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October 15, 2002

CHRISTINE MOSELEY SHIKER
202-457-7167

Internet Address: cmshiker@hklaw.com

VIA HAND DELIVERY
Members of the Board of Zoning Adjustment
District of Columbia Office of Zoning
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

RECEIVED
D.C. OFFICE OF ZONING
2002 OCT 15 P 3:

Re: Board of Zoning Adjustment Case No. 16931
2327 Champlain Street, N.W.
Prehearing Submission

Dear Board Members:

On behalf of the applicant in the above-referenced case, enclosed please find an original and twenty copies of its prehearing submission in support of the above-referenced application for special exception and variance relief.

Should you have any questions regarding this matter, please do not hesitate to contact me at (202) 457-7167.

Sincerely,

Christy Shiker

Christine Moseley Shiker

cc: Maxine Brown Roberts, Office of Planning (Via Hand Delivery; w/enc)
Abdoulaye Bah, DDOT (Via Hand Delivery; w/enc)

BZA
Case No. 16931
Exhibit No. 34

Board of Zoning Adjustment
District of Columbia
CASE NO.16931
EXHIBIT NO.34A1

BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA

APPLICATION OF
2327 CHAMPLAIN STREET LLC
2327 CHAMPLAIN STREET, N.W.

BZA APPLICATION NO. 16931
HEARING DATE: OCT. 29, 2002
ANC 1C

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of 2327 Champlain Street LLC, the owner of the property located at 2327 Champlain Street, N.W. (Square 2563, Lots 101, 879, 883), (the "Applicant") in support of the application to the Board of Zoning Adjustment for the following variance and special exception relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 1403, 3103.2 and 3104.1: (i) variance from the lot occupancy requirement of Section 403.2; (ii) variance from the floor area ratio requirements of Section 402.4; (iii) special exception from the maximum permitted height requirements under Section 1403; and (iv) special exception from the roof structure requirements of Section 411. The relief is requested in order to permit the construction of an apartment house with sixty-eight units to be located at 2327 Champlain Street, N.W. (the "Site"), located in the RC/R-5-B District.

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 1403, 3103, and 3104 of

the District of Columbia Municipal Regulations ("Zoning Regulations"). 11 DCMR §§ 1403, 3103 and 3104.

III.
BACKGROUND

A. Description of the Site

The Site is located at 2327 Champlain Street, N.W., and consists of Lots 101, 879, and 883 in Square 2563. Square 2563 is bounded by Kalorama Road to the south, Ontario Road to the east, Euclid Street to the north, and Champlain Street to the west. The Site is in the southwest corner of Square 2563, bounded by Champlain Street and Kalorama Road, with a public alley extending the length of the eastern side. This public alley is ten feet at the southern end of the Site, increasing to fifteen feet towards the northern end of the Site. The Site is currently improved with a former Amoco gas station, an abandoned auto repair shop, and a liquor store. The Site is zoned RC/R-5-B and is located in the Reed-Cooke Overlay District.

B. Description of Surrounding Area

The area in which the Site is located in the heart of the Reed-Cooke/Adams Morgan area. This area contains a wide variety of uses, including residential, retail, commercial and industrial. In recent years, Champlain Street has seen important redevelopment. The property directly to the north of the Site is the Brass Knob building and across the street to the west is the newly constructed Adams Morgan Lofts. The majority of developments on this portion of Champlain Street and to the west on Ontario Road are residential in nature. Closer to Euclid, there are commercial developments, including the City Paper offices, and a large church. One

block to the east is 18th Street, the heart of the Adams Morgan commercial district. To the south of the Site is the Marie Reed Community Center.

C. Project Description

The Applicant proposes to construct an apartment house with sixty-eight units (the "Project"). The Project has a height of fifty feet and an FAR of 2.75. The Project incorporates significant setbacks throughout the front façade of the building and parking significantly in excess of that required, both in response to the community's requests. The Project includes fifty-six parking spaces as follows: forty spaces in a below-grade parking garage, five parking spaces on the cellar level, and eleven outdoor spaces on the first floor. The parking provided is in excess of the thirty-four spaces required by the Zoning Regulations and is strongly desired by the community. 11 DCMR §2101.1. The below-grade parking garage and loading facilities will be accessed from Kalorama Road.

IV.
THE APPLICANT MEETS THE BURDEN OF PROOF FOR VARIANCES

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

(1) the property is unique because, *inter alia*, of its size, shape or topography or other extraordinary or exceptional situation or condition;

(2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and

(3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and

integrity of the zone plan as embodied in the Zoning Regulations and Map

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (*quoting Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); *see also, Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed below, the Project and the variances requested for the same meet all three prongs of this test.

B. Exceptional or Extraordinary Conditions of Site

The Site has several exceptional conditions. First, the Site has an irregular and narrow shape, with its width reducing by almost forty percent from the northern end (which has a width of 106 feet) to the southern end (which has a width of sixty-five feet). The Site also suffers from a sloping topography, having a grade change of approximately ten feet from the northern to the southern end. As a result, portions of space typically below-grade, such as a parking area, must be counted in the gross floor area. In addition, the Site suffers from significant adverse soil and subsurface conditions. As indicated in Exhibits G and H, the Site has an exceptionally high water table as well as poor soil load bearings and contaminated soil due to the Site's previous use as a gas station. The high water table prevents deeper excavation to incorporate a second below-grade level while the adverse soil conditions significantly increase the costs of developing the Site.

C. Variance Relief from Lot Occupancy

1. Basis for Variance

The exceptional conditions discussed above create a practical difficulty in developing the Site with an apartment house within the confines of the lot occupancy requirements set forth in Section 403.2 of the Zoning Regulations. The narrowness of the Site and tapering of the Site from the northern end to the southern end result in the larger footprint for both above-grade and below-grade space at the narrower end when compared with a rectangular site. Furthermore, in response to the ANC and community members' requests, setbacks along the western façade of the Project were incorporated which exacerbate this issue, as bay projections are typically not included within the lot occupancy calculations.

2. A Strict Application of the Zoning Regulations Would Impose a Peculiar and Exceptional Practical Difficulty on the Applicant

A strict application of the Zoning Regulations would impose a peculiar and exceptional practical difficulty. As stated above, the shape of the Site dictates the required additional lot coverage. Specifically, the community has requested that the Project be set back from Champlain Street in order to provide more relief and green space along this developed street. The Applicant has complied with that request and has incorporated setbacks along the Project's western property line varying from three feet to more than fourteen feet. Overall, the setbacks provide 1,023 square feet of green space between the property line and the building façade. These setbacks, combined with the narrowing of the Site from north to south, result in the footprint of the building covering approximately sixty-seven percent of the Site. This increased

coverage is necessary to create viable apartment units along the southern end. If the setbacks were removed and the eastern and southern façades of the Project were set at or near the property line, the Project could be designed such that the lot occupancy would be within the 60% limit permitted by the Zoning Regulations. Certainly, the situation where the granting of variance relief does not change the size of the building but merely its placement on the lot so as to provide green space and better site planning constitutes a practical difficulty. Alternatively, if the southern end of the Project was reduced to comply with the lot occupancy requirements, the result is unmarketable apartment units or the elimination of needed parking spaces.

Furthermore, the larger footprint is necessary in order to provide a complying below-grade parking garage. The garage has been designed so that it permits parking along the eastern and western walls with a twenty foot drive aisle in the center. A maximum width of approximately sixty-five feet is needed to provide the nine feet by nineteen feet spaces clear of columns and a twenty foot wide drive aisle clear of columns. This configuration maximizes available on-site parking. However, if the footprint was reduced, the columns in the garage would be relocated and the resulting configuration of the garage would result in the loss of approximately twenty parking spaces. Thus, in order to maximize parking on this narrow Site and provide an appropriate number of residential units, a variance from the lot occupancy requirements is necessary.

3. Relief Can Be Granted Without Substantial Detriment to the Public and Without Substantially Impairing the Intent, Purpose and Integrity of the Zone Plan as Embodied in the Zoning Regulations and Map

The lot occupancy variance can be granted without substantial detriment to the public and without substantially impairing the intent, purpose and integrity of the Zoning Regulations. As an important design consideration for the community, the Applicant has incorporated the setbacks described above along the Champlain Street façade of the building. These setbacks – ranging from three feet to fourteen feet – provide 1,023 square feet of green space and reduce the perceived lot occupancy of the Project. If these setbacks were not incorporated and the Applicant instead incorporated bay windows and balconies projecting into public space, the Project would have a lot occupancy of 60% within the confines Zoning Regulations. Although this design solution would eliminate the requested variance, it would not benefit the neighborhood. Granting this variance supports and enhances sound project planning on the Site and the maximization of green space on the street façades.

In addition, the intent of the lot occupancy requirements is to provide sufficient light and air to residential units and surrounding buildings. The Site is located on two street frontages as well as a public alley along the eastern property line, which create light and air corridors, further providing light and air for the Project and adjacent properties.

Finally, the Project will not adversely impact the area. The development of the Site will have a significant positive effect on the area and further the goals of the Reed-Cooke Overlay District by creating additional residential units, by removing a

liquor store from a residential zone, and by cleaning up contaminated soil and ground water.

D. Variance Relief from Floor Area Ratio

1. Basis for Variance

The exceptional conditions discussed above create a practical difficulty in developing the Site with an apartment house within the confines of the floor area ratio ("FAR") requirements set forth in Section 402.4 of the Zoning Regulations. These conditions include the narrow and irregular shape of the Site as well as the adverse subsurface and soil conditions on the Site. Moreover, due to the topography of the Site, the Applicant must include a portion of a parking area and cellar space within its calculation of FAR. These factors, combined with the increased costs resulting from the adverse subsurface and soil conditions, require that a certain critical mass of apartment units be developed in order to create a viable Project.

2. A Strict Application of the Zoning Regulations Would Impose a Peculiar and Exceptional Practical Difficulty on the Applicant

A strict application of the Zoning Regulations would impose a peculiar and exceptional practical difficulty. Specifically, the Site may be developed with a maximum of 1.8 FAR devoted to permitted uses. The Reed-Cooke Overlay District does not provide for additional density for preferred uses stated therein. The Applicant proposes to develop the Project with 2.75 FAR.

In order to construct a residential development on this Site, a certain critical mass must be achieved due to the Site's adverse subsurface and soil conditions. As indicated in the letter from Goldin & Stafford, attached hereto as Exhibit G, the Site

contains as much as 15,000 cubic yards of petroleum contaminated soil. Based on current market conditions, Goldin & Stafford indicates that the removal and legal disposal and testing of this material will create additional costs of $50 to $70 per cubic yard, which is between $750,000 and $1,050,000 in increased costs.

In addition, as indicated in the Subsurface Exploration and Foundation Recommendations Report prepared by The Eddy Group, Inc. (the "Eddy Group Report") the relevant portions of which are attached hereto as Exhibit H, the Site's subsurface levels include a highly plastic silt stratum. Accordingly, the use of Geo-Piers is required to modify the settlement characteristics of this stratum and to lower foundation loads to the underlying medium dense to very dense sand and gravel stratum. These Geo-Piers are required regardless of whether one or more below-grade levels are constructed. Although not confirmed, it is likely that these conditions are even worse at the southern end of the Site. Thus, the use of Geo-Piers creates significant added cost for the construction of the Project.

Furthermore, as also indicated in the Eddy Group's Report, the Site must be dewatered based on the groundwater levels. The water table is as high as 14.7 feet in some places, which limits the Project from including additional below-grade space. Moreover, costs for the Project are increased by the 4,648 square feet of area on the cellar level, which includes some parking, being counted towards FAR.

The result of these increased costs leads to a building that must have a certain critical mass in order to be developed. Specifically, as discussed in detail in the economic analysis prepared by Bolan Smart Associates, Inc., attached hereto as Exhibit F, the gross floor area permitted as a matter of right has proven uneconomic

to redevelop for the community desired conversion to residential use. The principal reasons relate to the excessive costs to remediate soil contamination, a condition necessary to facilitate financing sales of condominium units, and the above normal building foundation costs made necessary because of substandard soil load bearing conditions. In addition, the inclusion of an approximate five percent moderate-income unit sales ratio presents further hurdles to financial feasibility. Accordingly, a strict application of the Zoning Regulations results in a practical difficulty for this Project.

3. Relief Can Be Granted Without Substantial Detriment to the Public and Without Substantially Impairing the Intent, Purpose and Integrity of the Zone Plan as Embodied in the Zoning Regulations and Map

The FAR variance can be granted without substantial detriment to the public and without substantially impairing the intent, purpose and integrity of the Zoning Regulations. The Project will maximize residential uses of the Site, as encouraged by the Reed-Cooke Overlay District. *See* 11 DCMR § 1400.2(a)(1) ". . . provide for the development of new housing . . . " Furthermore, the Overlay District requires that adjacent and nearby residences are protected from damaging traffic, parking, environmental, social and aesthetic impacts. The development of this Project will improve the aesthetics of this area and continue the positive trend of residential development in this area. Additionally, as discussed in the traffic report attached hereto as Exhibit E, the Project will have no adverse impact on traffic or parking in the neighborhood. The Project also cleans up potentially dangerous soil and water conditions. Finally, the Applicant has agreed with the community to provide three

affordable housing units within the Project, even though not otherwise required under the Zoning Regulations.

V.
THE APPLICANT MEETS THE TEST FOR SPECIAL EXCEPTION RELIEF FROM HEIGHT UNDER 11 DCMR § 1403.1.

The Reed-Cooke Overlay District permits the Board to grant a special exception from the requirements set forth in Chapter 14 subject to the criteria set forth in Section 1403.1(a) through 1403.1(g). Although the R-5-B District permits a maximum height of fifty feet, the Overlay District restricts the maximum height to forty feet. Due to the need to provide a certain critical mass of units as discussed above, the Applicant must exceed the permitted height of forty feet and, accordingly, requests a special exception as permitted in Section 1403 to permit a height of fifty feet, which is less than that permitted in the underlying zone district and is the same height as permitted by special exception pursuant to Section 1402.

A. The Use, Building, or Feature at the Size, Intensity, and Location Proposed Will Substantially Advance the Stated Purposes of the Reed-Cooke Overlay District.

Section 1400.2 of the Zoning Regulations states that the purposes of the Overlay District include the protection of current housing in the area and the provision for the development of new housing as well as the maintenance of heights and densities at appropriate levels. The requested increase in height furthers these goals. The Project provides new housing at an ideal location, near new and existing residential uses. The removal of the liquor store and service/auto repair shop and the increase in the number of residential units in the neighborhood will further improve the surrounding area. Furthermore, the height of the Project is compatible with the

surrounding area and is in fact less than the adjacent Brass Knob Addition and the Adams Morgan Lofts across Champlain Street to the west. Attached as part of Exhibit D is a plan indicating the height of the Project along with the adjacent and nearby structures.

B. Vehicular Access and Egress Shall Be Designed and Located so as to Minimize Conflict with Pedestrian Ways, to Function Efficiently, and to Create No Dangerous or Otherwise Objectionable Traffic Condition.

As indicated in the Transportation Analysis prepared by Wells and Associates and attached hereto as Exhibit E, the access for the garage and service/delivery space from Kalorama Road will help to minimize conflicts with pedestrian traffic and will create no dangerous or otherwise objectionable traffic condition.

C. Adequate Off-Street Parking Shall be Provided for Employees, Trucks, and Other Service Vehicles.

As discussed in the Transportation Analysis, the off-street parking is more than adequate and is in fact in excess of that required by the Zoning Regulations. The Project also provides loading facilities in accordance with that required by the Zoning Regulations.

D. If Located Within a C-2-B Zone, the Use Shall Not Be Within Twenty-Five Feet of a Residence District, Unless Separated by a Street or Alley.

Because the Site is zoned RC/R-5-B, this criteria is not applicable.

E. Noise Associated with the Operation of a Proposed Use Will Not Adversely Affect Adjacent or Nearby Residences.

The Project incorporates only residential uses and, therefore, there will be no noise associated with the operation of the residential use which would adversely affect adjacent or nearby residences.

F. No Outdoor Storage of Materials, nor Outdoor Processing, Fabricating, or Repair Shall Be Permitted.

The Project does not propose any outdoor of materials nor outdoor processing, fabricating or repair.

G. The Use, Building, or Feature at the Size, Intensity, and Location Proposed Will Not Adversely Affect Adjacent and Nearby Property or Be Detrimental to the Health, Safety, Convenience, or General Welfare of Persons Living, Working or Visiting in the Area.

The Project provides an important development of new residential units in a well-designed building for this growing residential area. The Project also results in the clean up of potentially dangerous contaminated soils and water. This Project will not adversely affect adjacent or nearby property or be detrimental to the health, safety, convenience, or general welfare of persons living, working or visiting the area. In fact, serves only to benefit the area, while furthering the stated goals for this area.

VI.
THE APPLICANT MEETS THE TEST FOR SPECIAL EXCEPTION RELIEF TO ALLOW ADJUSTMENTS TO THE ROOF STRUCTURE REQUIREMENTS UNDER 11 DCMR § 411.

A. Standard for Approving Special Exception Relief

Due to the exceptional conditions of the Site, the Project cannot comply with two provisions relating to roof structures set forth in Section 411 of the Zoning Regulations. First, the roof structure does not comply with Section 411.5 of the Zoning Regulations, which requires that the walls of the roof structure be of equal height. Second, the roof structure does not meet the setback on the north façade of the building, requiring relief from Sections 441.2 and 400.7(b). Accordingly, the Applicant requests special exception relief to deviate from the strict compliance of

Sections 411.5, 411.2 and 400.7(b) of the Zoning Regulations as permitted under Sections 411.11 and 3104.1 of the Zoning Regulations.

Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory requirements for the relief requested are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (*quoting Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

B. Standard of Review for Roof Structure Special Exceptions

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable." 11 DCMR §411.11. The Board may approve deviations from the roof structure requirements provided the intent and purpose of Chapter 400 and the Zoning Regulations are not "materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely." *Id.*

C. Relief from Section 411.5 to Deviate from Walls of Equal Height Requirement

The Applicant requests relief from Section 411.5 of the Zoning Regulations. That section requires the enclosing walls of a penthouse to be of equal height. The roof plan attached hereto illustrates that the roof structure has been designed with a sloping roof as an aesthetic feature. The primary roof structure has a height of seven feet with a sloping roof up to twelve feet. The roof structure steps down on the eastern side to a height seven feet, five inches. On the eastern, southern, and western façades, the roof structure is setback at least 1:1 as required by Section 400.7(b).

The roof structure has a sloping roof with a step in height to minimize the view of the roof structure for nearby apartment houses and to create a more architecturally appealing penthouse. The steps in height are not visible from Champlain Street or nearby properties and it is unlikely that it would be visible from the alley properties. Although the roof structure could be designed to have walls of equal height and still meet the setback requirements on the eastern, southern, and western façades, the result would be an unappealing mass with no aesthetic benefits.

The proposed roof structure does comply, however, with the spirit and intent of the roof structure provisions and the Zoning Regulations by ensuring adequate light and air to adjacent property and abutting streets. The sloping roof and steps in height reduce, if not eliminate, the visibility of the roof structure from the surrounding areas. Furthermore, for those properties that have views of it, the roof structure has been designed to architecturally complement the building and to be

aesthetically pleasing. Accordingly, the proposed penthouse is in harmony with the purpose and intent of the Zoning Regulations and meets the test for special exception relief under Section 411.

D. Relief from Sections 411.2 and 770.6(b) to Deviate from Roof Structure Setback Requirement

The Applicant also requests relief from Sections 411.2 and 400.7(b) of the Zoning Regulations for the northern face of the roof structure. That section requires roof structures to be set back in accordance with the provisions of the zone district in which the Project is located. 11 DCMR §411.2. The R-5-B District requires a roof structure to be set back from the building's walls a distance at least equal to the roof structure's height. 11 DCMR §400.7(b). The maximum height of the roof structure is twelve feet, and the Zoning Regulations require a setback of the same.

The roof structure meets this setback requirement on the eastern, southern, and western façades of the building. The northern façade of the building abuts the Brass Knob building and its proposed addition. At this point, the roof structure could be set back the required twelve feet; however, the result would be aesthetically unpleasing. As discussed above, the roof structure has been designed as an architectural component of the Project. Because the Site is long and narrow, the roof structure runs down the middle of the roof. To end the roof structure twelve feet from the edge of the Brass Knob building will create the effect of a "missing tooth."

The proposed roof structure does comply, however, with the spirit and intent of the roof structure provisions and the Zoning Regulations. The purpose of the setback requirement is to ensure adequate light and air to adjacent property and abutting

streets. This purpose is achieved despite the requested special exception. As indicated above, the height of the roof structure has been reduced to the maximum extent possible and meets the setback requirements for the significant majority of the roof line. At the north façade, there are no windows, and thus, the roof structure will not block the light and air to any adjacent windows. Accordingly, the proposed penthouse is in harmony with the purpose and intent of the Zoning Regulations and meets the test for special exception relief under Section 411.2.

VII.
COMMUNITY SUPPORT

The Applicant has worked extensively with the community, the Advisory Neighborhood Commission 1C ("ANC 1C"), and other community groups and organizations on this Project. The Applicant received support from the Reed-Cooke Neighborhood Association at its October 8, 2002, meeting. The Applicant will be proceeding before ANC 1C at its October 21, 2002, public meeting.

VIII.
EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

Exhibit A:	Portion of the Sanborn Atlas showing the Site highlighted in yellow;
Exhibit B:	A portion of the Zoning Map showing the Site highlighted in yellow;
Exhibit C:	Surveyor's Plat of the Subject Property;
Exhibit D:	Revised Architectural Plans and Drawings;
Exhibit E;	Traffic Report dated October 9, 2002, from Wells and Associates;
Exhibit F;	Economic Analysis from Bolan Smart and Associates, dated October, 2002;

Exhibit G: Letter from Goldin & Stafford, dated September 20, 2002;

Exhibit H: Relevant Portions of Subsurface Exploration and Foundation Recommendations Report from the Eddy Group, Inc., dated August 28, 2002;

Exhibit I: Outline of Testimony of Representative of 2327 Champlain Street, L.L.C.;

Exhibit J: Outline of Testimony of Hickok Warner Fox Architects, project architect;

Exhibit K: Outline of Testimony of Wells & Associates, Traffic Consultant;

Exhibit L: Outline of Testimony of Eric Smart, Bolan Smart Associates, Inc; and

Exhibit M: Outline of Testimony of Steven E. Sher, Land Planner.

IX.
WITNESSES

A. Representative of 2327 Champlain Street, L.L.C.

B. Representative of Hickok Warner Fox Architects, Project Architects.

C. Representative of Wells & Associates, Traffic Consultant.

D. Representative of Bolan Smart Associates, Inc., Economic Consultant.

E. Steven E. Sher, Land Planner.

X.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for area variances and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

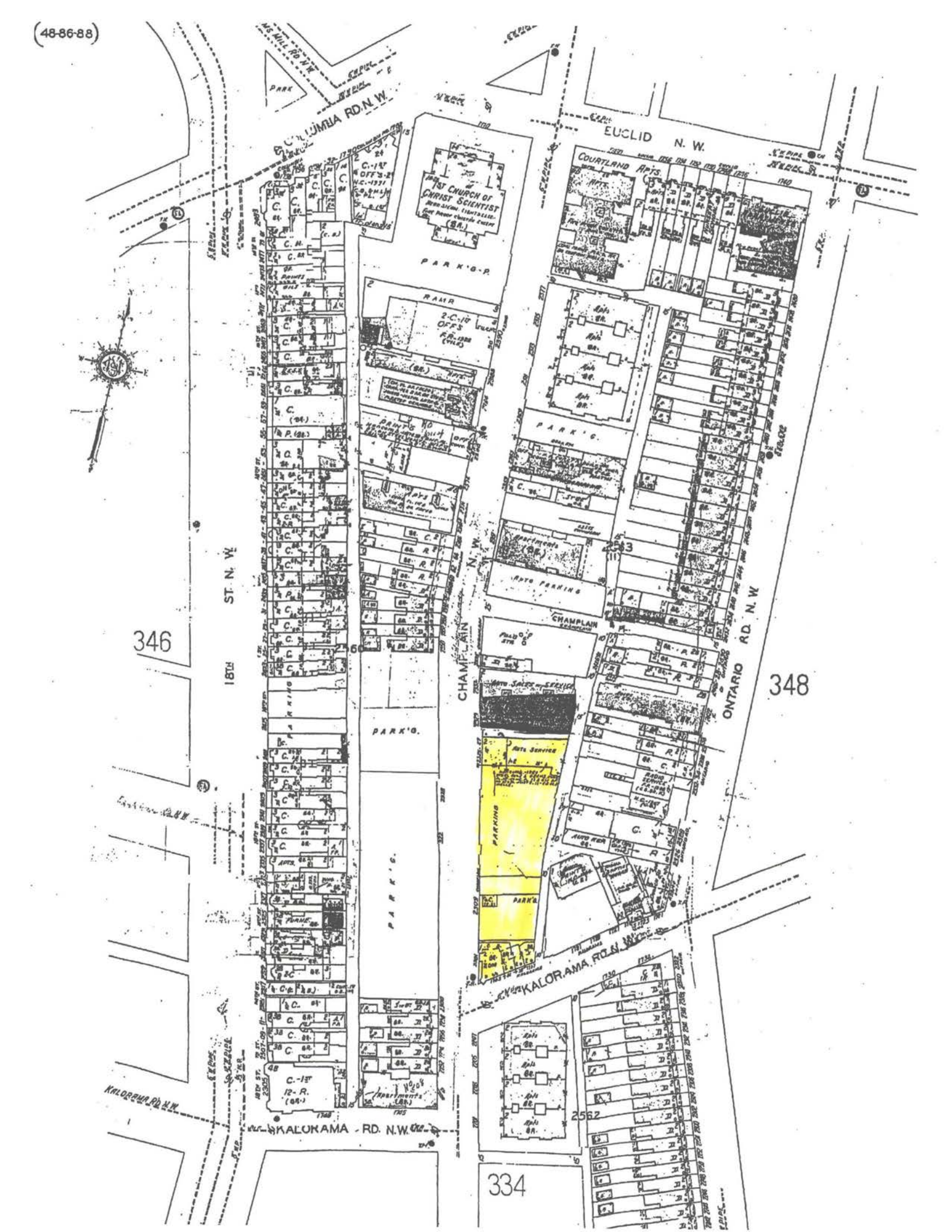
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Norman M. Glasgow, Jr., Esq.

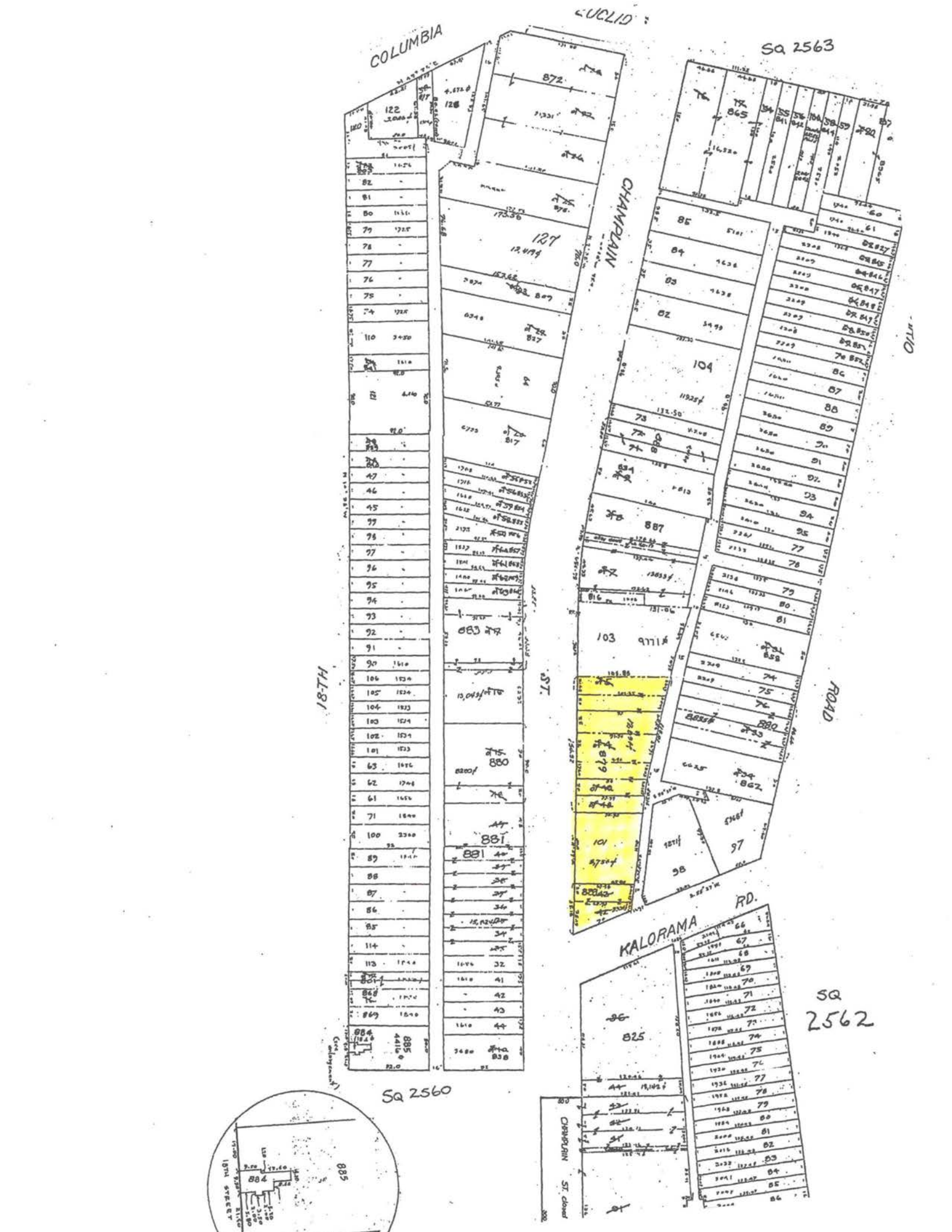
By: _____
Christine Moseley Shiker, Esq.

2099 Pennsylvania Avenue, N.W.
Suite 100
Washington, D.C. 20006
(202) 955-3000

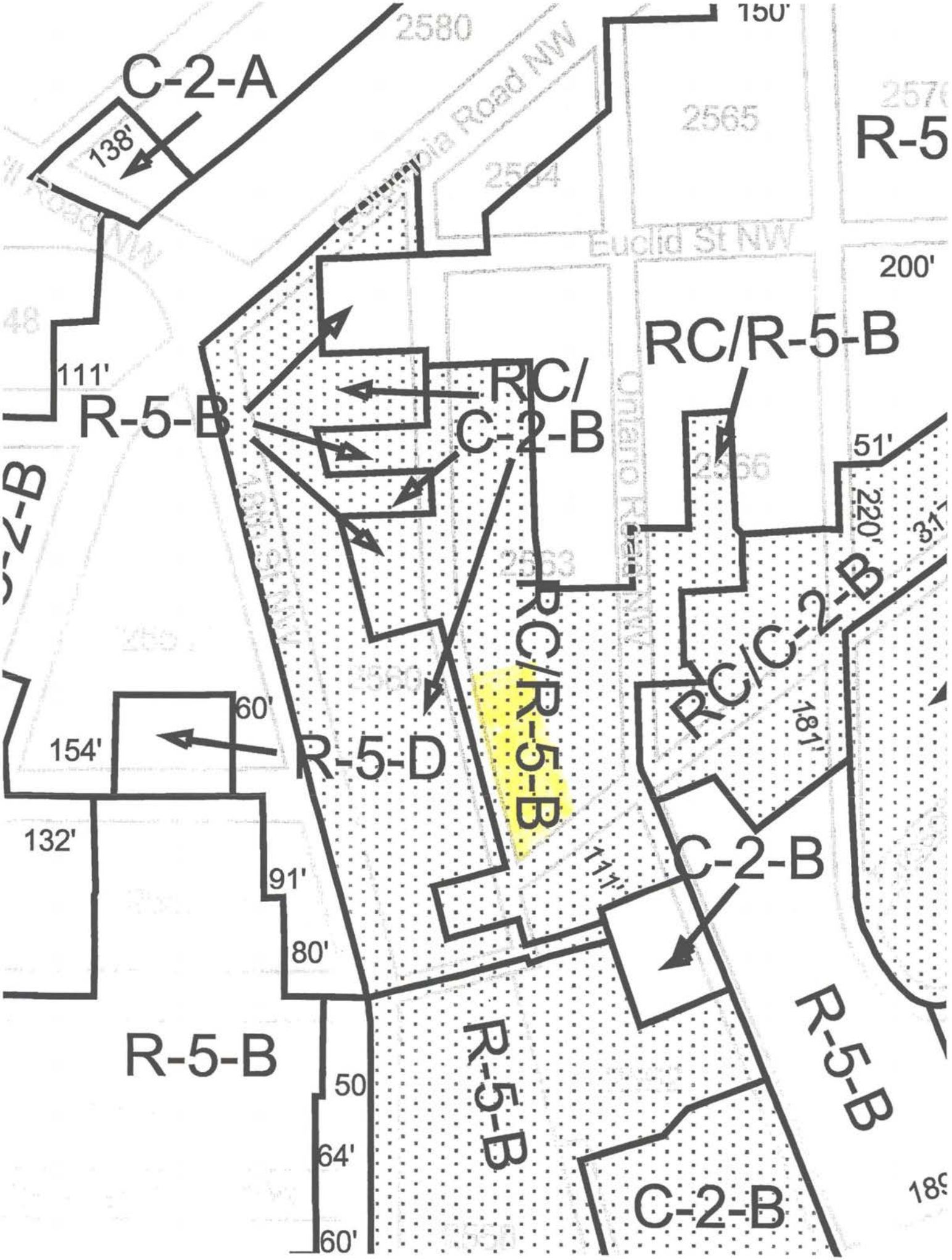
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DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., July 16, 2002

Plat for Buliding Permit of SQUARE 2563 LOTS 101, 879 & 883

Scale: 1 inch = 40 feet Recorded in Book 172 Page 100; and A & T Book 3474-K

Receipt No. 009486

Furnished to: HOLLAND & KNIGHT

Surveyor, D.C. DA

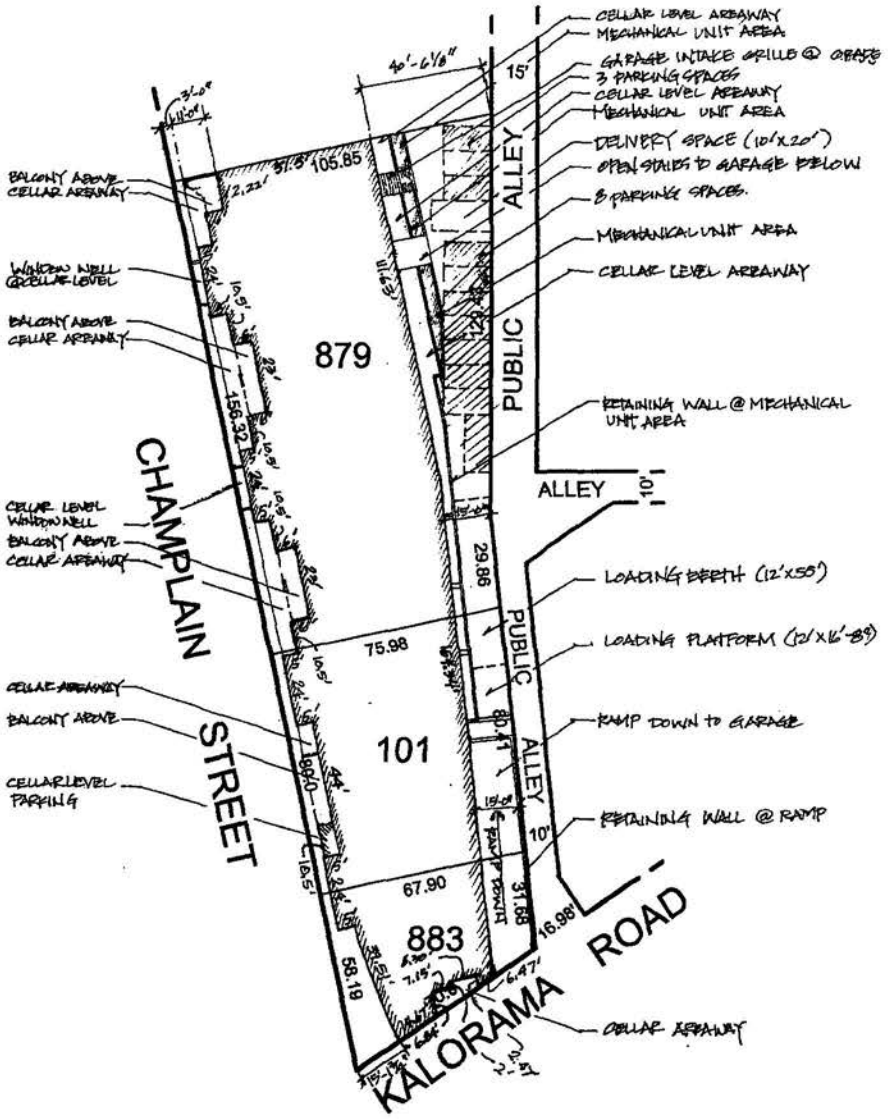
By: L.E.S.

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat;and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property.)

Date: 8-22-02

(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.





2327 CHAMPLAIN STREET

UPDATED ZONING SUBMISSION DRAWINGS - 10/14/02

HICKOK
WARNER
FOX

ARCHITECTS

DRAWING INDEX

- COVER / CODE AND ZONING ANALYSIS

ARCHITECTURAL

A1.01 ARCHITECTURAL SITE PLAN
A1.02 PARKING LEVEL PLAN
A1.03 CELLAR LEVEL PLAN
A1.04 1ST FLOOR PLAN
A1.05 2nd AND 3rd FLOOR PLAN
A1.06 4th AND PENTHOUSE LEVEL PLAN
A1.07 ROOF PLAN
A2.01 WEST AND SOUTH ELEVATIONS
A2.02 EAST ELEVATIONS
A3.01 BUILDING SECTIONS

PROJECT TEAM

OWNER -
PN Hoffman Construction/Development
4725 Wisonsin Avenue, NW, Suite 200
Washington, DC 20016
202-686-0100

Adams Investment Group
1228 31st Street, NW, 2nd Floor
Washington, DC 20007
202-965-2250

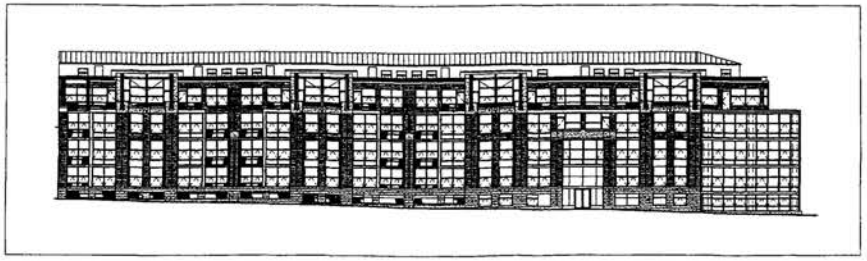
ARCHITECT
Hickok Warner Fox
1023 31st Street, NW
Washington, DC 20007
202-667-9776

CIVIL ENGINEER
Kamel Engineering Associates
46760 Graham Cove Square
Potomac Falls, VA 20165
703-450-1080

MEP ENGINEER
GHT, Ltd.
1010 N. Glebe Road, Suite 200
Arlington, VA 22201
703.243.1200

STRUCTURAL ENGINEER
Ehlert/Bryan, Inc.
1451 Dolley Madison Boulevard, Suite 220
McLean, VA 22101
703-827-9552

LANDSCAPE ARCHITECT
-
-
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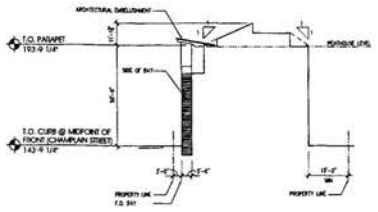
BUILDING DATA

ZONING ANALYSIS

ZONING GUIDELINES:	DCMR 1996	
ZONING DISTRICT:	R-5-B / Reed-Cooke Overlay District	
LOCATION:	2327 Champlain Street, NW Washington, DC 20009	
LOT(S):	883, 101, 879	
SQUARE:	2563	
HEIGHT LIMITATIONS:	Height Restriction per DCMR 400.1 & 1402.1:	40'-0"
	Proposed Building Height:	50'-0"
	Number of Stories above Grade per DCMR 400.1 & 400.2:	No Limit
	Proposed Number of Stories:	4 + partial Basement/Cellar Level
AREA LIMITATIONS:	Proposed Gross Floor Area:	62,073.3 GSF
	Total Area of Lot:	22,602 GSF
	FAR per DCMR 402:	1.8
	Area Limitation per DCMR 402:	40,683.6 GSF
	Proposed FAR:	2.75
	% of Lot Occupancy per DCMR 403:	60% (22,602 GSF * 60% = 13,561.1 GSF Area Allowed)
	Proposed % of Lot Occupancy per DCMR 403:	67.3%
SETBACK REQUIREMENTS:	Side Yard Required:	None
	Building Rear Yard Required:	15'
	Proposed Building Rear Yard:	15'
LOADING AREA REQUIREMENTS:	Loading Berth Entrance:	≥40' from Street Intersection
	Loading Berth:	One @ 12' wide x 55' deep
	Loading Platform:	One @ 200 SF
	Service & Delivery Spaces:	One @ 10' wide x 20' deep
PARKING REQUIREMENTS:	Garage Entrance:	≥40' from Street Intersection
	Residential Parking Required per DCMR 2101.1:	1 for each 2 dwelling units (68 units/2 = 34 spaces)
	Proposed Residential Parking:	56 spaces
	Accessible Spaces Required per DC CCS 1999:	2 spaces
	Proposed Accessible Spaces:	3 spaces
	Number of Lift Van Spaces Required per DC CCS 1999:	1 space
	Proposed Lift Van Spaces:	1 space (is one of the three accessible spaces provided)
	Proposed Compact Spaces:	21
	Bicycle Parking Spaces Required:	None required

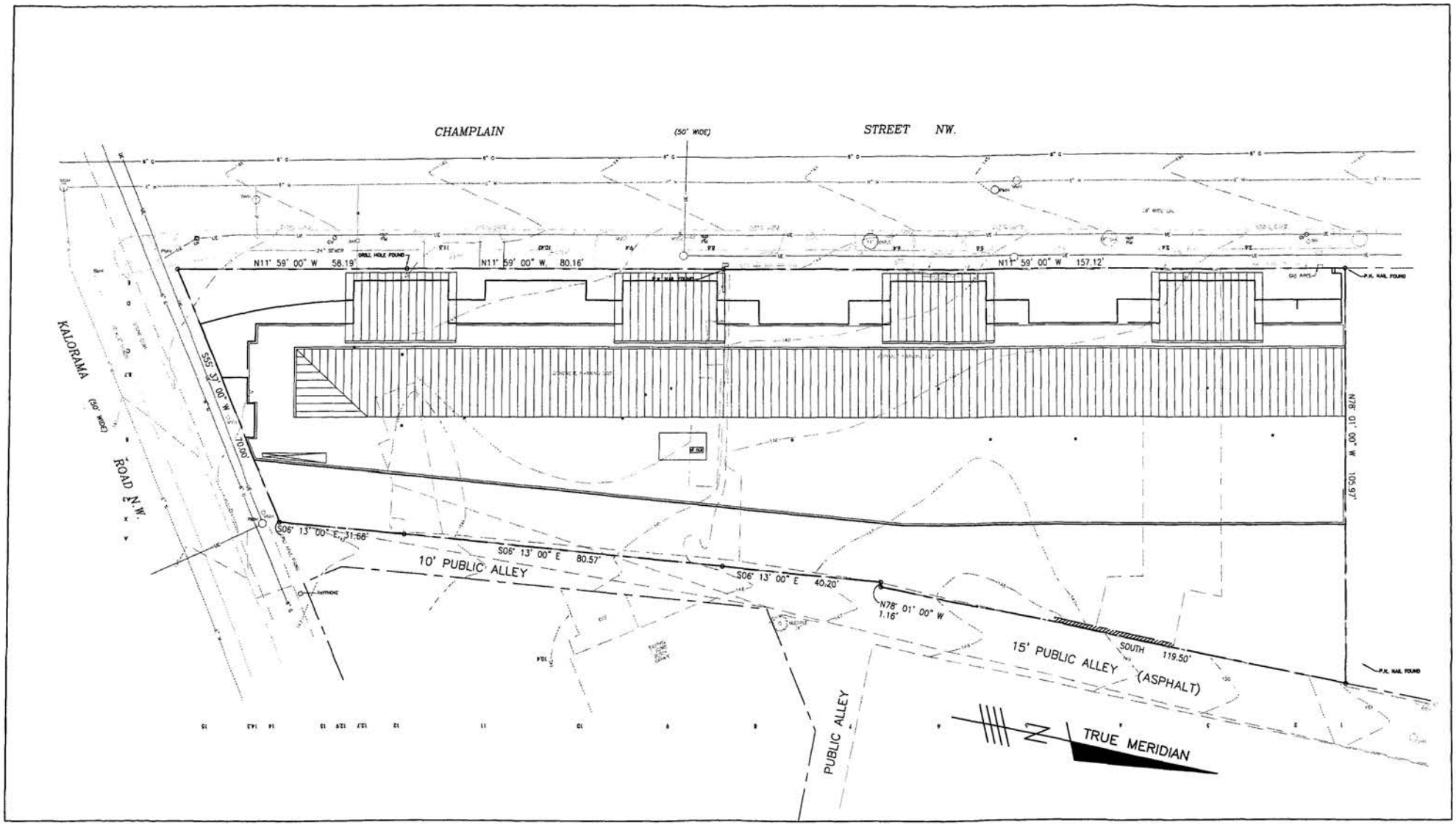
CODE ANALYSIS

CODE:	BOCA 1996 w/District of Columbia Construction Codes 1999 Supplements (DC CCS 1999)
USE GROUP:	R-2
TYPE OF CONSTRUCTION:	1B
FULLY SUPPRESSED / SPRINKLED:	YES
HIGH RISE:	NO
FIRE SEPARATION DISTANCE:	Greater than 25' on all sides except for North end
HEIGHT LIMITATIONS:	Maximum Number of Stories above Grade: No Limit per BOCA 1996 Proposed number of stories: 4 Stories + Basement
AREA LIMITATIONS:	No Limit per BOCA Table 503



BUILDING HEIGHT DIAGRAM

COVER



HICKOK WARNER FOX ARCHITECTS

1023 31st. Street., NW Washington, DC 20007 Phone 202.667.9776 Fax 202.667.2260

PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

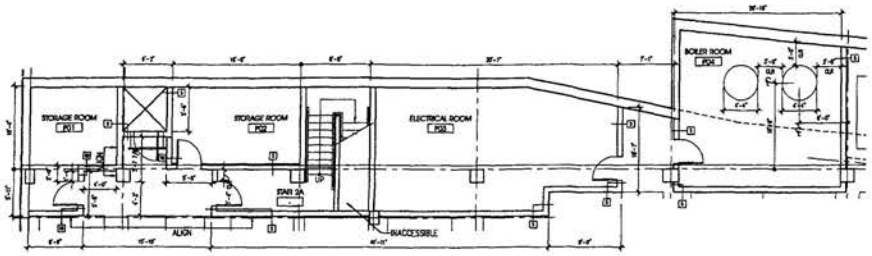
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
ARCHITECTURAL SITE PLAN

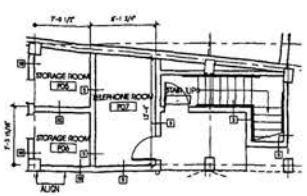
ZONING SUBMISSION DRAWINGS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

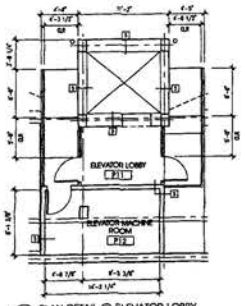
A1.01
DRAWING NUMBER



4 PLAN DETAIL @ BUILDING SERVICE ROOMS



3 PLAN DETAIL @ TELPHONE ROOM

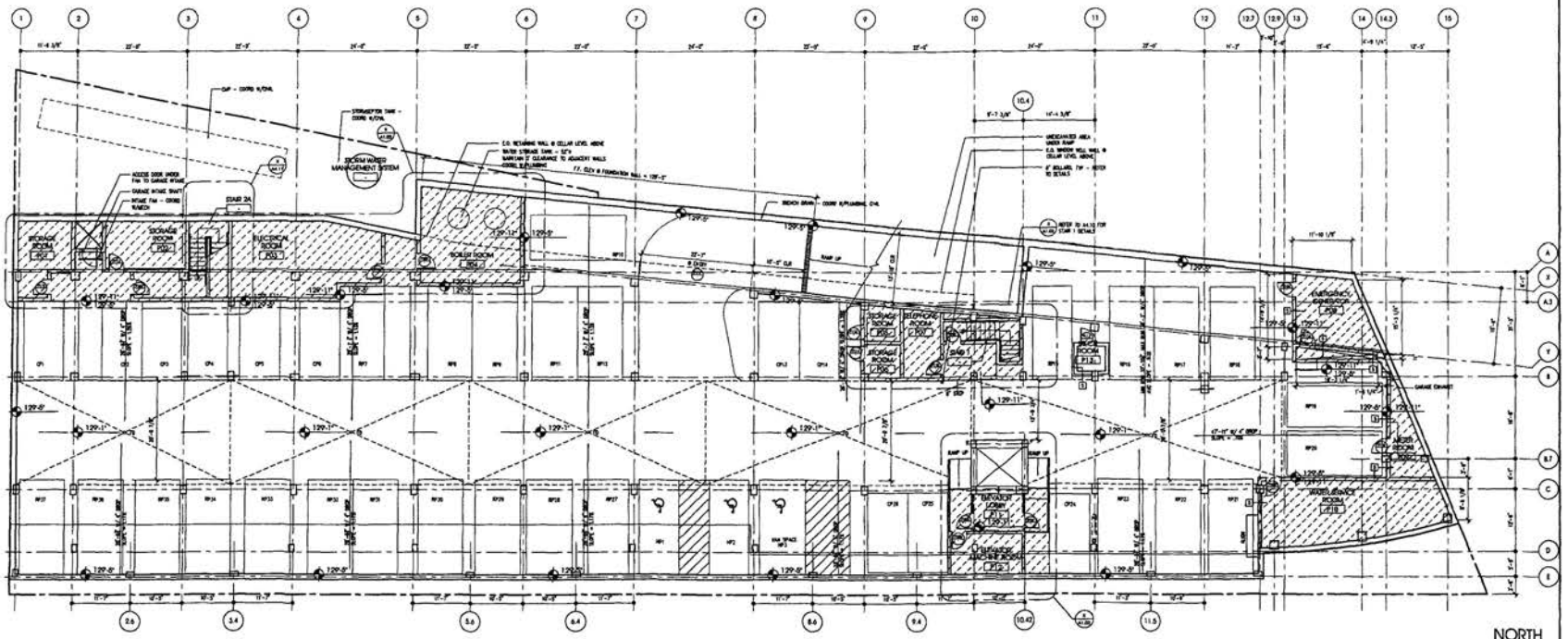


2 PLAN DETAIL @ ELEVATOR LOBBY

PARKING LEVEL SPACES		PARKING SPACE SIZES
HANDICAP SPACES (HP)	3	8' x 19' W/5' CLEAR ACCESS AREA
COMPACT SPACES (CP)	11	8' x 16'
REGULAR SPACES (RP)	26	9' x 19'
TOTAL:	40 CARS	

PARKING LEVEL LEGEND

SLAB FOLD AREAS



1 PARKING LEVEL PLAN

NORTH

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PROJECT
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WASHINGTON, DC

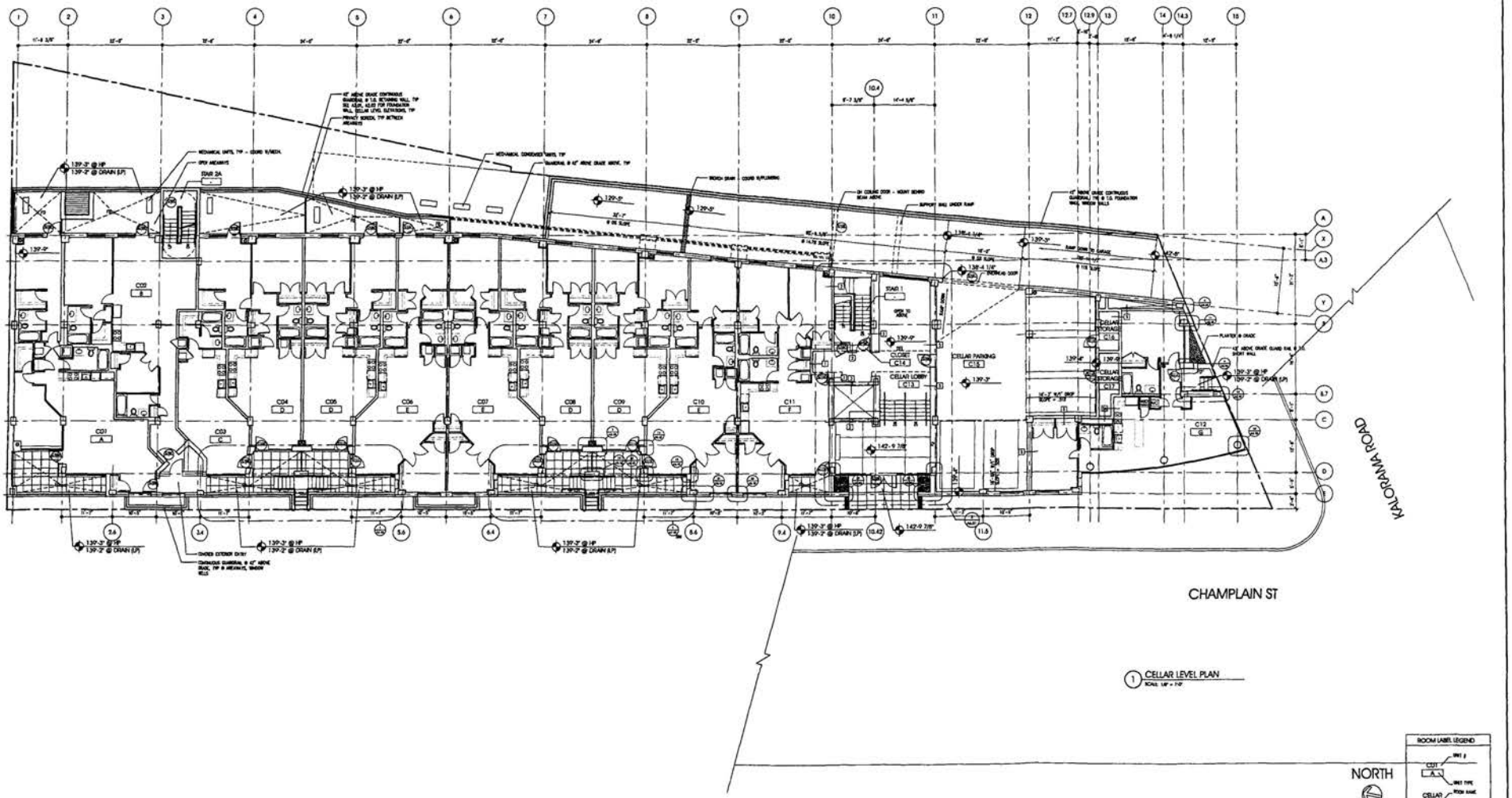
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
PARKING PLAN

ZONING SUBMISSION DRAWINGS
REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

A1.02
DRAWING NUMBER



1 CELLAR LEVEL PLAN
SCALE: 1/8" = 1'-0"

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1023 31st. Street., NW Washington, DC 20007 Phone 202.667.9776 Fax 202.667.2260

PROJECT
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WASHINGTON, DC

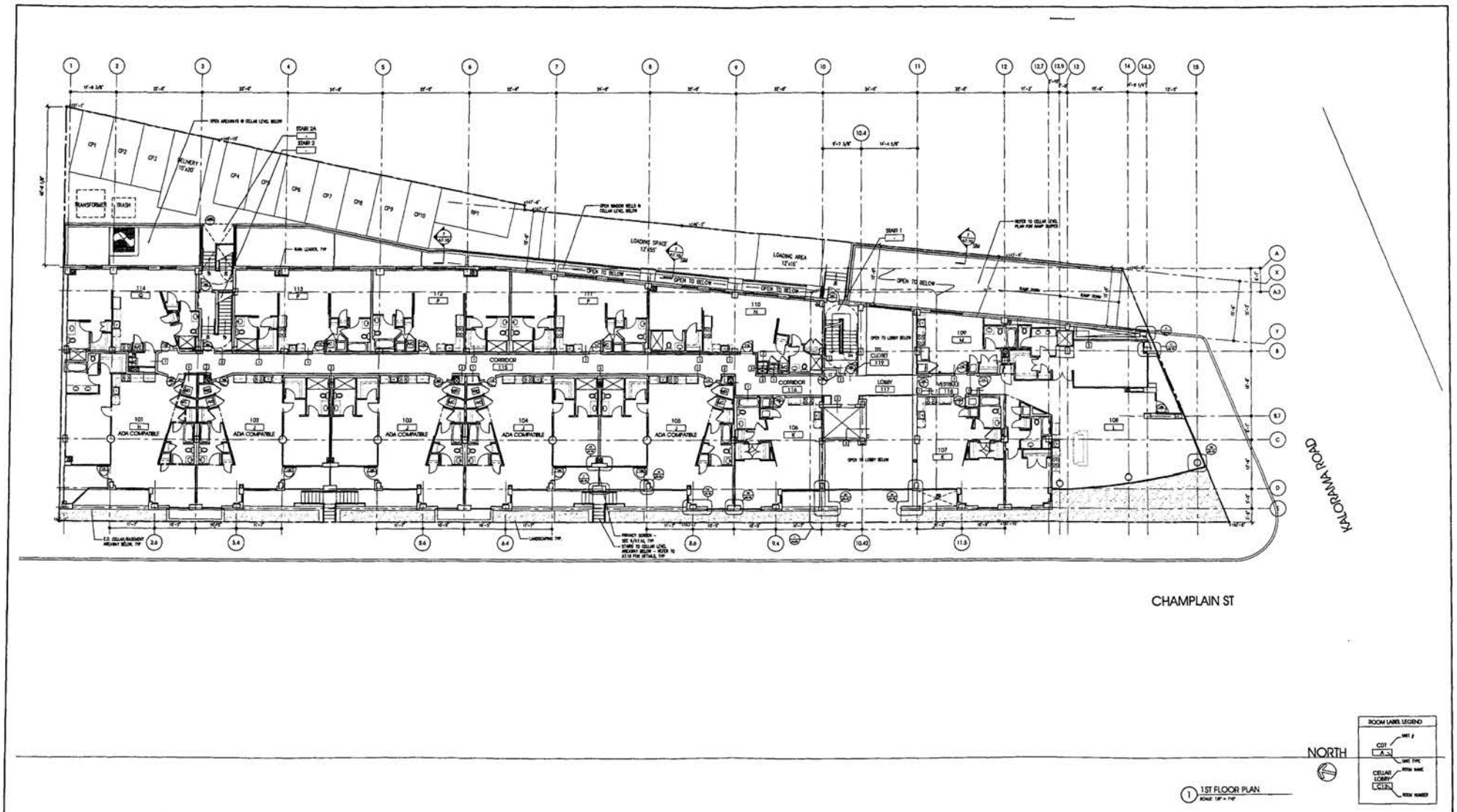
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
CELLAR LEVEL PLAN

ZONING SUBMISSION DRAWINGS
REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

A1.03
DRAWING NUMBER



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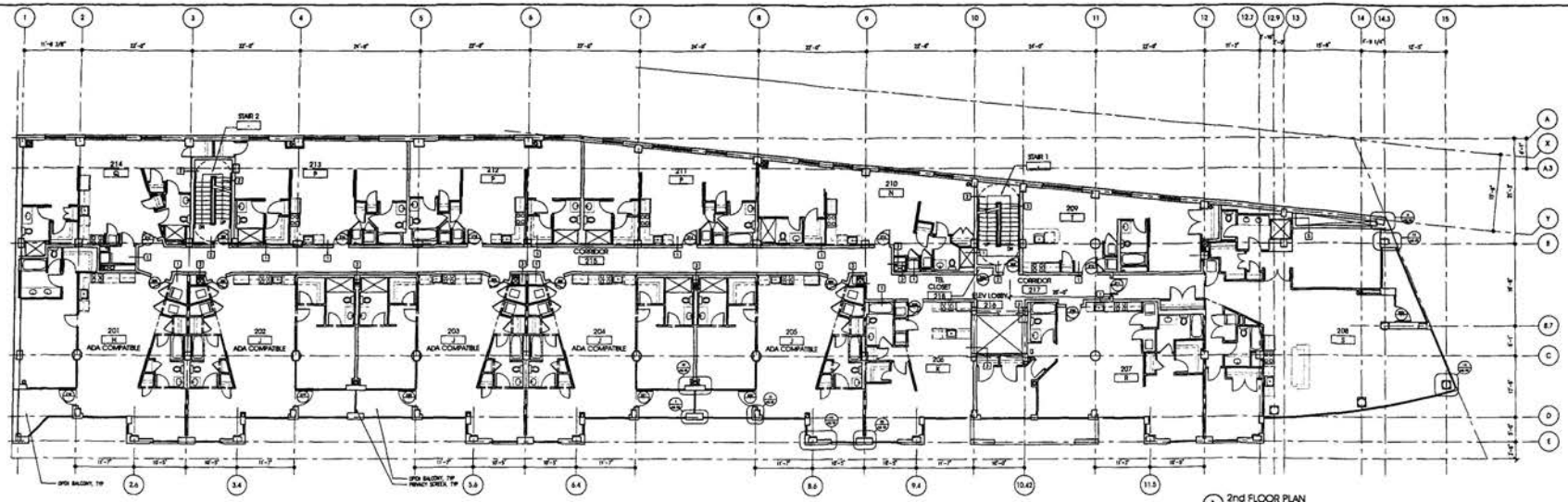
PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

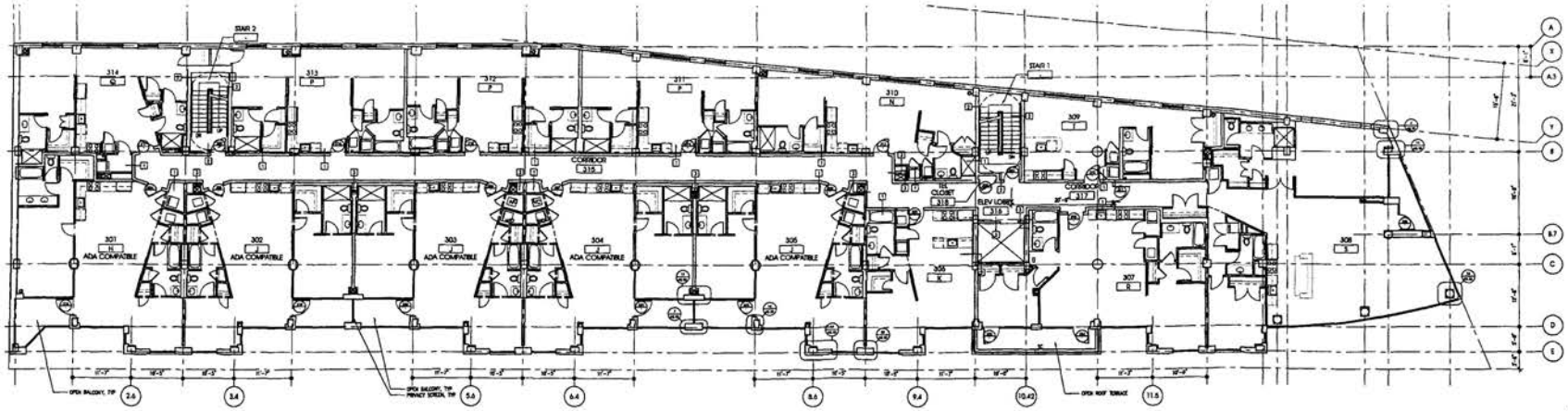
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1ST FLOOR PLAN

ZONING SUBMISSION DRAWINGS
REVISIONS

A1.04
DRAWING NUMBER



1 2nd FLOOR PLAN



2 3rd FLOOR PLAN

NORTH

ROOM LABEL LEGEND

UNIT #
UNIT TYPE
ROOM NAME
ROOM NUMBER

HICKOK WARNER FOX ARCHITECTS
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Phone 202.667.9776
Fax 202.667.2260

PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

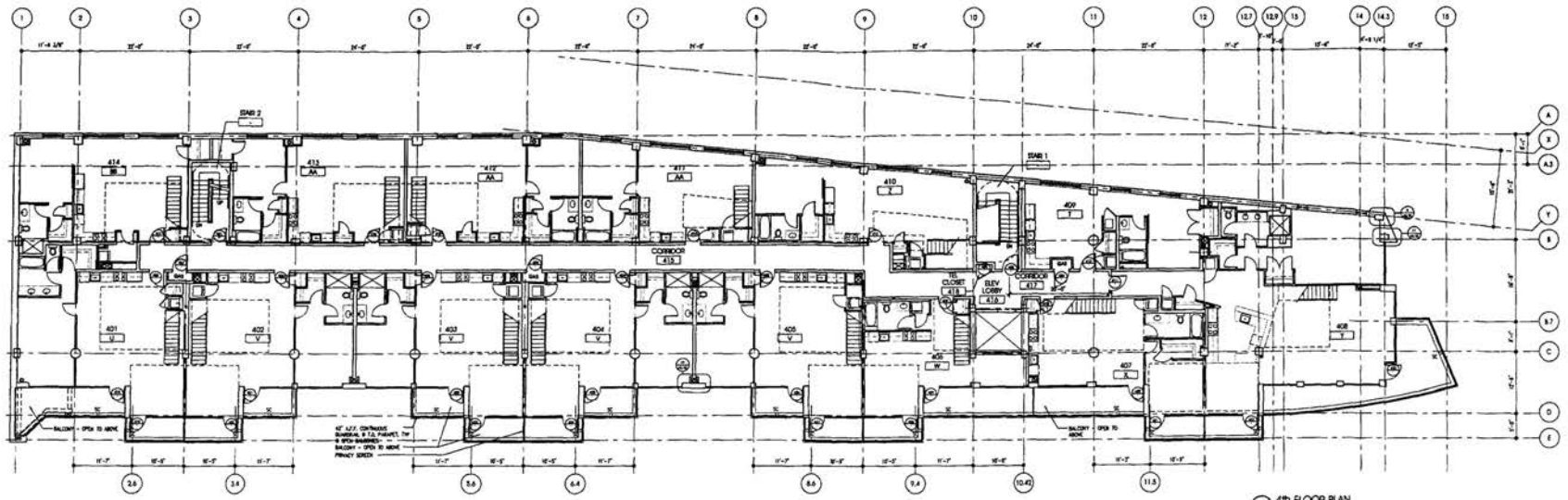
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
2ND FLOOR PLAN
3RD FLOOR PLAN

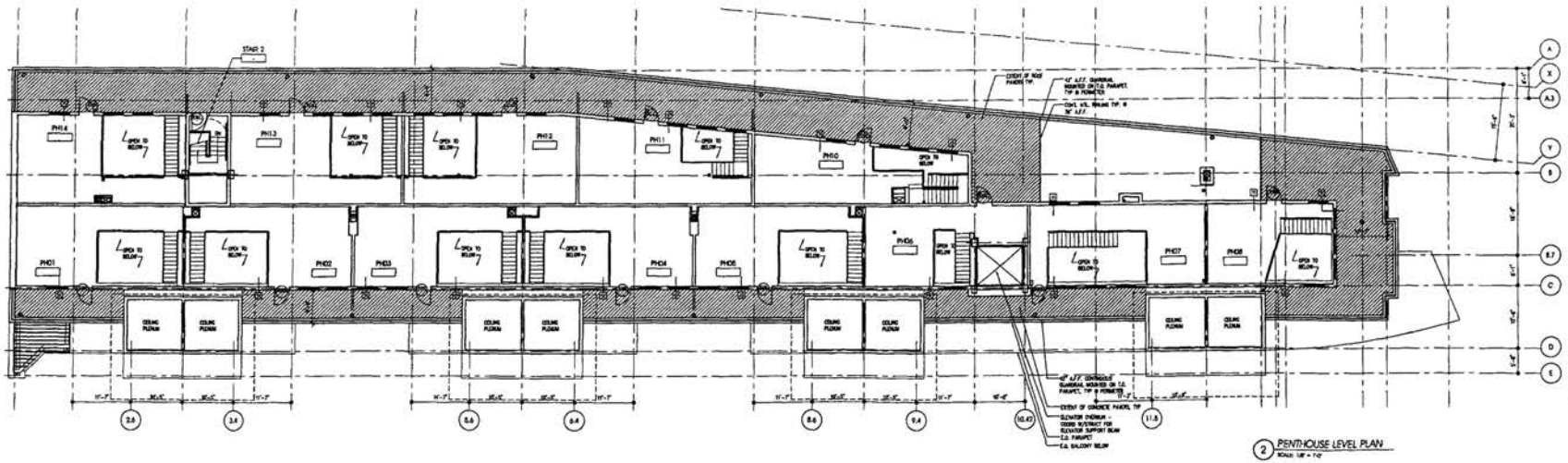
ZONING SUBMISSION DRAWINGS
REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

A1.05
DRAWING NUMBER



1 4th FLOOR PLAN



2 PENTHOUSE LEVEL PLAN

NORTH

ROOM LABEL LEGEND

201 / A	UNIT # / UNIT TYPE
CELLAR LOBBY / C 13	ROOM NAME / ROOM NUMBER

HICKOK WARNER FOX

ARCHITECTS 1023 31st. Street., NW Washington, DC 20007 Phone 202.667.9776 Fax 202.667.2260

PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

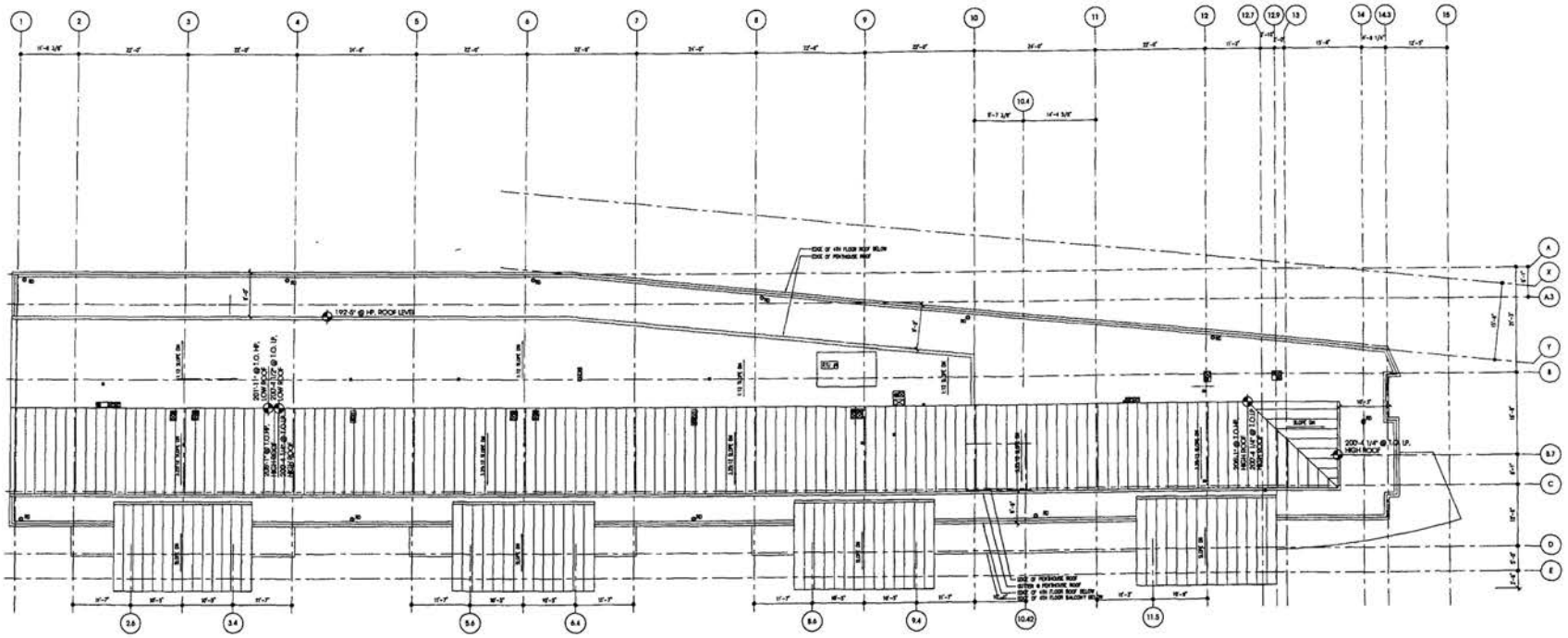
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4TH FLOOR PLAN
PENTHOUSE LEVEL PLAN

ZONING SUBMISSION DRAWINGS

REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

A1.06
DRAWING NUMBER



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

HICKOK WARNER FOX
ARCHITECTS
1023 31st. Street., NW Washington, DC 20007 Phone 202.667.9776 Fax 202.667.2260

PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

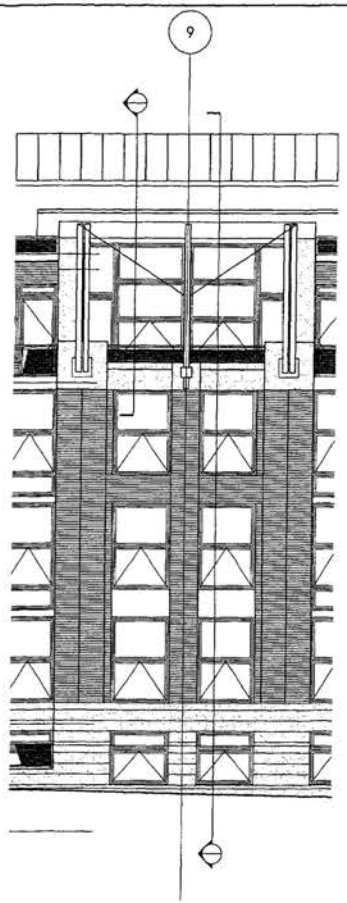
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
ROOF PLAN

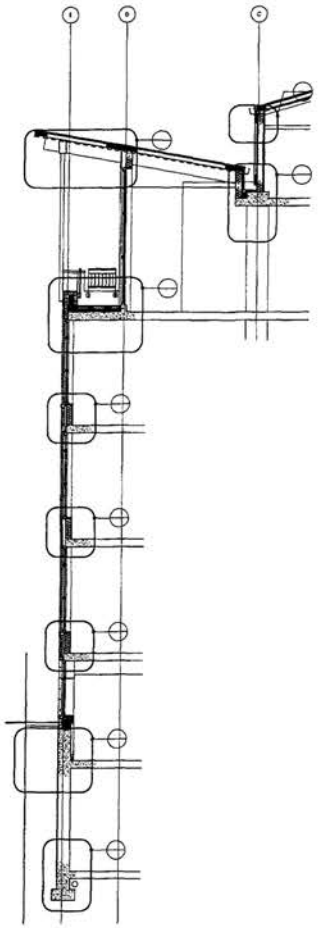
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REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

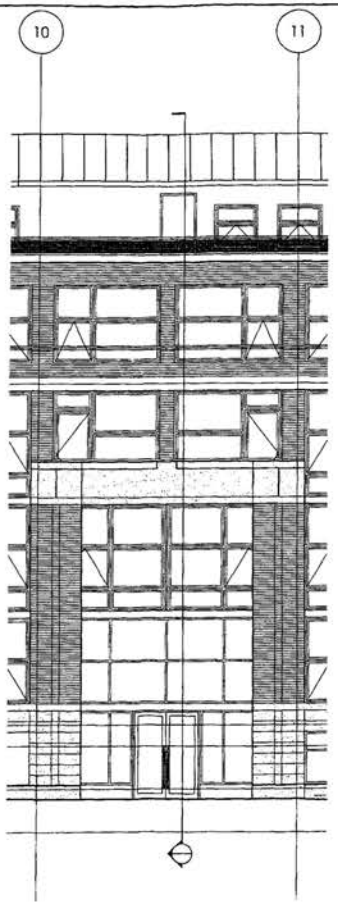
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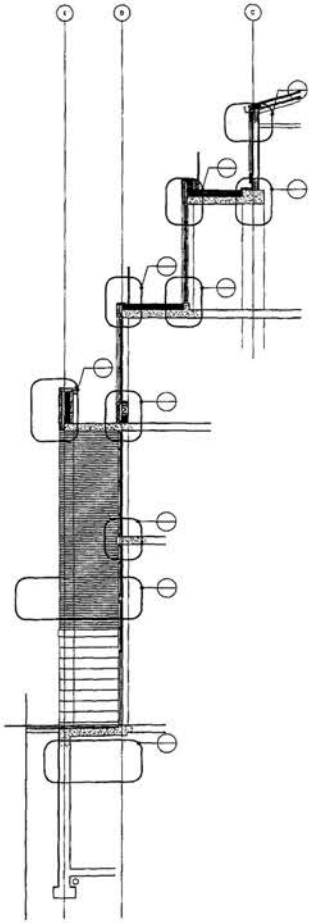
1 PARTIAL BAY ELEVATION



2 WALL SECTION



3 PARTIAL BAY ELEVATION



4 WALL SECTION

HICKOK WARNER FOX

ARCHITECTS 1023 31st. Street., NW Washington, DC 20007 Phone 202.667.9776 Fax 202.667.2260

PROJECT
2327 CHAMPLAIN ST.
WASHINGTON, DC

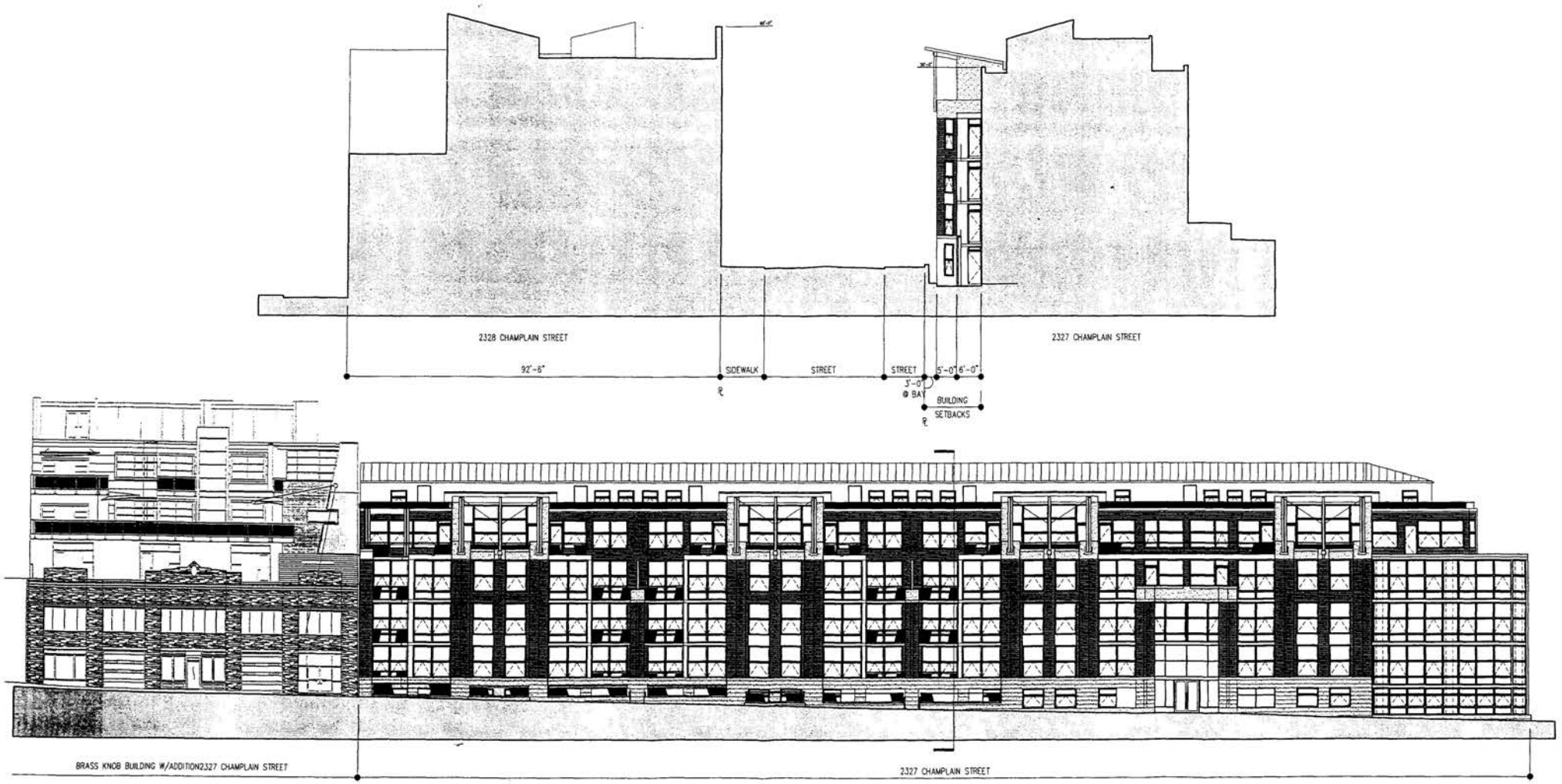
PROJECT TEAM
PN HOFFMAN CONSTRUCTION/DEVELOPMENT
ADAMS INVESTMENT GROUP

DRAWING TITLE
PARTIAL ELEVATIONS AND WALL SECTIONS

ZONING SUBMISSION DRAWINGS
REVISIONS

SCALE
DRAWN BY
DATE
PROJECT NUMBER

A3.01
DRAWING NUMBER



2327 CHAMPLAIN STREET, NW

SEPTEMBER 30, 2002

PN HOFFMAN CONSTRUCTION / DEVELOPMENT

HICKOK WARNER FOX ARCHITECTS



WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: Al Hedin
Director of Development
P.N. Hoffman Construction Development

FROM: Martin J. Wells, P.E.
Martha L. Arzu

DATE: October 9, 2002

SUBJECT: 2327 Champlain Street;
Special Exception Traffic Information;
Washington, D.C.

This memorandum presents additional traffic information for the 2327 Champlain Street project, in support of the Special Exception application. The information contained herein is based on a Wells & Associates Traffic Study dated September 9, 2002 and contained in a format to specifically address the special exception requirements. The 2327 Champlain Street development is located on the northeast quadrant of the Champlain Street/Kalorama Road intersection in the Adams Morgan neighborhood, in northwest Washington, D.C.

As background, P.N. Hoffman proposes to develop the property with a 68-unit, four-story apartment building. Vehicular access/egress to/from the parking garage is proposed on Kalorama Road, between Champlain Street and Ontario Road, N.W. Pedestrian access is proposed at the building lobby located on Champlain Street to minimize potential conflicts with pedestrian movements. As concluded in Wells and Associates' transportation analysis, the vehicular access proposed with the development would operate at acceptable levels of service and is anticipated to have no significant, adverse impacts on the public street network.

A one-level underground parking garage will provide a total of 52 parking spaces. A 55-foot loading berth and a 20-foot by 10-foot delivery space are also proposed adjacent

170 Jennifer Road, Suite 260 • Annapolis, Maryland 21401 • 410 / 266-5723 • 301/970-2402 (D.C.) • Fax: 410 / 266-9189

to the alley. The District of Columbia zoning ordinance requires the provision of one (1) parking space for every three (3) apartment units. Thus, the City's zoning code would require 23 parking spaces for the proposed development. Based on this analysis, it is concluded that the provision of 52 parking spaces as proposed for the subject development will adequately accommodate the anticipated parking demand for the project, trucks and other service vehicles.

In conclusion, this memorandum highlights that the 2327 Champlain development provides:

1. Vehicular access designed and located so as to minimize conflict with pedestrian ways, functions efficiently, and to create no adverse or otherwise objectionable traffic condition.
2. Adequate off-street parking for residents, trucks and other service vehicles.

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

MEMORANDUM

TO: AL Hedin
Director of Development
P.N. Hoffman Construction Development

FROM: Martin J. Wells, P.E.
Martha L. Arzu

DATE: September 9, 2002

SUBJECT: Transportation Analysis;
2327 Champlain Street;
Washington, D.C.

Introduction

This memorandum presents a transportation analysis of the proposed development at 2327 Champlain Street, which is located on the northeast quadrant of the Champlain Street/Kalorama Road intersection in the Adams Morgan neighborhood, in northwest Washington, D.C.

P.N. Hoffman proposes to develop the property with a 68-unit, four-story apartment building that would be served by a single full-movement driveway to a one-level underground parking garage on Kalorama Road. A 55-foot loading berth and a 20-foot by 10-foot delivery space are also proposed adjacent to the alley.

The following analysis is intended to answer Section III, Project Description, Questions 7 through 15 on the Environmental Impact Screening Form (EISF), as required by the District of Columbia Division of Transportation. A copy of the form is contained in Appendix A.

Trip Generation

The number of peak hour trips anticipated to be generated by the proposed new building was estimated based on Institute of Transportation Engineers (ITE) Trip Generation, 6th Edition vehicle-trip generation rates. The typical vehicle occupancies, and non-auto mode splits, were estimated based on experience at Metrorail stations throughout the metropolitan area and professional judgment.

Wells & Associates conducted traffic counts at the existing driveway on Kalorama Road, between Champlain Street and Ontario Road on Wednesday, August 28, 2002, from 6:00 to 9:00 AM, and 4:00 to 7:00 PM. The existing driveway was found to generate 18 AM peak hour vehicle-trips, and 20 PM peak hour vehicle-trips, as shown in Table 1. These trips were subtracted from the existing roadway network to establish baseline traffic conditions for this study.

The proposed 68-unit building on 2327 Champlain Street will be served by a total of 52 off-street parking spaces.

Based on the ITE rates, this development will generate 38 AM peak hour vehicle-trips and 45 PM peak hour vehicle-trips, at buildout (see Table 2). Typical vehicle occupancy rates are estimated at 1.15 persons per vehicle for residential uses. The 68-unit building is projected to then generate 44 AM peak hour person-trips and 52 PM peak hour person-trips, as shown in Table 2.

Due to the proximity of a rail station, it is assumed that some of the residents of 2327 Champlain Street will make use of the adjacent transit facilities. It is estimated that 40 percent of all AM and PM peak hour external person-trips will be made by means other than private automobiles based on the procedures contained in Development Related Ridership Survey II, published for WMATA by JHK & Associates. Therefore, the 68-unit building is conservatively projected to generate 26 person-trips in the AM peak hour and 31 person-trips in the PM peak hour, which converts to 23 vehicle-trips in the AM peak hour and 27 vehicle-trips in the PM peak hour.

Table 1
2327 Champlain Street
Trip Generation Analysis

Land Use	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Exisitng Driveway			8	10	18	9	11	20

Note: Counts conducted by Wells & Associates on Wednesday August 28, 2002

Table 2
2327 Champlain Street
Site Trip Generation Analysis

Trip Type/ Land Use	ITE Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Total Vehicle-Trips (1)									
Residential Condominium	230	68	Units	6	32	38	30	15	45
Total Person-Trips (2)									
Residential Condominium	230	68	Units	7	37	44	35	17	52
Auto Person-Trips (3)									
Residential Condominium	230	68	Units	4	22	26	21	10	31
2327 Champlain Street									
Auto Vehicle-Trips (2)									
Residential Condominium	230	68	Units	**4**	**19**	**23**	**18**	**9**	**27**

Notes:

(1) Trip Generation obtained from ITE's Trip Generation, 6th Edition.

(2) Average vehicle occupancy 1.15 (persons per vehicle)

(3) Non-auto mode split were adapted from the *Development-Related Ridership Survey II*, Washington Metropolitian Area Transit Authority, December 1989. Non-auto mode split: 40%

Parking Entry, Drop Off Areas, and Pedestrian Entry

Vehicular access to the parking garage is proposed on Kalorama Road, between Champlain Street and Ontario Road, N.W. Pedestrian access is proposed at the building lobby on Champlain Street. No dedicated drop-off lanes are proposed.

Truck Deliveries

One (1) 55-foot loading berth and one (1) 20-foot-by-10-foot delivery space are proposed in the rear alley. Three (3) or fewer truck deliveries are anticipated on an average day.

Residential Size

Sixty-eight (68) rental apartments are planned for 2327 Champlain Street. Thus, the proposed housing complex is designed to house more than 50 families.

Parking Spaces

The proposed project will be served by 52 off-street parking spaces, which is more than 50 spaces.

Commercial Space

The 2327 Champlain Street building includes no shopping and/or commercial facilities.

Entertainment/Recreation Facilities

The proposed project includes no entertainment or recreation facilities.

Volume-to-Capacity Ratio

Table 3 indicates that the 18th Street/Kalorama Road signalized intersection presently operates at level of service (LOS) "B" both in the AM and PM peak hours. This intersection operates at peak hour volume-to-capacity (v/c) ratios of 0.40 or less.

The Champlain Street/Kalorama Road eastbound and westbound unsignalized intersections presently operate at LOS "A" in both the AM and PM peak hours.

The Kalorama Road/Driveway unsignalized intersection presently operates at LOS "A" in both the AM and PM peak hours.

Due to high mainline through volumes, the Highway Capacity Analysis indicates that the 16th Street/Kalorama Road unsignalized intersection is operating at an unacceptable LOS "F" in both the AM and PM peak hours. However, as observed in the field and as seen in the SimTraffic micro simulation, sufficient gapping in mainline traffic is provided by the signalized intersection of 16th Street/Euclid Street.

The 16th Street/Euclid Street signalized intersection presently operates at LOS "B" both in the AM and PM peak hours. This intersection operates at peak hour volume-to-capacity (v/c) ratios of 0.78 or less.

Without development of the subject site, the future levels of service at the intersections of Kalorama Road with 18th Street, Champlain Street, the existing driveway and 16th Street are projected to remain the same during peak hours. The intersection of 16th Street/Euclid Street will operate at a LOS "B" in the AM peak hour and LOS "C" in the PM peak hour. These intersections operate at peak hour volume-to-capacity (v/c) ratios of 0.79 or less (see Table 3).

With development of the subject site, the intersection of 16th Street/Euclid Street and the intersections of Kalorama Road with 18th Street, Champlain Street, the existing driveway and 16th Street are forecasted to continue to operate at LOS "C" or better during both the AM and PM peak hours, with v/c ratios of 0.79 or less (see Table 3).

Vehicle Delay

As shown on Table 3, the 18th Street/Kalorama Road, Champlain Street/Kalorama Road, driveway/Kalorama Road, and 16th Street/ Kalorama Road intersections presently operate with acceptable delays of 19.1 seconds per vehicle or less during both the AM and PM peak hours. The 16th Street/Kalorama Road intersection presently operates with unacceptable delays of 273.9 seconds per vehicle or less during both the AM and PM peak hours.

The 18th Street/Kalorama Road, Champlain Street/Kalorama Road, driveway/Kalorama Road, and 16th Street/ Kalorama Road intersections are anticipated to operate with delays of 20.4 seconds per vehicle or less during both the AM and PM peak hours, **without** development of the subject site. The 16th Street/Kalorama Road intersection is projected to continue to operate at unacceptable delays of 274.8 seconds per vehicle or less during both the AM and PM peak hours.

With the development of the subject site, the study area intersections, with the exception of the 16th Street/Kalorama Road intersection, are projected to continue to operate with acceptable delays of 20.4 seconds per vehicle or less during both the AM and PM peak hours.

Table 3
2327 Champlain Street
Intersection Levels of Service Summary (1) (2)

Location	Operating Condition	Intersection Approach	Levels of Service					
			Existing Conditions		Background Future Conditions		Total Future Conditions	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. 18th Street/ Kalorama Road	Signalized	OVERALL	B (12.9) [0.39]	B (10.4) [0.40]	B (10.1) [0.35]	B (10.5) [0.41]	B (10.1) [0.35]	B (10.6) [0.42]
2. Champlain Street/ Kalorama Road EB	Unsignalized	OVERALL	A (2.1)	A (3.6)	A (2.1)	A (3.6)	A (2.1)	A (3.8)
3. Champlain Street/ Kalorama Road WB	Unsignalized	OVERALL	A (6.7)	A (4.2)	A (6.7)	A (4.2)	A (6.7)	A (4.2)
4. Driveway/ Kalorama Road	Unsignalized	OVERALL	A (0.8)	A (0.5)	A (0.9)	A (0.5)	A (1.3)	A (0.9)
5. 16th Street/ Kalorama Road	Unsignalized	OVERALL	F (273.9)	F (7.7)	F (274.8)	F (9.2)	F (293.0)	F (8.6)
6. 16th Street/ Euclid Street	Signalized	OVERALL	B (17.3) [0.78]	B (19.1) [0.60]	B (18.4) [0.79]	C (20.4) [0.62]	B (18.4) [0.79]	C (20.4) [0.62]

Notes: (1) Intersection analyses based on Synchro Version 5.0 software.
(2) Numbers in parentheses represent average delays in seconds per vehicle. Numbers in brackets represent overall volume-to-capacity ratios.

Conclusion

The proposed development on 2327 Champlain Street is not projected to raise traffic volumes beyond the capacity of the subject intersections. The intersection of 16th Street/Euclid Street and the intersections of Kalorama Road with 18th Street, Champlain Street, and the existing driveway will continue to operate at acceptable levels of service once the proposed development is completed.

Appendix A
Environmental Impact Screening Form (EISF)

DISTRICT OF COLUMBIA GOVERNMENT
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
BUILDING AND LAND REGULATION ADMINISTRATION
941 North Capitol Street NE, Suite 2000
Washington DC 20002

ENVIRONMENTAL IMPACT SCREENING FORM (EISF)

The Environmental Impact Screening Form (EISF) is designed to help applicants and District government agencies to determine whether or not a major action, as defined in DC Law 8-36, (District of Columbia Environmental Policy Act of 1989), would likely result in significant adverse environmental impacts, either during the construction or operational phase of a project. The EISF review process provides an orderly and comprehensive procedure that permits the introduction of information that is tailored to the specific project or actions proposed. **Please note that, pursuant to the Environmental Policy Act Regulations (Chapter 72, Title 20 DCMR), no agency is permitted to issue a license, permit, certificate or authorization until the environmental impact review process is completed.**

The Department of Consumer and Regulatory Affairs will transmit your EISF and supporting documents to other agencies for their review, including the Department of Health, the Department of Public Works, the Office of Planning and the DC Water and Sewer Authority. To expedite review of your submission, it is important that the information you provide is as complete and comprehensive as possible.

In addition to the EISF, your submission must include:

1. 20 copies of a vicinity map of approximately a one-mile radius, showing neighborhood names, institutional uses, shopping centers, fire and police stations, metro stations, parks and public space.
2. One copy of a site plan (24" x 36") showing existing conditions, with a narrative that describes existing topographic and drainage conditions, including location and names of any wetlands, streams and water courses on and/or adjacent to the property.
3. 20 copies of a detailed site plan.
4. 20 copies of a context map, showing buildings, uses and building heights for a one-block radius.
5. One copy of a separate plan (24" x 36") showing conceptual erosion and sediment control measures for the project, including proposed grading and total square footage of disturbed earth.
6. One copy of a separate plan (24" x 36") showing conceptual storm water management measures and their location(s), including drainage layout. No storm water management computations are required for this initial phase.
7. 20 copies of a brief written summary of the project (one page is sufficient)

You may attach additional information that will assist you to accurately describe your project. This information could be in the form of a narrative description of the project, brochures describing the project or processing equipment, geotechnical reports, soil surveys, phase one and phase two environmental assessments, traffic surveys, air quality analyses, or any other information, which may assist reviewing agencies.

Submit 20 copies of the completed EISF and supporting documents to the Department of Consumer and Regulatory Affairs (DCRA), Building and Land Regulation Administration (BLRA). Do not submit bound documents.

Each applicant will be notified regarding DCRA's findings within 30 business days of receipt of an EISF, unless additional information has been requested by a reviewing agency. DCRA's findings will indicate whether or not the proposed project is likely to have substantial negative impact on the community, and whether or not an Environmental Impact Statement (EIS) is required.

I. PROJECT INFORMATION

Name of Project		
Location of Project (Street Address)	Lot	Square
Name of Applicant	Telephone	
Email Address	Fax	
Mailing Address		
City	State	Zip
Name of Authorized Agent	Telephone	Fax
Mailing Address		
City	State	Zip
Name of Owner	Telephone	Fax
Mailing Address		
City	State	Zip

Please complete each question – indicate N/A if not applicable

II. EXISTING CONDITIONS

1. Present land use:
   a. Industrial ___
      Commercial ___
      Residential ___
      Public/Institutional ___
      Other _____
   b. Percent of impervious area _____%
   c. Floor Area Ratio _____ Gross Floor Area _____ Building Height _____
   d. Number and type of dwelling units _____
2. What is the current zoning classification of the site? _____
3. Have any zoning conditions been placed on the site? _____ If yes, cite case number _____
4. What are the predominant land uses and zoning classifications within a ¼ mile radius of the project site?
   _____
5. Total size of project land area: _____ (square feet/acres)
6. What is the predominant soil type on the project site? _____
7. Is there any contaminated soil within the project limits? Yes _____ No _____
8. What is the Federal Emergency Management Administration (FEMA) flood designation for the project?
   _____

9. Approximate percentage of slopes on project site:
   0-10% _____
   11-15% _____
   greater than 15% _____

10. List all adjacent properties with description of current use of each:
_____
_____
_____

11. List any adjacent properties or buildings that are listed on the National Register of Historic Places:
_____
_____

12. What is the depth of the water table in feet at the project site, if known? _____
Provide source of data (e.g. soil boring on-site monitoring well data on adjacent property, etc.)
_____

13. Does the project site contain any species of plant or animal that is identified as threatened or endangered? Yes _____ No _____ if yes, identify each species _____

14. Are any streams within 100 feet of the project site? Yes ____ No ____ If yes, name the stream and the river to which it is a tributary _____

15. Are any lakes, ponds, springs or wetlands within 100 feet of the project site? Yes ____ No ____ If yes, provide name and size
_____

16. Is the site served by existing public utilities? Gas____ Electric____ Water____ Sanitary Sewer____ Storm Sewer____ Combined Sewer ____

17. Do you plan to connect to existing water, sanitary, storm and combined sewers? If so, what size?
_____

18. What are the existing average and peak sewage flows generated by the existing facilities? _____(GPM)

19. What are the distances from the property line to the public water, sanitary, storm and combined sewers?
_____

20. Has the site ever been used as a landfill, construction fill or for the disposal of solid waste?
Yes ____ No ____

21. What are the pre-development peak storm water runoff flows for a 2-year and 15-year storm event?
_____

III. PROJECT DESCRIPTION

1. Proposed land use:
   Industrial ___
   Commercial ___
   Residential ___
   Public/Institutional ___
   Other _____

2. Project area to be developed: _____ (sq. ft./acres)
   Project area to remain undeveloped: _____ (sq. ft./acres)
   Dimensions of proposed structure: height _____ width _____ length _____
   Gross floor area of proposed structure: _____sq. ft.
   Depth of any excavation: average _____ (ft) maximum _____ (ft)
   Percent of impervious cover after development _____ %

3. Does the proposed action require a planning or zoning decision? Yes____ No____
   If yes, indicate decision required:
   - Zoning variance ____
   - Special exception ____
   - Special use permit ____
   - Subdivision large tract review ____
   - Historic Preservation Review Board _____
   - Other _____

4. Number and type of dwelling units, if any: _____

5. If commercial, office or institutional use, the number of employees _____

6. Provide the modal split of residents, employees and daily customers/visitors (i.e., how many would be expected to arrive by automobile/mass transit/walking/bicycle)_____

---

7. Provide the estimated number of peak hour morning (6:30 AM – 9:30 AM) and evening (4:30 PM – 6:30 PM) vehicular trips into and out of the property _____

8. Provide the location of parking entry, drop off areas and pedestrian entry
   _____

9. Cite the number of daily deliveries by truck, if any, and location of loading area, if any _____

10. Will the proposed project contain residential premises, apartment dwellings, a subdivision or other housing complex designed to house 50 or more families? Yes ____ No _____

11. Will the proposed project provide 50 or more new parking spaces? Yes ____ No ____

12. Will the proposed project consist of shopping and /or commercial facilities having 50,000 or more square feet of gross floor space? Yes____ No ____

13. Will the proposed project consist of entertainment and /or recreational facilities, including but not limited to theaters, auditorium, sports stadiums, bowling alleys, etc. having the capacity to accommodate more than 400 persons at one time? Yes____ No____

14. Will the proposed project increase traffic volume, which would result in a street volume – to capacity ratio? of 0.90, or greater (Street Level-of- Service E or F)? Yes ____ No ____

15. Will the proposed project increase traffic volume that would result in a vehicle delay of 55 or more? seconds at any signalized intersection? (Intersection Level- of – Service E or F) Yes ____ No ____

NOTE: If you answered yes to any of questions 10 through 15, you are required to submit three copies of an air quality analysis of emissions (in pounds or tons of pollutants per day) of Carbon Monoxide (CO), volatile organic compounds (VOCs), and nitrogen oxide (NOx) resulting from the operation of mobile sources associated with the proposed project. The most current version of the U.S. Environmental Protection Agency's (EPA's) " MOBILE " emission factor model must be used in deriving the emission estimates. In addition, an analysis of the impact from mobile sources on CO concentrations (in parts per million) in the vicinity of the proposed project must also be provided. This analysis, at a minimum, must be conducted in accordance with the procedures identified in the Department of Health's "Guidance on the Review of Air Quality Studies Performed as a Result of the EISF" using an approved dispersion model (the default model is the latest version of CALQCHR3 posted on the EPA regulatory model website) and must include a comparison of the resulting air quality of the resulting air quality with both the one (1) hour average and eight (8) hour average National Ambient Air Quality Standards (NAAQS) for CO.

16. Will the proposed project result in an emission into the atmosphere of odorous or other air pollutants from any source, in any quality and of any characteristic and duration which is or is likely to be injurious to the public health or welfare, or which interferes with the reasonable enjoyment of life and property?
    Yes ___ No ____ if yes, describe: _____

17. How much natural material (rock, earth, etc.) will be removed from the site? _____ (tons/cubic yards)

18. How much vegetation will be removed from the site? _____ (sq. ft./acres)

19. Will any mature trees or other locally important vegetation be removed from the site? Yes ____ No ____

20. Will construction be on land where the depth to the water table is less than 3 feet? Yes ____ No ____

21. What are the projected average and peak sewage flows to be generated by this project? _____

22. What water demand for peak domestic and peak fire protection will result from this project?
_____

23. What are the peak storm flows for a 2-year and 15-year event that will result from this project?
_____

24. Will pumping of ground water be required at the site during and/or after the project is completed?
Yes____ No ____
    a. If yes, explain the purpose (e.g. sump for dewatering; continuous for industrial use)
    _____
    b. The expected pumping rate is _____ gallons per day

25. Will construction be on land where the bedrock is exposed or is within 3 feet of the existing ground surface? Yes ____ No ____

26. Will the construction disturb more than 5,000 square feet of soil? Yes____ No ____

27. Will contaminated soil be disturbed by the construction of pipelines? Yes ____ No ____

28. Will the disturbed area be reclaimed? Yes ____ No ____
    a. If yes, for what intended purpose is the site being reclaimed? _____

29. If the project is single-phased, provide the length of construction: ____ months (including demolition)

30. If the project is multi-phased:
    a. Total number of phases anticipated: _____
    b. Anticipated date of commencement of Phase1: month _____ year _____
    c. Anticipated date of completion of final phase: month _____ year _____
    d. Is Phase 1 functionally dependent on subsequent phases? Yes ____ No ____

31. Will blasting occur during construction? Yes ____ No ____

32. Will the surface area of an existing water body be increased or decreased by the project?
Yes ____ No ____ If yes , explain_____

33. Will the proposed project interfere with ground water recharge? Yes ____ No ____

34. Will the proposed project adversely affect existing surface water quality? Yes ____ No ____

35. Is the project or any portion of the project in a 100-year flood plain? Yes ____ No ____

36. Will liquid waste be generated, either during construction or afterwards? Yes ____ No ____
    a. If yes, indicate type of waste (chemical, industrial, sewage, etc.) and amount:
    _____
    b. How will this waste be disposed of?
    _____

37. Will the project generate solid, medical, infectious, radioactive or other hazardous waste? Yes ____ No __
    a. If yes, what is the type and amount per month?
    type: _____
    amount: _____
    b. Will any existing waste disposal facility be used? Yes ____ No ____
    name of facility _____
    location: _____
    c. Will any waste not go into a waste disposal facility? Yes ____ No ____
    If Yes, explain_____

38. Will the project produce odors? Yes ____ No ____
    If yes, describe source of odor and duration _____

39. Will the project produce noise during construction that is above the allowable level (80db)? Yes ____ No ____

40. Will the operating noise level exceed the allowable decibel level for that zone? Yes ____ No ____

41. Will a pile driver be used during construction? Yes ____ No ____

42. Where will the A/C unit be located? _____

43. Will the project operation maintain an emergency generator? Yes ____ No ____ If yes, where will the generator be located?
_____

44. Where will other motor driven equipment be located? _____

45. Will the project operation have frequent deliveries by large vehicles? Yes ____ No _____

46. Will any underground storage tanks be installed? Yes ____ No ____
    a. If yes, how many tanks will be installed? _____
    b. Contents: _____
    c. Capacity: _____ (gallons)

47. Will pesticides (herbicides, insecticide, etc.) be used? Yes ____ No ____ If yes, indicate the type of pesticide and provide the name of the licensed applicator who will apply the pesticide _____
_____

48. Will any other substances that will adversely change existing surface and ground water quality be handled at the site either during or after construction? Yes ____ No ____ If yes, attach pollution prevention plan.

49. Will the proposed project require the issuance of any permits or other approvals (Certificate of Occupancy, Public Space Permit, Raze Permit, Air Pollution Permit, Storm water Management Permit, Pretreatment Permit, etc.) from the District Government in addition to a Building Permit? Yes ____ No ____ If yes, list all required permits: _____

50. Will the proposed project require the issuance of any permits or other approvals (NPDES, Section 404 Degree and Fill Permit, etc.) from the Federal Government? Yes ____ No ____
    If yes, list all required permits:
    _____

51. How will solid waste (trash, garbage, debris) generated by occupants of the project be managed? _____
_____

52. How will recyclable materials generated by occupants of the project be managed? _____
_____

53. What plans will be implemented to maintain the abutting public space free of litter and debris during construction and post-occupancy?
_____
_____

IV. VERIFICATION

I certify that all of the statements on this application are true and complete to the best of my knowledge and belief. I agree to comply with all applicable laws and regulations of the District of Columbia. The making of false statements on this application is punishable by criminal penalties (DC Code Ann. Sec. 22-2514)

Applicant/Authorized Agent (Signature) _____

Name (Print) _____ Date _____

Company _____ Title _____

Address _____

TO REPORT WASTE, FRAUD, OR ABUSE BY ANY DC GOVERNMENT OFFICE OR OFFICIAL, CALL THE INSPECTOR GENERAL ON 1-800-521-1639

2/2002

Appendix B
Levels of Service Summaries



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			1.00	
Frt		0.91			0.95			1.00			1.00	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1679			1738			3520			1858	
Flt Permitted		0.94			0.93			0.93			0.99	
Satd. Flow (perm)		1601			1631			3263			1839	
Volume (vph)	13	5	33	26	29	36	18	395	9	11	489	6
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	6	37	29	32	40	20	439	10	12	543	7
Lane Group Flow (vph)	0	57	0	0	101	0	0	469	0	0	562	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0			43.0			43.0	
Effective Green, g (s)		28.0			28.0			44.0			44.0	
Actuated g/C Ratio		0.35			0.35			0.55			0.55	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		560			571			1795			1011	
v/s Ratio Prot												
v/s Ratio Perm		0.04			c0.06			0.14			c0.31	
v/c Ratio		0.10			0.18			0.26			0.56	
Uniform Delay, d1		17.5			18.0			9.5			11.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.7			0.4			2.2	
Delay (s)		17.9			18.7			9.8			13.9	
Level of Service		B			B			A			B	
Approach Delay (s)		17.9			18.7			9.8			13.9	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.1%	ICU Level of Service	A

c Critical Lane Group

F

BOLAN SMART ASSOCIATES, INC.
900 19TH STREET. NW, SUITE 600, WASHINGTON, DC 20006 • (202) 371-1333 • FAX (202) 371-1334

October 2002

District of Columbia Board of Zoning Adjustment
Washington, DC

RE: 2327 Champlain Street, NW, Application for Zoning Modification
Financial Feasibility Analysis

Dear Board Members:

Bolan Smart Associates has undertaken a financial feasibility analysis of the proposed 2327 Champlain Street, NW multi-family residential building. The approximately 40,684 gross square feet of building area permitted above grade under the existing zoning has proven uneconomic to redevelop for the community desired conversion to residential use. The principal reasons relate to the excessive costs to remediate soil contamination, a condition necessary to facilitate financing sales of condominium units, and the above normal building foundation costs made necessary because of substandard soil load bearing conditions. The solution lies in building a larger building of approximately 62,156 gross square feet above grade, allowing for marginally lower construction costs per average square foot of finished residential space as well as land and remediation costs components to be spread over a broader base.

Our findings are summarized as follows:

1. **Current property values for the subject property as presently improved and used exceed what can be supported under a by-right residential redevelopment:** The current business use of the subject property(ies), coupled with recent increases in general land values in this submarket and environmental remediation issues, render residential redevelopment uneconomic under by-right zoning. Bolan Smart Associates has developed a financial pro-forma for 2327 Champlain Street if developed on a by-right basis (see Table BSA 1). Since land value plays a critical role in establishing financial feasibility, we tested economic viability under varied assumptions. Using applicant and industry standard inputs, a by-right residential redevelopment would generate a loss of $715, 761 (line 30, Table 1) if the land cost was equivalent to the 2002/03 District of Columbia property assessments for the three parcels comprising this assemblage ($1,098,425, line 7, Table1).

When evaluated incorporating current land contract purchase prices ($1,925,000), the redevelopment becomes that much more uneconomic to construct, generating a loss of $1,888,206.

2. **Increasing building size to that proposed helps close the economic feasibility gap.** Bolan Smart Associates has analyzed the financial feasibility of the same basic residential redevelopment holding land costs and unusual environmental and soil related costs fixed and adjusting construction costs downward slightly to reflect improved economies of scale. These combined effects results in an overall project delivery cost reduction approximating 20% per saleable area of residential space (see Table BSA 2) compared with the by-right redevelopment, thus improving overall economic feasibility. As depicted on line 30 of Table BSA 2, the profit or loss associated with the proposed redevelopment at a 2.75 FAR, and assuming the current land contract purchase price, ranges from a loss of $230,476 to a gain of $197,117, depending on the treatment of community requested moderate income unit sales.

3. **The inclusion of an approximate 5% moderate-income unit sales ratio presents further hurdles to financial feasibility.** The analysis includes evaluation of the impact of providing moderate-income units approximating 5% of the space available for residential sale. Assuming a sales price of half that per square for a comparable market rate unit results in an economic loss of between $302,575 and $462,263. Only under the increased FAR scenario does this loss begin to be offset, for the same reasons that also make the market rate project more feasible.

We hope this overview and the attached tables are helpful in framing the economic issues associated with the proposed residential redevelopment of 2327 Champlain Street, NW.

Sincerely,

Eric Smart (ams)

Eric Smart,
Principal, Bolan Smart Associates

Table BSA 1 - 10/2002

MULTI-FAMILY FINANCIAL FEASIBILITY - ($2002)
2327 Champlain Street, NW, Washington DC

			Property at 1.8 FAR without Mod Income as Currently Assessed	Property at 1.8 FAR without Mod Income as Currently Valued	Property at 1.8 FAR with Mod Income as Currently Valued
Total Project					
1)	gross square feet above grade (FAR)		40,684 gsf	40,684 gsf	40,684 gsf
2)	gross square feet below grade		18,296 gsf	18,296 gsf	18,296 gsf
3)	total gross building area		58,980 gsf	58,980 gsf	58,980 gsf
4)	net residential area		34,580 sf	34,580 sf	34,580 sf
5)	moderate income sales		0.00% of sf	0.00% of sf	5.00% of sf
6)	parking spaces		56 spaces	56 spaces	56 spaces
Development Costs					
7)	land cost		$1,098,425	$1,925,000	$1,925,000
8)	existing tenant lease buyout / relocation		$125,000	125,000	125,000
9)	hard cost above grade	$140 /gsf	$5,695,760	$5,695,760	$5,695,760
10)	hard cost below grade	$80 /gsf	$1,463,680	$1,463,680	$1,463,680
11)	total hard costs		$7,159,440	$7,159,440	$7,159,440
12)	contaminated soil remediation		$750,000	$750,000	$750,000
13)	special foundations		$360,000	$360,000	$360,000
14)	total contracted development costs		$9,492,865	$10,319,440	$10,319,440
15)	soft costs (ae, debt fin, legl, etc)	20.00% of dev. costs	$1,898,573	$2,063,888	$2,063,888
16)	contingency / developer fee	7.50% of dev. costs	$711,965	$773,958	$773,958
17)	total delivery costs per unit		$12,103,403	$13,157,286	$13,157,286
Revenue					
18)	market sales	$350 /sf	$12,103,000	$12,103,000	$11,497,850
19)	moderate income unit sales	$175 /sf	$0	$0	$302,575
20)	parking spaces	$30,000 /space	$1,680,000	$1,680,000	$1,680,000
21)	marketing costs	6.00%	($826,980)	($826,980)	($808,826)
22)	transfer tax	1.50%	($206,745)	($206,745)	($202,206)
23)	total revenue		$12,749,275	$12,749,275	$12,469,393
Net Income					
24)	construction debt	75.00% of delivery cost	$9,077,552	$9,867,965	$9,867,965
25)	debt cost		included in soft costs	included in soft costs	included in soft costs
26)	equity	25.00% of delivery cost	$3,025,851	$3,289,322	$3,289,322
27)	equity cost per year	15.00% yield	$453,878 /year	$493,398 /year	$493,398 /year
28)	total equity cost	3.0 years	$1,361,633	$1,480,195	$1,480,195
29)	financing cost (net of construction debt interest)		$13,465,036	$14,637,481	$14,637,481
30)	net margin (profit / loss)		($715,761)	($1,888,206)	($2,168,088)

Notes: 7) Land value as currently assessed by the District of Columbia is considered to be substantially below market (purchaser 2002 contract prices).
10) Below grade includes a portion of finished space in cellar area in addition to parking and storage.

Source: Bolan Smart Associates, Inc. (10/02)

Table BSA 2 - 10/2002

MULTI-FAMILY FINANCIAL FEASIBILITY - ($2002)
2327 Champlain Street, NW, Washington DC

			Property at 2.75 FAR with Mod Income as Currently Assessed	Property at 2.75 FAR with Mod Income as Currently Valued	Property at 2.75 FAR without Mod Income as Currently Valued
Total Project					
1)	gross square feet above grade (FAR)		62,156 gsf	62,156 gsf	62,156 gsf
2)	gross square feet below grade		18,296 gsf	18,296 gsf	18,296 gsf
3)	total gross building area		80,452 gsf	80,452 gsf	80,452 gsf
4)	net residential area		52,830 sf	52,830 sf	52,830 sf
5)	moderate income sales		5.00% of sf	5.00% of sf	0.00% of sf
6)	parking spaces		56 spaces	56 spaces	56 spaces
Development Costs					
7)	land cost		$1,098,425	$1,925,000	$1,925,000
8)	existing tenant lease buyout / relocation		$125,000	$125,000	$125,000
9)	hard cost above grade	$135 /gsf	$8,391,060	$8,391,060	$8,391,060
10)	hard cost below grade	$80 /gsf	$1,463,680	$1,463,680	$1,463,680
11)	total hard costs		$9,854,740	$9,854,740	$9,854,740
12)	contaminated soil remediation		$750,000	$750,000	$750,000
13)	special foundations		$360,000	$360,000	$360,000
14)	total contracted development costs		$12,188,165	$13,014,740	$13,014,740
15)	soft costs (ae, debt fin, legl, etc)	20.00% of dev. costs	$2,437,633	$2,602,948	$2,602,948
16)	contingency / developer fee	7.50% of dev. costs	$914,112	$976,106	$976,106
17)	total delivery costs per unit		$15,539,910	$16,593,794	$16,593,794
Revenue					
18)	market sales	$350 /sf	$17,565,975	$17,565,975	$18,490,500
19)	moderate income unit sales	$175 /sf	$462,263	$462,263	$0
20)	parking spaces	$30,000 /space	$1,680,000	$1,680,000	$1,680,000
21)	marketing costs	6.00%	($1,182,494)	($1,182,494)	($1,210,230)
22)	transfer tax	1.50%	($295,624)	($295,624)	($302,558)
23)	total revenue		$18,230,120	$18,230,120	$18,657,713
Net Income					
24)	construction debt	75.00% of delivery cost	$11,654,933	$12,445,345	$12,445,345
25)	debt cost		included in soft costs	included in soft costs	included in soft costs
26)	equity	25.00% of delivery cost	$3,884,978	$4,148,448	$4,148,448
27)	equity cost per year	15.00% yield	$582,747 /year	$622,267 /year	$622,267 /year
28)	total equity cost	3.0 years	$1,748,240	$1,866,802	$1,866,802
29)	financing cost (net of construction debt interest)		$17,288,150	$18,460,595	$18,460,595
30)	net margin (profit / loss)		$941,969	($230,476)	$197,117

Notes: 7) Land value as currently assessed by the District of Columbia is considered to be substantially below market (purchaser 2002 contract prices).
10) Below grade includes a portion of finished space in cellar area in addition to parking and storage.

Source: Bolan Smart Associates, Inc. (10/02)



GOLDIN & STAFFORD

9475 LOTTSFORD ROAD, SUITE 280
LARGO, MARYLAND 20774
PHONE 301-925-9600 FAX 301-925-9637

September 20, 2002

Mr. Doug Yurechko
PN Hoffman, Inc.
4725 Wisconsin Avenue, Suite 200
Washington, DC 20016

Re: 2327 Champlain Street
Washington, DC

Dear Doug:

Per your request, we have reviewed the technical information supplied to us. Our findings indicate that there may be as much as 15,000 cubic yards of petroleum contaminated soil. Based on current market conditions, you should anticipate an additional cost of $50.00 to $70.00 per cubic yard. This cost involves the hauling and legal disposal and testing of all material.

Please be advised that contaminated water may be an issue which will have to be addressed as a separate issue.

We have performed more than fifty (50) individual projects containing contaminated soil, including removal of over 500,000 tons from the new D.C. Convention Center.

Should you need further information, please feel free to contact us.

Very truly yours,

GOLDIN & STAFFORD, INC.

Ralph S. Goldin
President

RSG/dah