

# Auto Maneuvers, 19' SUV (AASHTO P Vehicle)

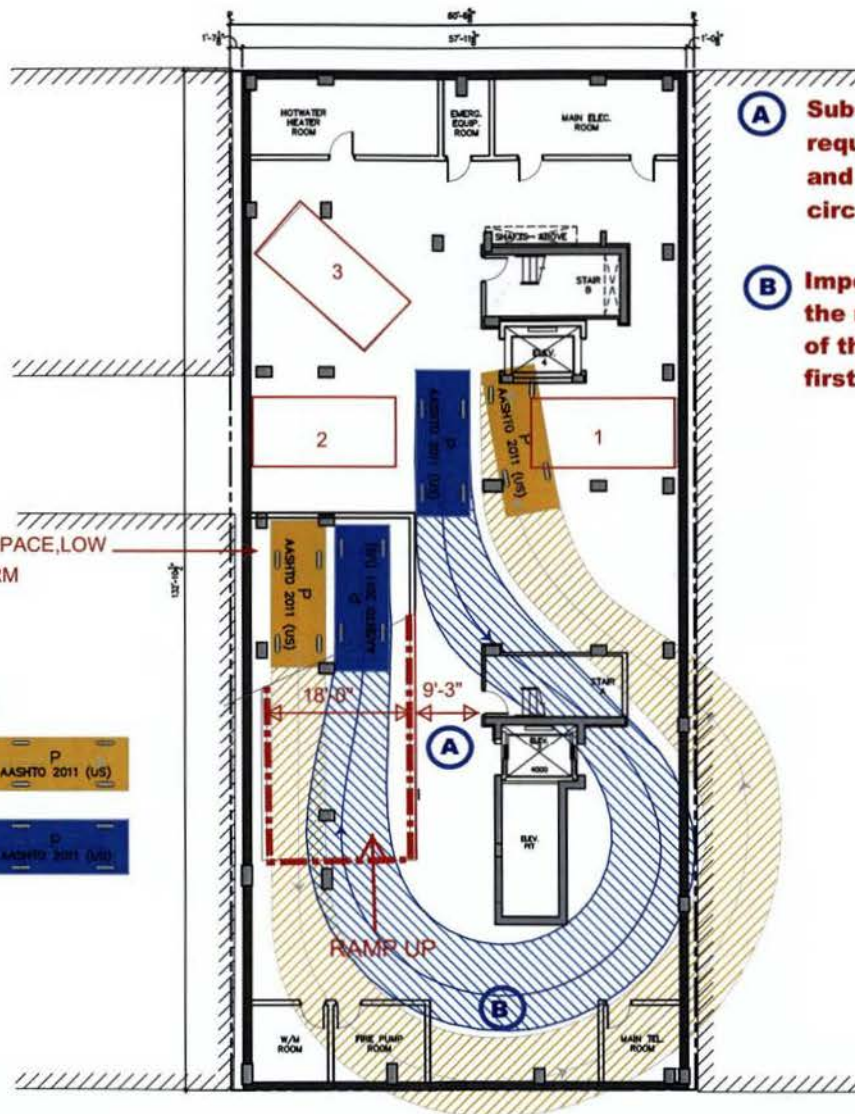
Inbound (Down)



Outbound (Up)



VOID SPACE, LOW  
HEADRM



**A** Substandard drive aisle of only 9'-3" feet (versus requirement of 20 feet) given the core locations and fire exit stairs which prevents two way circulation in the garage.

**B** Impossible for a car to navigate from the ramp to the drive aisle given the small size of the site and ramping needed to get to the first below grade level.



Hall Partners PLC

Cellar Plan  
1/16" = 1'-0"

H STREET HOTEL  
Washington, DC

BZA APPLICATION

A2

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 18772  
EXHIBIT NO. 42B

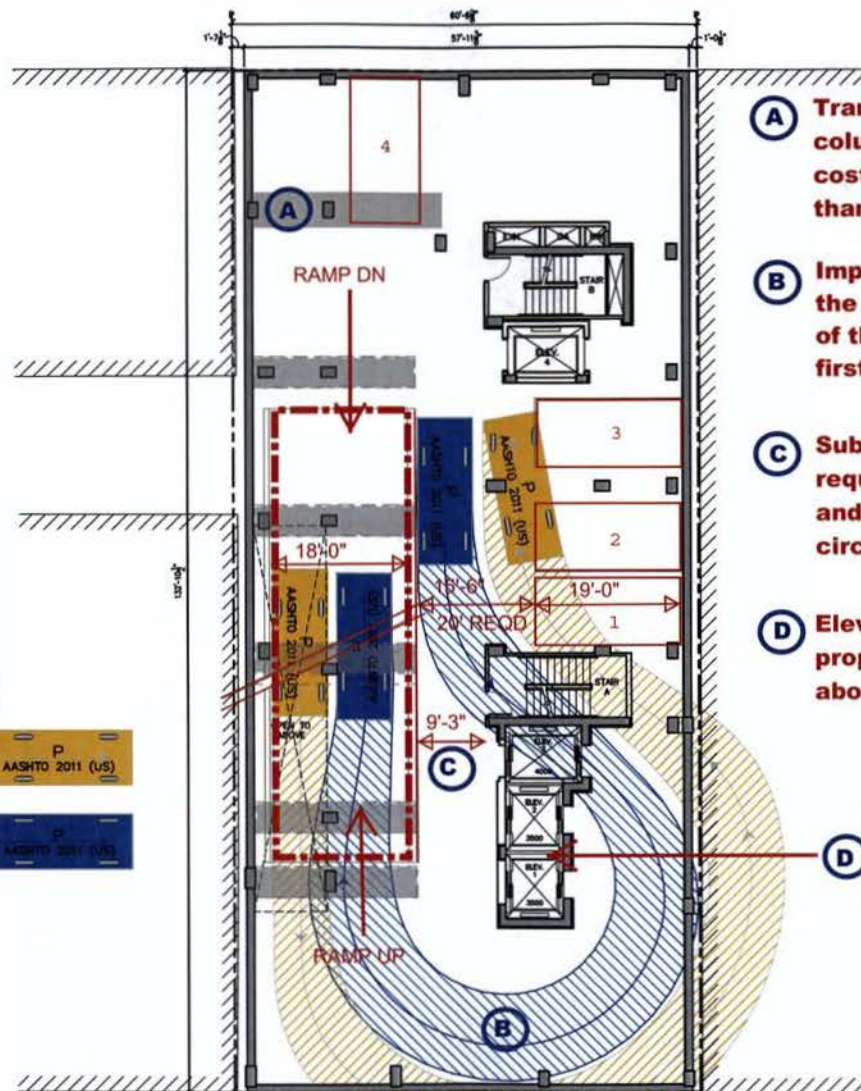
262\_A02.dwg July 15, 2014, 9:56 am

Auto Maneuvers, 19' SUV (AASHTO P Vehicle)

Inbound (Down)



Outbound (Up)



- (A)** Transfer girders are required to eliminate the columns from middle of ramp at a cost of minimum \$50,000 per girder and more than \$300,000 for all 6 girders.
- (B)** Impossible for a car to navigate from the ramp to the drive aisle given the small size of the site and ramping needed to get to the first below grade level.
- (C)** Substandard drive aisle of only 9'-3" feet (versus requirement of 20 feet) given the core locations and fire exit stairs which prevents two way circulation in the garage.
- (D)** Elevator core cannot be relocated toward property line due to needed open courtyard above.

Lower Level Plan  
 1/16" = 1'-0"



Hall Partners PLC

H STREET HOTEL  
 Washington, DC

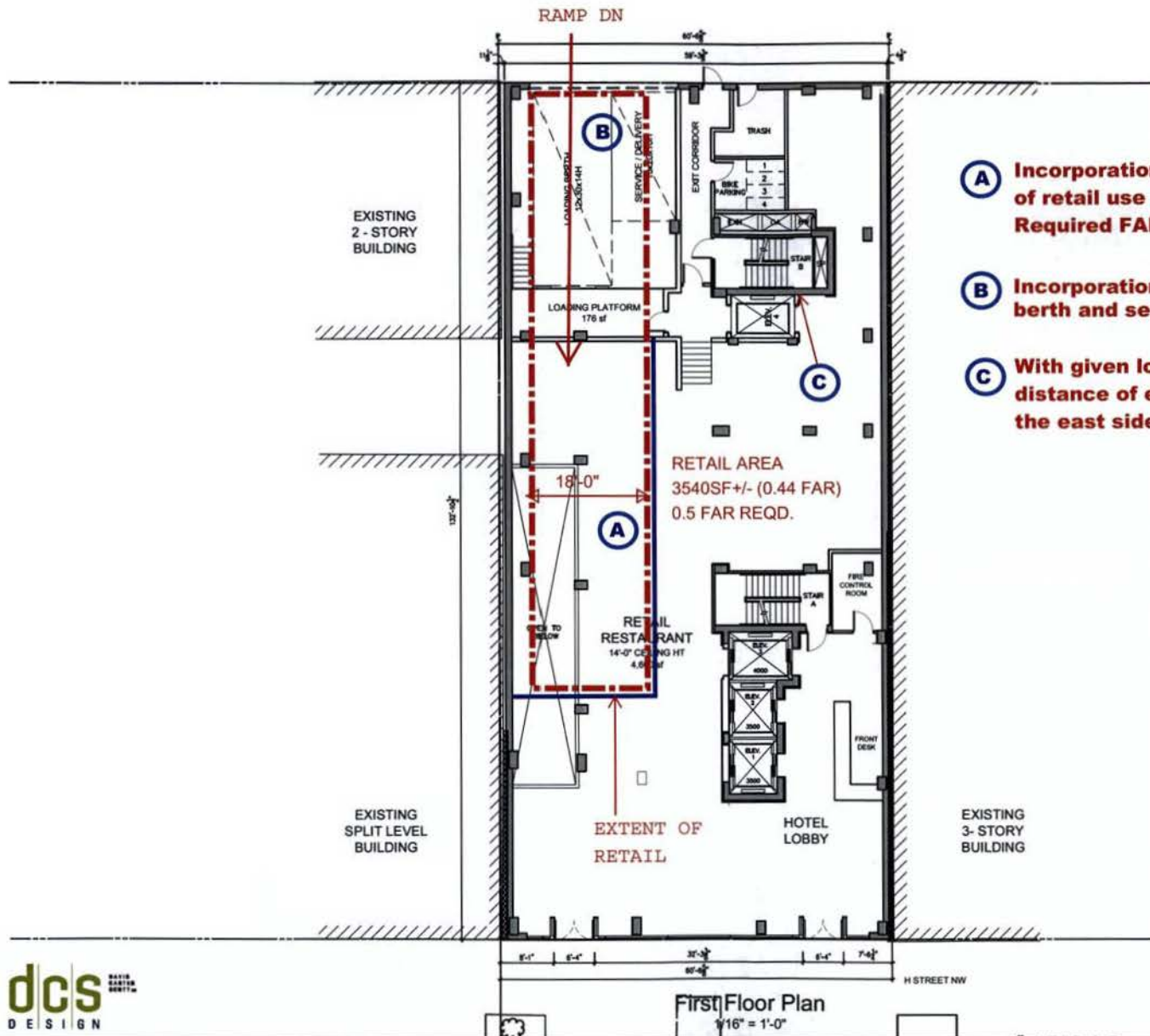
3ZA APPLICATION

A3

05/22/2014

3-14-262.00  
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- (A)** Incorporation of parking ramp eliminates 1060 sf of retail use reducing the retail FAR to 0.44 Required FAR is 0.5.
- (B)** Incorporation of parking ramp eliminates loading berth and service/delivery space.
- (C)** With given location of core and code required distance of exit stair, loading berth cannot be on the east side of project.