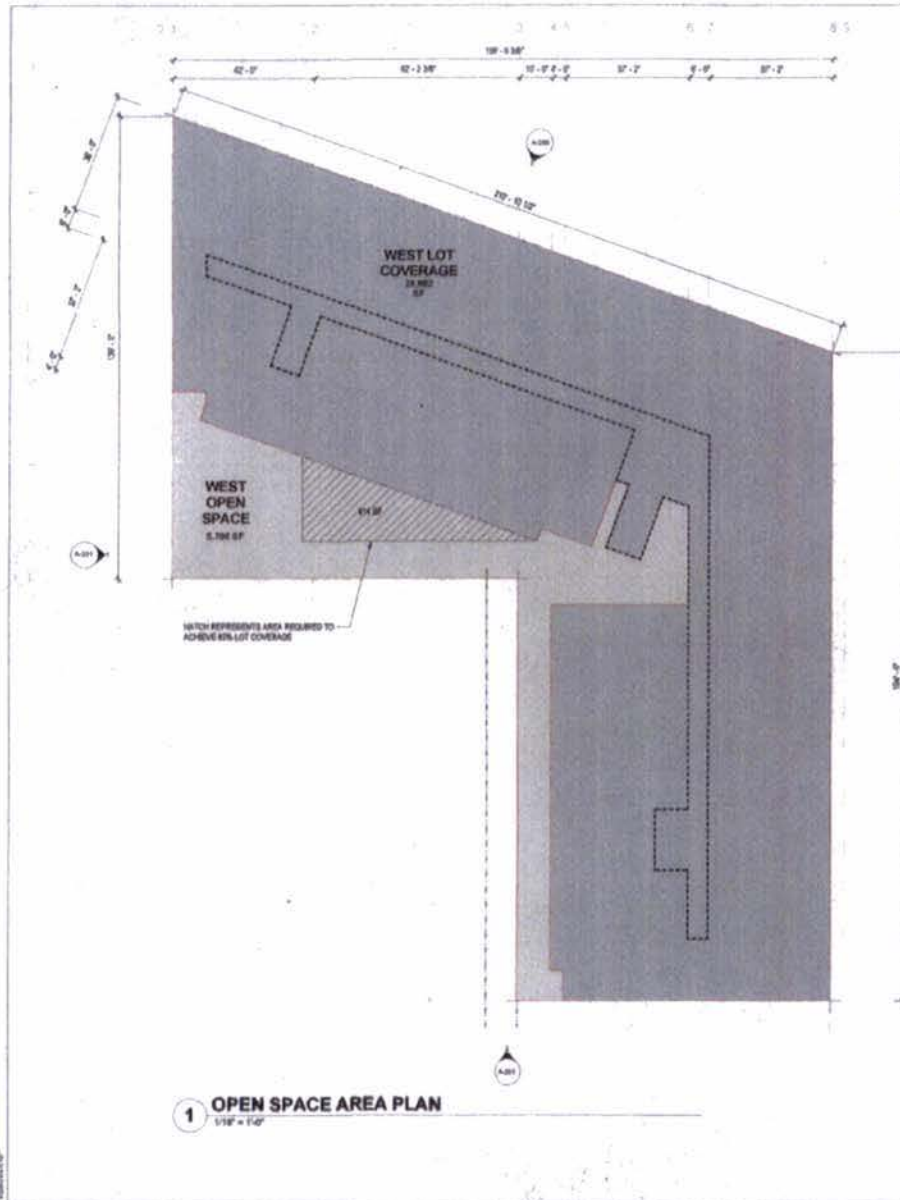
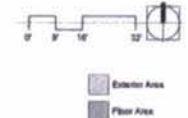
SHEET NUMBER

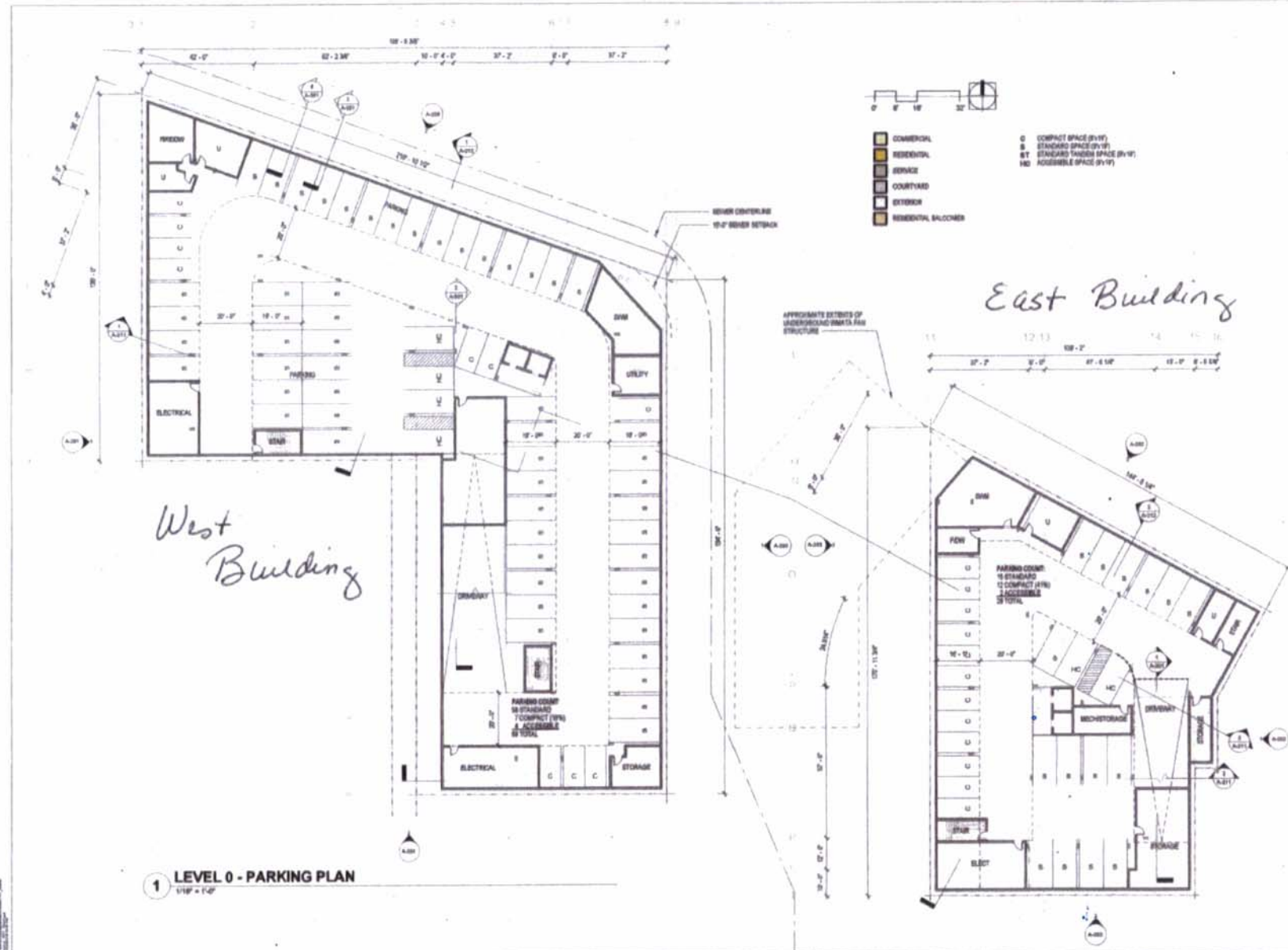
G-002

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LOT COVERAGE/OPEN SPACE

WEST BLDG LOT COVERAGE				EAST BLDG LOT COVERAGE			
Name	Area (SF)	(%)		Name	Area (SF)	(%)	
WEST OPEN SPACE	5,706 SF	17.8%		EAST OPEN SPACE	3,137 SF	13.4%	
WEST LOT COVERAGE	26,885 SF	82.2%		EAST LOT COVERAGE	15,864 SF	66.6%	
	32,476 SF	100.0%			15,941 SF	100.0%	





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PROJECT TITLE AND PHASE

FLORIDA AVENUE

HPRB SUBMITTAL

REVISIONS

DATE
DRAWN BY
CHECKED BY
COMMISSION NO.

SHEET TITLE

**LEVEL 0 -
PARKING FLOOR
PLAN**

SHEET NUMBER

A-100

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