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October 4, 2005

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2005 OCT -4 AM 2:34

Hand Delivery

Board of Zoning Adjustment
441 4th Street, N.W.
Room 210 S
Washington, D.C. 20001

Re: BZA No. 17370

Dear Members of the Board:

Enclosed please find an original and 20 copies of the Applicant's Statement in Support of the above-referenced application, scheduled for public hearing on October 18, 2005.

Thank you for your attention to this matter. Please do not hesitate to contact us should you have any questions or require further information.

Very truly yours,

HOLLAND &KNIGHT LLP

Norman M. Glasgow, Jr.

Enclosures
cc: Joel Lawson, Office of Planning
Mark Dixon, Chairman, ANC 6C

1146631_v2

BOARD OF ZONING ADJUSTMENT
District of Columbia
CASE NO. 17370
EXHIBIT NO. 33

Board of Zoning Adjustment
District of Columbia
CASE NO. 17370
EXHIBIT NO. 33

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Application of Square 484 Hotel L.L.C
and 484 OPCO, L.L.C.

BZA Application No. 17370
Public Hearing: October 18, 2005
ANC 6C

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

This is an application pursuant to 11 DCMR §§ 3103.2 and 3104.1, for a special exception under §2108 to reduce the amount of off-street parking spaces required under §2101.1 and a variance from §§ 2115.9 and 2115.18, to allow for attendant-assisted parking in the DD/C-2-C District, at premises addresses of 555 and 599 Massachusetts Avenue, NW (Square 484, Record Lot 26 (Assessment and Taxation Lots 836 and 837))(collectively, the "Property").

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment has jurisdiction to grant the requested variance and special exception relief pursuant to §§3103.2 and 3104 of the Zoning Regulations.

III.
EXHIBITS IN SUPPORT OF THE APPLICATION

Before proceeding with the discussion of the merits of this Application, the following additional materials are submitted:

Exhibit A: A portion of the Sanborn Atlas showing the Property.

Exhibit B: A portion of the Zoning Map showing Square 484, with zoning designation of DD/C-2-C.

Exhibit C: Building Plans, including parking plans for the hotel and apartment house portions of the Project.

Exhibit D: Outlines of testimony of Representatives of Square 484 Hotel L.L.C, and 484 OPCO, L.L.C., Applicants.

Exhibit E: Outline of testimony of Representative, Wells and Associates, traffic engineering expert.

IV.
BACKGROUND

A. Site and Vicinity Characteristics

1. The Property

Record Lot 26 in Square 484 contains approximately 34,796 square feet of total lot area with street frontages along 5th Street, 6th Street, and Massachusetts Avenue, NW. The Property is divided for assessment and taxation purposes into two lots: Lot 837, with approximately 22,222 square feet and improved with an apartment house; and Lot 836, with approximately 12,574 square feet and improved with a hotel. The Property is zoned C-2-C and is located within the Downtown Development District ("DD") overlay pursuant to Chapter 17 of the District of Columbia Zoning Regulations.

2. Vicinity

The Property is located in the Central Employment Area, at the northern edge of the downtown area, and is located within close proximity to a number Metrorail stations. It is well served by Metrobus and the new D.C. Circulator bus services. The site is located within the boundaries of Advisory Neighborhood Commission 6C.

Square 484 is bounded by K Street to the north, 5th Street to the east, Massachusetts Avenue to the south, and 6th Street to the west. The northern portion of Square 484 includes a variety of older low density commercial structures, including a paint store and used car sales lot.

Across Massachusetts Avenue to the south of the Property is a triangular park known as Federal Reservation 72. South of Federal Reservation 72, Square 485 is improved with the Corinthian Baptist Church, the Gospel Mission Building, and a variety of older commercial and residential structures.

Along the eastern edge of the Subject Property is 5th Street, NW. Immediately to the east of the Subject Property across 5th Street is Square 516. The adjacent portion of Square 516 remains largely unimproved, with a surface parking lot being the principal use at the northeast corner of the intersection of 5th and I Streets, NW.

Diagonally across 5th Street are two triangular parks known as Federal Reservations 73 and 74. To the further southeast is Square 517, a which is triangular in shape and improved along its Massachusetts Avenue frontage with two recently constructed apartment houses, each containing ground floor retail uses. Additional uses within Square 517 include the Judiciary House apartment building and a number of smaller-scale commercial uses. Also to the southeast of Square 484, and to the north of Square 517, is triangular-shaped Square S516. This square contains the three-story House of Ruth building at its westernmost tip. Other significant portions of Square S516 are currently under development for high density commercial and residential uses.

Immediately west of Square 484, across 6th Street, is Square W484. This square includes a older multi-story commercial office building housing National Public Radio. The eastern portion of Square W484, closest to the Property, is unimproved and utilized for surface parking.

The area north of the Property and Square 484 remains largely underdeveloped, with surface parking lots and aging low density retail and service uses occupying the bulk of Squares 483 and 515.

3. Improvements

As noted above, the Property is improved with mixed-use development within a single building, constructed in 2002 and including a 228-guest room hotel and a 246-unit apartment house (collectively, the "Project"). The hotel component is located on that portion of the Property known for assessment and taxation purposes as Lot 836 and with premises address of 599 Massachusetts Avenue and faces 6th Street, NW, while the apartment house component, on what is known for assessment and taxation purposes as Lot 837, fronts on Massachusetts Avenue with its eastern side along 5th Street, NW. The apartment house maintains a premises address of 555 Massachusetts Avenue. These components are joined by an above-grade connection at the first floor level. The 13-story apartment house contains 246 apartments and includes a three-level, below-grade parking garage which provides 92 zoning compliant parking space for the residential units with an additional 9 vault spaces available. The existing hotel and apartment building contain a total of 208 total parking spaces, which comply with the Zoning Regulations. Of these, 117 spaces are allocated to the hotel and 92 to the residential building. If the Board were to approve the application, the hotel would have 75 individual spaces and 13 spaces via attendant-assisted parking, for a total of 88 parking spaces. The residential building would have a minimum of 134 parking spaces and possibly more, if through re-striping of part of the garage additional efficiencies can be found. The parking garages for the apartment house and hotel are not connected, have separate means of egress and ingress and are operated independently from one another.

B. Zoning History of the Property

From 1972 to 1990, Square 484 was located within the SP District. In 1981, Square 484 and properties in neighboring squares became subject to the Hotel Residential (HR) overlay, initiated as part of downtown urban renewal efforts to encourage high density residential and

hotel uses in the Central Employment Area and the downtown area. In 1990, the Property was re-zoned to a DD/C-2-C zoning classification as part of the installation of the newly-established DD overlay across the bulk of the downtown area.

The Property itself was also the subject of a longstanding planned unit development (PUD) approval, beginning in the late 1980s. The PUD was approved in support of plans introduced by the Salvation Army to establish its headquarters on the Property. Said plans evolved into a mixed-use office and residential uses. The PUD was never constructed and the property owner requested and was granted a rezoning of the property to DD/C-2-C.

The constructed Project was developed pursuant to plans approved in 2001 by the Board of Zoning Adjustment in Application No. 16733, wherein the Board granted variance relief from: the building density/FAR requirements pursuant to §1706.4(a) of the Zoning Regulations; the residential recreation space requirements pursuant to §773.3 of the Zoning Regulations; and from the court requirements established in §776.3 of the Zoning Regulations.

V.
DISCUSSION

In the present Application, the Applicant seeks special exception relief for the hotel portion of the Project in order to reduce the amount of required parking spaces applicable to the hotel use. The Applicant also seeks variance relief from certain attendant-assistant parking provisions set forth in §§ 2115.9 and 2115.18 of the Zoning Regulations.

According to the schedule of requirements for parking spaces established in §2101.1, in the C-2 Districts, a hotel is normally required to provide one (1) parking space for every two (2) sleeping rooms, plus one (1) parking space for every 150 square feet of floor area in the larger of the largest function room or exhibit space. Based upon the number of sleeping rooms (228) and

size of the largest event space (500 sf) in the hotel portion of the Project, a minimum of 117 parking spaces are required to be provided for the hotel pursuant to §2101.1 of the Regulations.

In similar fashion, according to the schedule of requirements for parking spaces established in §2101.1, in the C-2 Districts apartment houses are required to provide 1 parking space for every four (4) dwelling units. Based upon the number of dwelling units (246) in the apartment house portion of the Project, a minimum of 62 spaces are required to be provided pursuant to §2101.1 of the Regulations.

While the Project contains more than the total minimum required number of parking spaces (208) in aggregate, the allocation of the parking spaces between the hotel and residential use in this case does not relate well to the demand for parking on the site. In addition, the below-grade garage areas are constructed such that 42 spaces available to the hotel are under the apartment structure. This application would address that anomaly. Based upon observations for hotels within the Central Employment Area and in close proximity to public transportation as well as the new convention center, as well as its experience operating the hotel portion of the Project, the Applicant believes it is not necessary to provide the entire number of required parking spaces in order to efficiently operate the hotel use and to adequately provide for the needs of its guests. Accordingly, the Applicant requests a special exception to reduce the required parking for the hotel portion of the Project by 25 percent, from 117 spaces to 88 spaces. In addition, given that the hotel portion of the Project alone is required to provide more than 75 parking spaces, the Applicant wishes to avail itself of the attendant-assisted parking provisions set forth in the Zoning Regulations. As discussed below, variance relief is required and appropriate in the case of the Property to allow the Project to utilize attendant-assisted parking.

VI.
THE APPLICANT MEETS THE REQUIREMENTS FOR SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

As set forth above, special exception approval by the Board is required in order for the amount of required parking to be reduced in the hotel component of the Project. Section 2108.1 of the Zoning Regulations permits the Board to reduce the amount of parking spaces required for non-residential uses under §2101.1 in accordance with Section 3104 of the Zoning Regulations.

As the Board is aware, a special exception use is pre-deemed compatible with other uses permitted in a particular zoning classification provided that the specific regulatory requirements are met. In reviewing applications for a special exception, the Board's discretion is limited to determining whether the proposed exception satisfies the requirements set forth in the appropriate section. If an applicant meets its burden, the Board must ordinarily grant the Application. *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 432 A.2d 695 (1981); *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (1973).

Pursuant to §2108 of the Regulations, the Board may grant a special exception for a 25 percent reduction in the parking requirements where: (1) in the judgment of the Board, the proposed development will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps; (2) will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations; and (3) subject to the conditions specified in §2108.3 of the Regulations, which requires the Board to give consideration to the following:

(a) *Nature and location of the structure*

The Project is located on Massachusetts Avenue, NW, in the heart of the Mount Vernon Triangle area. The hotel is primarily used by convention center attendees, and those guests most often arrive by taxi. The Project is also located in very close proximity to public transportation,

including three Metrorail stations (Mt. Vernon Square/7th Street/Convention Center station, Gallery Place/Chinatown station, and Judiciary Square station), and Metrobus and D.C. Circulator bus service.

(b) *Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structures at one time*

The hotel is primarily used by convention center attendees, and most guests utilize taxi, motor coach or public transportation. The hotel contains 228 sleeping rooms and function and exhibition space. The are no destination restaurants or retail located within the Project.

(c) *Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood*

The Applicant's traffic consultant will establish at the public hearing that the amount of traffic generated by the hotel can be adequately accommodated by the proposed parking plan, consisting of standard spaces, attendant-assisted spaces. The Applicant will show that the attendant-assisted parking should prove to minimize congestion that might otherwise be created by a standard parking arrangement.

(d) *Quantity of existing public, commercial, or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use*

The proposed parking arrangement for the Property will satisfy its parking demand as will be addressed at the public hearing by the traffic consultant. Therefore, the applicant is not relying on other parking within the neighborhood although there is such parking available.

(e) *Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area*

The hotel is in close walking distance to three Metrorail stations - Mt. Vernon Square/7th Street/Convention Center station to the northwest of the Property, Gallery Place/Chinatown station to the southwest, and Judiciary Square station to the southeast. In addition, numerous

Metrobus routes run along Massachusetts Avenue and K Street near the site, and the D.C. Circulator operates along K Street near the Property.

As established above, the Application satisfies the criteria established in §2108.3 that the Board is directed to consider in granting special exception reduction of the parking schedule. In addition, the Board should rightly determine that the proposed reduction in the parking requirement will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations. The Applicant has determined that providing the entire number of parking spaces is neither required nor appropriate for the efficient use of the hotel portion of the Project. In addition, public transportation alternatives are plentiful in the immediate surrounding area of the Property, and there are abundant surface and garage parking alternatives within steps of the hotel. For all these reasons, special exception approval pursuant to §§ 2108.1 and 3104. 1 of the Zoning Regulations is appropriate in the present case.

VII.
THE APPLICATION MEETS THE REQUIREMENTS FOR VARIANCE RELIEF FROM THE ZONING REGULATIONS

As set forth herein and through the testimony to be provided at the public hearing, the application meets the burden of proof for variance relief from §§ 2115.9 and 2215.18 of the Zoning Regulations, applicable to attendant-assisted parking.

With the 25 percent reduction in required parking as established above, the resulting parking requirement attributable to the hotel portion of the Project is 88 regulation-sized spaces. The hotel garage provides a total of 75 such spaces, not including the 10 spaces provided in vault space on the three levels. The Applicant proposes to accommodate its additional parking requirement through the use of 13 attendant-assisted parking. The hotel operates a round-the-clock parking attendant service for hotel guests. As demonstrated at Exhibit C, the Applicant's

parking plan for the hotel portion of the Project identifies 16 spaces that are appropriate for attendant-assisted parking under the Zoning Regulations. However, because the Property is located in a C-2 zoning district, even though located in the Central Employment Area and designated mixed use, high density commercial/high density residential under the Comprehensive Plan Land Use Map, the attendant-assisted parking provisions normally applicable to commercial structures of the scope of the Applicant's hotel are not technically available without variance relief from the Board.

The burden of proof for variance relief is well established. An applicant must demonstrate that its property is affected by an exceptional or extraordinary situation or condition, that the strict application of the Zoning Regulations will result in a practical difficulty to said applicant, and that the granting of the variance will not cause substantial detriment to the public good nor substantially impair the intent, purpose or integrity of the Zone Plan. *Palmer v. District of Columbia Board of Zoning Adjustment*, 287 A.2d 535, 541 (1972). As set forth below, the Application meets this three-part test for area variance relief as established in §3103.2.

A. <u>The Property is Affected by an Exceptional Or Extraordinary Situation or Condition</u>

The Applicant will demonstrate, and the Board has previously held in Board of Zoning Adjustment Case No. 16733, that the Subject Property has several unique conditions which give rise to an exceptional situation. The Subject Property is uniquely shaped based upon its frontage along diagonally-oriented Massachusetts Avenue. In addition, given the dual residential and non-residential program of the Project, as encouraged by the DD Overlay, the parking garage operations are more efficiently operated, controlled, and secured as independent, rather than shared spaces. As a result, each of the resulting parking garages within the Project must provide independent egress and ingress as well as independent ramping between levels. Thus, whereas the footprint of the Property is comparatively sizeable, two separate and abutting parking

structures must be provided therein, significantly reducing the number of spaces that can be provided within each without excavating to an unreasonable depth at prohibitive expense.

Given that the area of variance relief requested relates to the current zoning of the Property, zoning history plays an important role in establishing the Property as exceptional. Prior to the establishment of the DD District in 1990, the Property had been zoned SP-2 since the early 1970s. The HR overlay was added to Square 484 in 1981, in an early effort to encourage in the downtown area just the type of high density hotel and residential uses that the Project now embodies. When the parking regulations were amended in 1985, SP zoned properties such as the subject site here could have taken advantage of the attendant parking provisions of Section 2115.9 as a matter-of-right. Indeed, the Project is one of the first completed developments in the Mount Vernon Triangle area and as such has been a test case for the needs of developments in this area.

It was in 1990 with the advent of the DD Overlay and the rezoning to C-2-C that these provisions were no longer available to the Applicant. The zoning history of a site may contribute to the uniqueness and exceptional situation or condition of a property. See *Monaco v. District of Columbia Board of Zoning Adjustment,* 407 A.2d 1090 (D.C. 1979)*; De Azcarate v. District of Columbia Board of Zoning Adjustment,* 388 A.2d 1233 (D.C. 1978).

B. <u>The Strict Application of the Zoning Regulations Would Result in a Practical Difficulty</u>

In order to obtain an area variance, an owner must prove peculiar and exceptional practical difficulties caused by compliance with the applicable regulation. Furthermore, these difficulties must be related to a property's exceptional circumstances and not to general conditions in the neighborhood.

In the present case, without the grant of variance relief, the hotel component of the Project will be forced to provide more parking than is necessary for its use while the residential

component will be underparked, all while meeting the technical requirements of the Regulations. This would force the Applicant to continue to dedicate parking spaces which have been demonstrated as needed for the marketing and economic viability of the apartment house to the hotel, where such spaces have been determined as not necessary for the efficient operation of the hotel, especially where attendant-assisted parking is available and utilized.

For all these reasons, a strict interpretation of §§ 2115.9 and 2115.18 of the Zoning Regulations would cause a practical difficulty to the Applicant deserving of relief from the Board.

C. Variance Relief Can Be Granted Without Substantial Detriment to the Public Good and Without Impairing the Intent, Purpose and Integrity of the Zone Plan.

The Application can be approved by the Board with no substantial detriment to the public good and with no impairment to the intent, purpose and integrity of the Zone Plan, as set forth below.

1. Public Good

The grant of variance relief to allow the attendant-assisted parking in the hotel to be credited toward satisfaction of the parking requirement of the hotel will not create any substantial detriment to the public good. In fact, there will be absolutely no impact upon the general public. The hotel already operates a very successful and efficient 24-hour valet parking arrangement to alleviate congestion and to provide convenience to its guests. Also, given the very close proximity of the hotel to the new convention center as well as multiple modes of public transportation, the demand for parking within the hotel is reduced such that the parking provided in the hotel garage is more than adequate. It is also important to note that although the parking spaces located in the vault space cannot count toward satisfaction of the parking requirements of §2101.1, in practice these spaces provide the hotel garage with a total of 88 spaces. Even without including the 16 attendant-assisted spaces, this totals one more space than has been

determined in the Zoning Regulations to be appropriate for the hotel use on the site. Furthermore, it is extremely unlikely that the Applicant would ever be required by the District to forfeit the use of this vault space.

Finally, the Application has been reviewed and approved by Advisory Neighborhood Commission 6C.

2. Zone Plan

The grant of variance relief in the present case will likewise not impair the District's zone plan. Again, it is important to note that absolutely no reduction in total parking spaces provided in the Project is proposed or contemplated. Rather, the Application proposes to distribute the parking provided in the most efficient manner possible.

While the zoning for the Property has changed from SP-2, to HR/SP-2, to DD/C-2-C, the applicable language of the Zoning Regulations has remained constant. The requirements of §2115, including §§ 2115.9 and 2115.18, have not changed since the time the Property was zoned SP-2. Thus, whereas at one time the Property was allowed to take credit for attendant-assisted parking because of its SP zoning classification, and even encouraged by the HR overlay to be improved with the type of high-density residential and hotel uses now provided, the Property's reclassification to DD/C-2-C now technically precludes the Project from the benefits of the attendant-assisted parking credit, even while continuing to incentivize the high density uses the Applicant has constructed on the site. There is no impairment to the Zone Plan in providing the attendant-assisted parking credit established in §2115 to the high density residential and hotel use constructed, a use which was among the first to be located in this still developing Mt. Vernon Square area at the north end of the Central Employment Area.

For all the above reasons, variance relief from §§ 2115.9 and 2115.18 of the Regulations can be granted without detriment to the public good or without substantial impairment to the Zone Plan.

VIII.
WITNESSES

A. Representative of Square 484 Hotel L.L.C., Applicant.

B. Representative of 484 OPCO, LLC, Applicant.

C. Representative of Wells and Associates, traffic expert.

IX.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards of the Zoning Regulations and can be granted without substantially impairing the intent, purpose and integrity of the Zoning Regulations. The Applicant therefore requests that the Board grant the Application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By _____
Norman M. Glasgow, Jr.

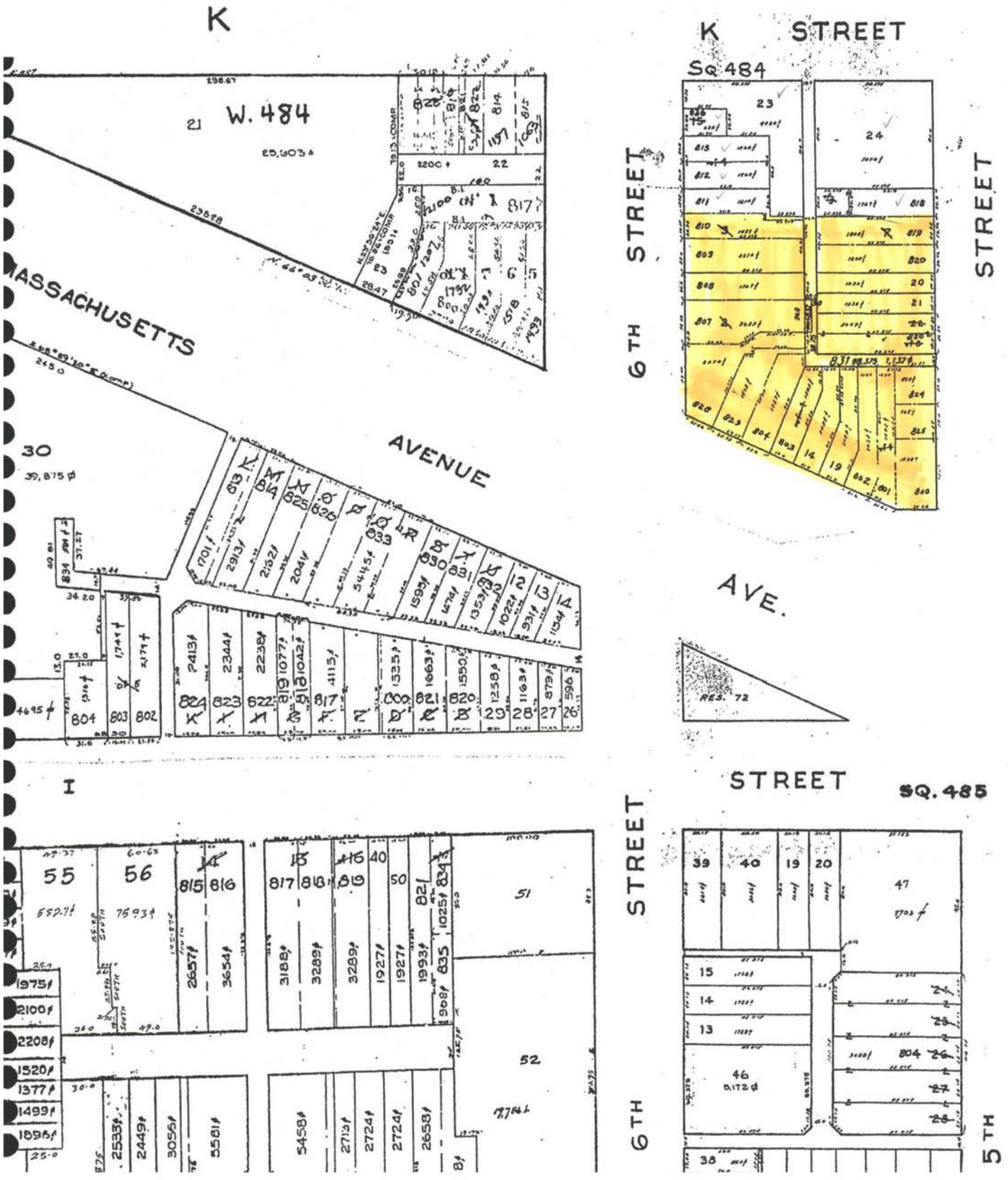
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Dennis R. Hughes

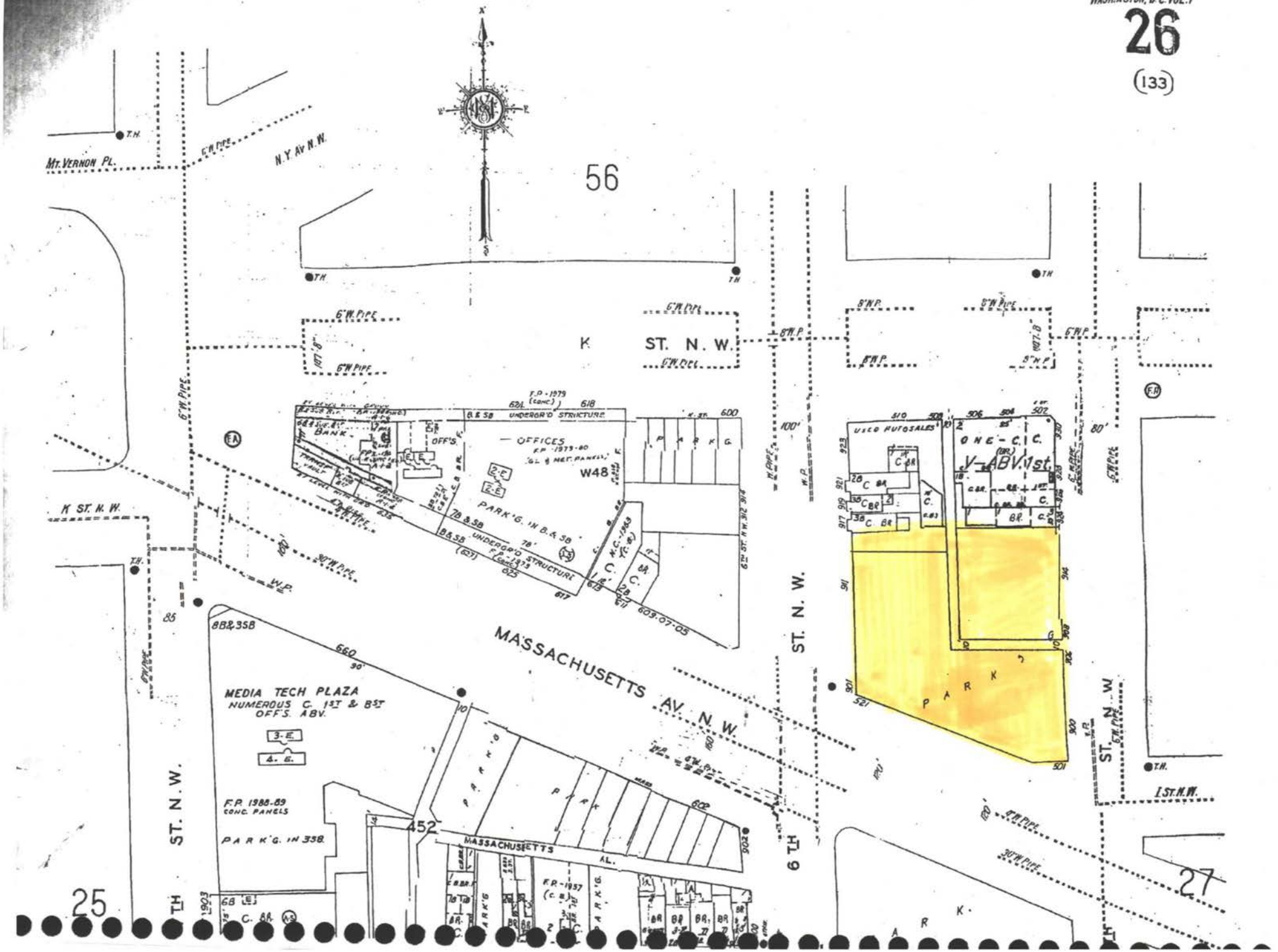
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October 4, 2005

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A


K
W. 484
MASSACHUSETTS
AVENUE
30
I
K STREET
Sq 484
6TH STREET
STREET
AVE.
RES. 72
STREET
SQ. 485
6TH STREET
5TH


56
MT. VERNON PL.
N.Y. AV. N.W.
K ST. N.W.
6TH ST. N.W.
MASSACHUSETTS AV. N.W.
MEDIA TECH PLAZA
NUMEROUS C. 1ST & BST OFFS. ABV.
F.P. 1988-89
CONC. PANELS
PARK'G. IN 358.
452
MASSACHUSETTS AL.
F.P. 1957 (C.B.)
PARK'G.
PARK
OFFICES
F.P. 1979-80
PARK'G. IN B.& SB.
UNDERGR'D STRUCTURE
F.P. 1979
BANK
USCO AUTOSALES
ONE - C.I.C.
V - ABV. 1st.
25
27
I ST. N.W.

B


C-2-B
R-5-D
R-5-B
R-4
R-5-B
C-2-A
C-3-C
O ST.
N ST.
PATTERSON ST.
PUD052
PUD107
R-5-D
C-2-A
C-3-C
PIERCE ST.
C-2-A
R-5-D
C-2-A
C-2-B
R-4
C-2-A
C-2-C
C-2-A
R-5-D
R-5-B
C-3-C
PUD016
PUD053
C-3-C
HR/C-3-C
DD/C-2-C
SP-2
GOV
HR/C-3-C
DD/C-4
SP-2
PUD107
C-3-C
GOV
C-3-C
DD/C-4
DELAWARE AVE
DD/C-2-C
DD/R-5-B
DD/C-3-A
C-3-C
DD/C-2-C
GOV
DD/C-3-C
DD/R-5-E
DD/R-5-E

C

555 Massachusetts Avenue Residential

555 Massachusetts Avenue, NW
Washington, D.C.

Project Data

Requirements

Provided

Drawing List

Landscape

Architectural

Structural

Materials

Symbols

Abbreviations

WDG

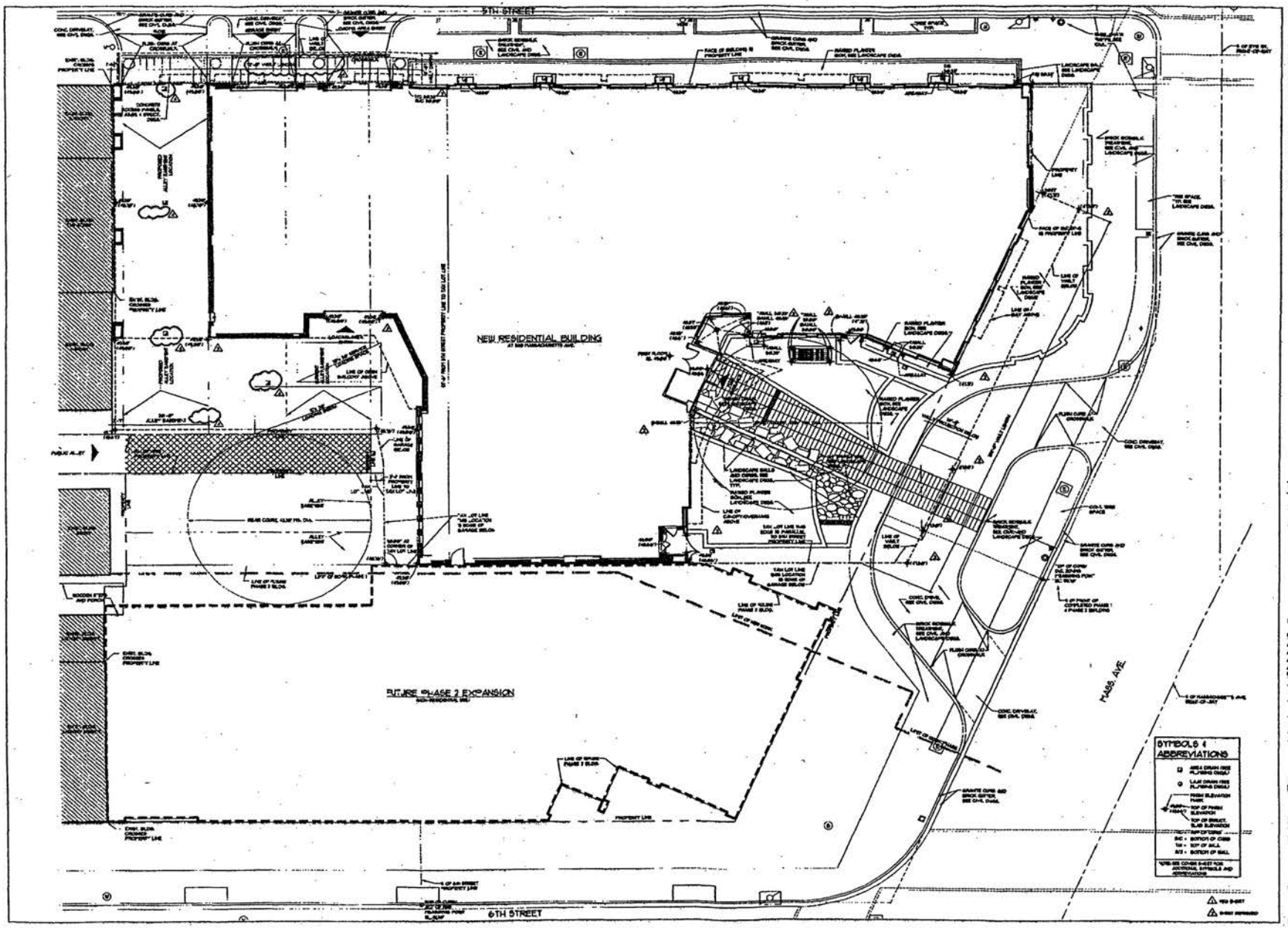
555 Mass. Ave.

484 OPCO, LLC

Cover Sheet

SCALE: As Noted

A1.01



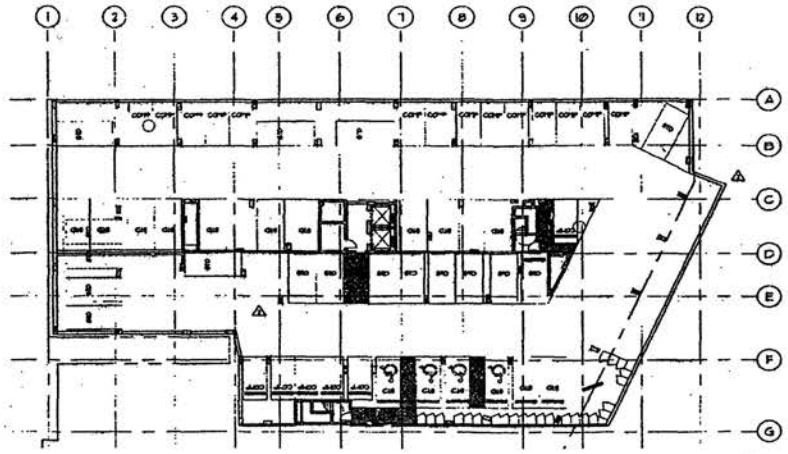
WDG

555 Mass. Ave.

484 OPCO, LLC

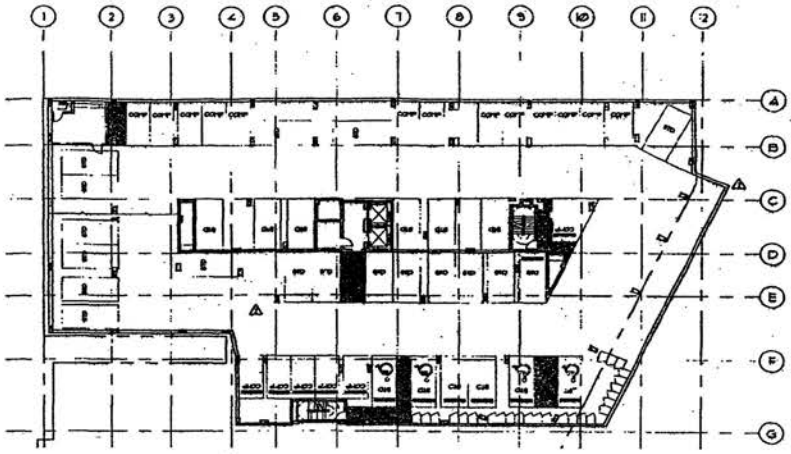
Site Plan

A1.02



LEVEL B3
PARKING PLAN

3



LEVEL B2
PARKING PLAN

2

PARKING REQUIREMENTS

PARKING SPACES	WIDTH	DEPTH	CLEAR HEIGHT	REMARKS
STANDARD SPACES	9'-0"	18'-0"	8'-2"	-
COMPACT SPACES	8'-0"	16'-0"	8'-2"	-
STANDARD ACCESSIBLE SPACES	9'-0"	18'-0"	7'-7"	8'-0" CLEAR SIDE AISLE
LIFT EQUIPPED ACCESSIBLE SPACES	9'-0"	18'-0"	8'-2"	8'-0" CLEAR SIDE AISLE
COMPACT ACCESSIBLE SPACES	8'-0"	16'-0"	7'-7"	8'-0" CLEAR SIDE AISLE
VAN SPACES	9'-0"	18'-0"	7'-7"	-
DRIVE AISLES TO ACCESS 90° PARKING SPACES	24'-0"	-	NOTE 1	TO ACCESS FULL SPACES
	24'-0"	-	NOTE 1	TO ACCESS COMPACT SPACES

NOTE:
1. A 9'-0" MIN. CLEAR HEIGHT IS REQUIRED FOR ACCESS AISLES SERVING 8'-2" MIN. CLEAR HEIGHT PARKING SPACES.
   A 8'-2" MIN. CLEAR HEIGHT IS REQUIRED FOR ACCESS AISLES SERVING 7'-7" MIN. CLEAR HEIGHT PARKING SPACES.

GENERAL REQUIREMENTS

1. TOTAL ALLOWABLE COMPACT PARKING SPACES (MAX. OF TOTAL SPACES PROVIDED) = .40 x 161 = 64 ⚠
2. TOTAL REQUIRED VAN PARKING SPACES (5% OF TOTAL SPACES PROVIDED) = .05 x 161 = 8
3. TOTAL REQUIRED PARKING SPACES FOR RESIDENTIAL USE (1 PER 1 RESIDENTIAL UNITS) = 340+0 = 340
   TOTAL PARKING SPACES PROVIDED FOR GENERAL USE (TOTAL SPACES - RESID. SPACES) = 161 - 340 = -66 ⚠
4. TOTAL REQUIRED ACCESSIBLE PARKING SPACES FOR RESIDENTIAL USE (2% OF RESID. SPACES PROVIDED) = .2 x 340 = 9 SPACES
   TOTAL REQUIRED ACCESSIBLE PARKING SPACES FOR GENERAL USE (1 FOR 50 SP. + 1 FOR 50 ADD'L 25) = 4 SPACES
   TOTAL PARKING SPACES PROVIDED FOR RESIDENTIAL = 4 (GENERAL) = 10 SPACES
5. TOTAL REQ'D. LIFT-EQUIPPED ACCESSIBLE SPACES FOR RESIDENTIAL USE (1 PER 8 REQ. ACCESSIBLE SPACES PROVIDED) = 1 SPACES
   TOTAL REQ'D. LIFT-EQUIPPED ACCESSIBLE SPACES FOR GENERAL USE (1 PER 8 REQ. ACCESSIBLE SPACES PROVIDED) = 1 SPACES
   TOTAL REQ'D LIFT EQUIPPED ACCESSIBLE PARKING SPACES (1 RESIDENTIAL + 1 GENERAL) = 2 SPACES

PARKING TABULATION

LEVEL	COMPACT	STANDARD	VAN	ACCESSIBLE STANDARD	ACCESSIBLE COMPACT	ACCESSIBLE LIFT-EQUIP.	TOTAL
B3	34	21	2	1	0	0	58
B2	5	36	1	1	1	1	45
B1	9	1	5	1	1	1	18
SUB TOTAL	-	-	-	3	2	2	121
TOTAL	54	58	8	14			

NOTE: ⚠
1. TOTAL PROVIDED COMPACT PARKING SPACES (54 / 161 = 33.5%)

PARKING REQUIREMENTS AND TABULATION

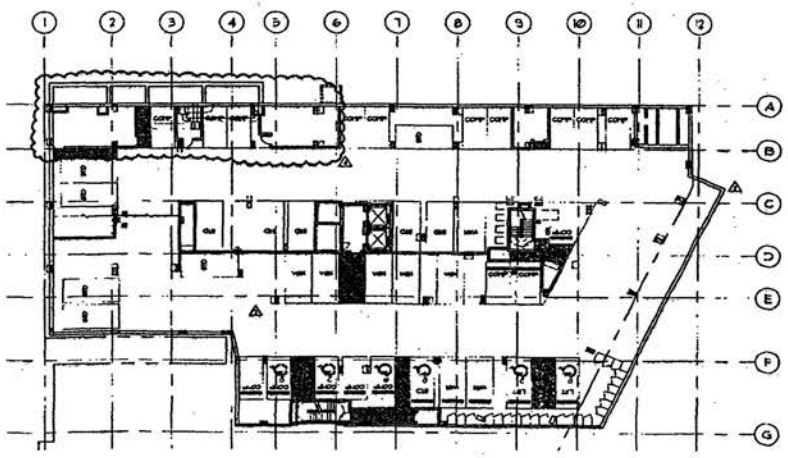
COMPACT — COMPACT PARKING SPACE

STD — STANDARD PARKING SPACE (FULL SIZE SPACE)

ACCESSIBLE PARKING:
STD = STANDARD ACCESSIBLE SPACE
COMPACT = COMPACT ACCESSIBLE SPACE
LIFT = LIFT-EQUIPPED ACCESSIBLE SPACE

VAN — VAN PARKING (MIN. 7'-7" VERTICAL CLEARANCE)

PARKING LEGEND



LEVEL B1
PARKING PLAN

1

WDG
Wake Design Group, P.LC
Architecture
Planning
Interior Design
1025 Connecticut Avenue, NW
Suite 300
Washington, DC 20036
tel 202.457.8300
fax 202.463.3196
e-mail wdg@wakedc.com

Structure
SK&A, P.A. Consulting Structural Engineers
1700 K Street, N.W.
Washington, DC 20006
tel 202.659.2930
fax 202.659.1347
e-mail skhart@skhart.com

555
Mass. Ave.

555 Massachusetts Avenue, N.W.
Washington, DC

484 OPCO, LLC
c/o The JBG Companies
2341 Wisconsin Ave, N.W.
Suite 200
Washington, DC 20007

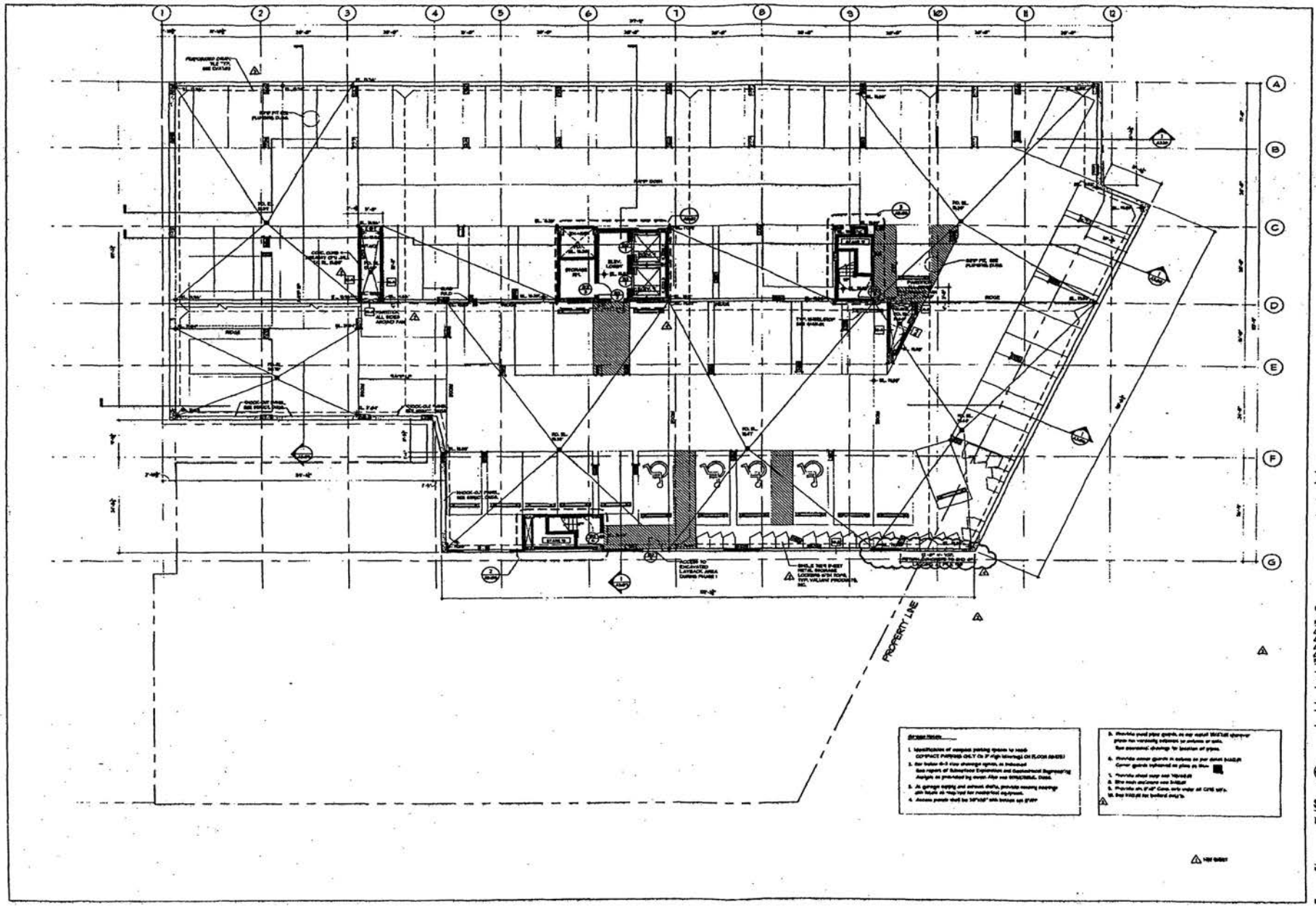
Issue Number	04-26-05
Addendum #1	06-03-05
Addendum #2	07-01-05
Addendum #3	10-15-05

New York Stone Group, PLLC
WDG Project No. 0426.04

PARKING PLANS

SCALE: 1/16"=1'-0"

A1.06



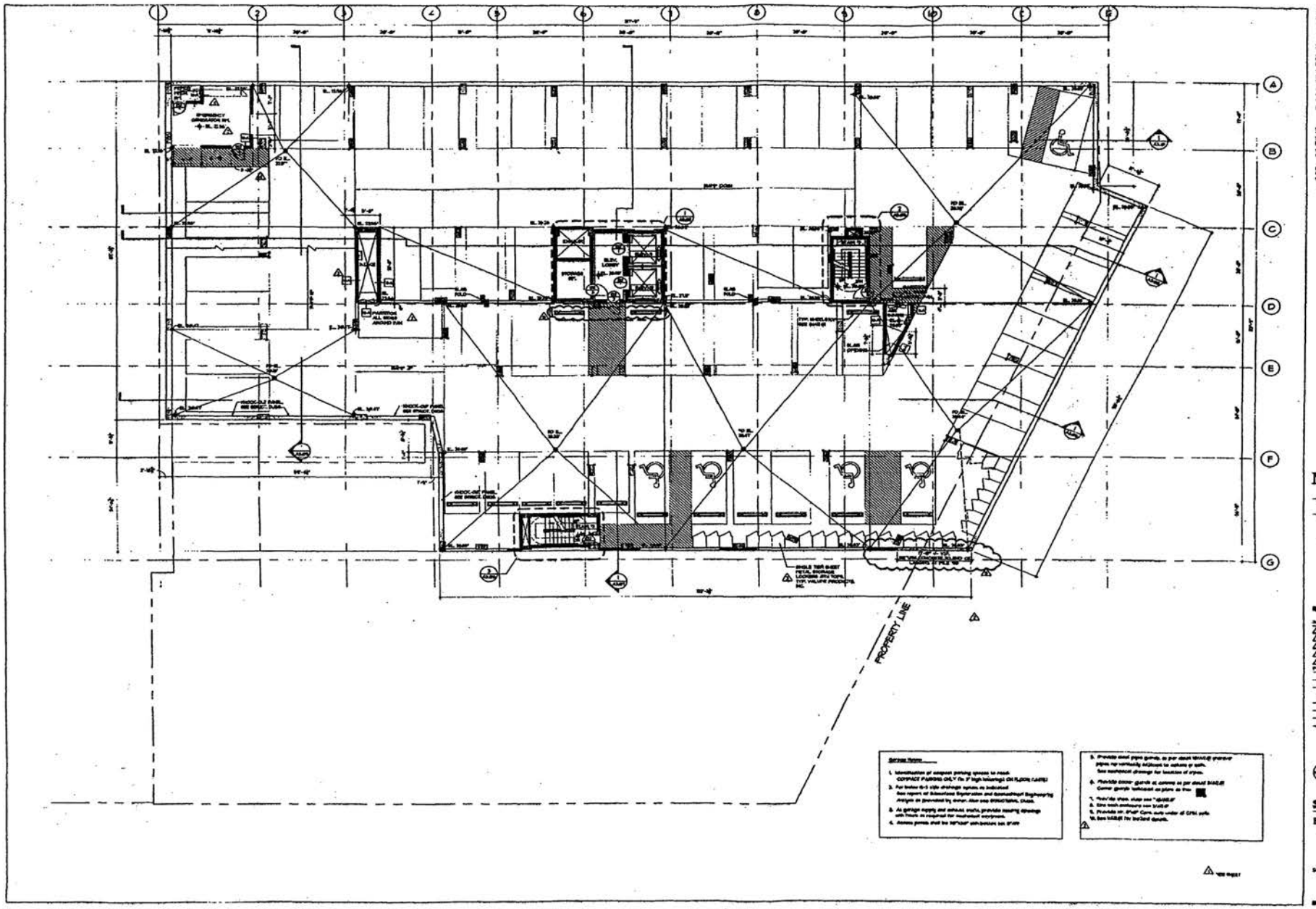
WDG

555 Mass. Ave.

484 OPCO, LLC

B3 Level Plan

A2.02



WDG

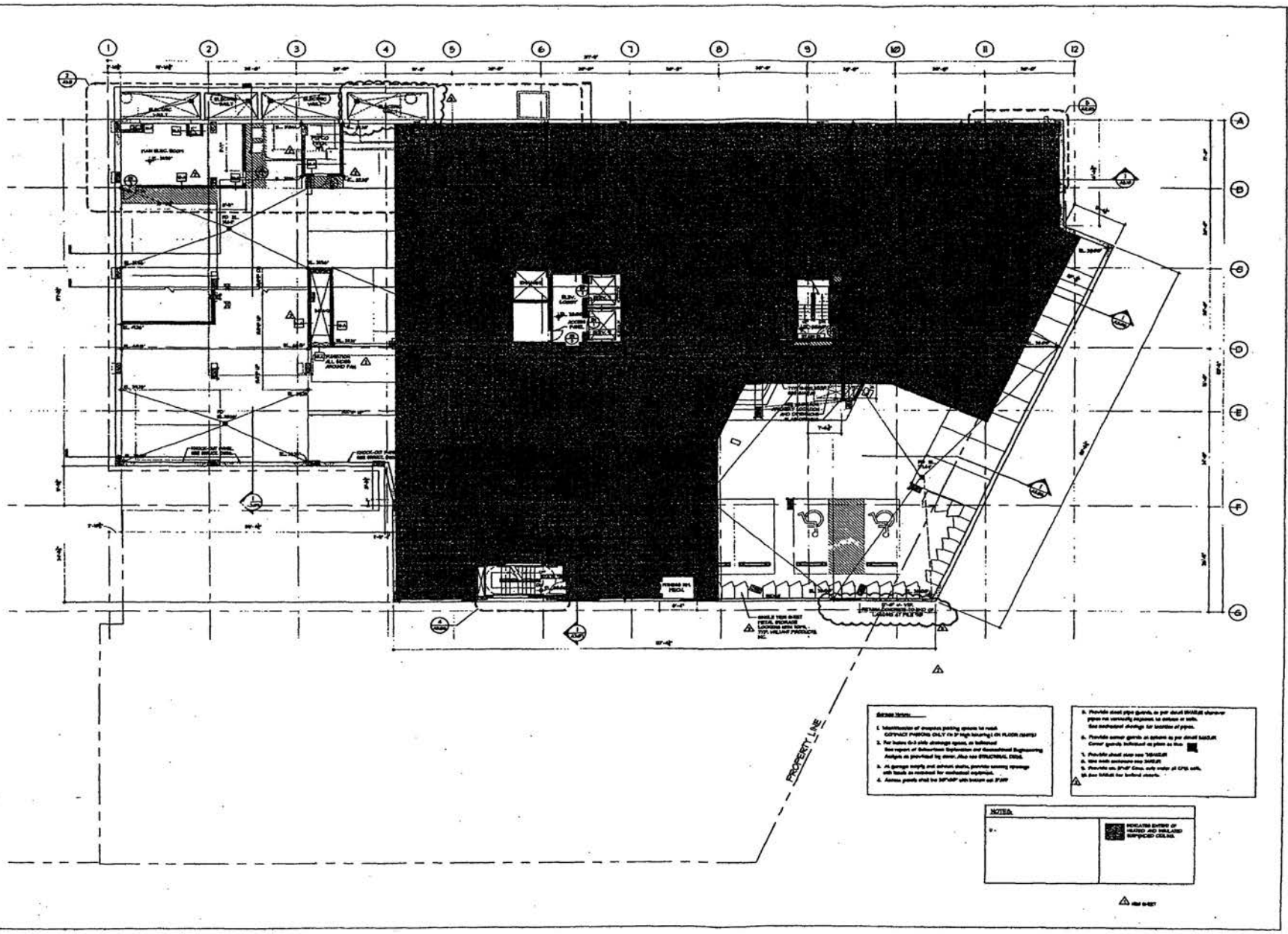
555 Mass. Ave.

484 OPCO, LLC

B2 Level Plan

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

A2.03



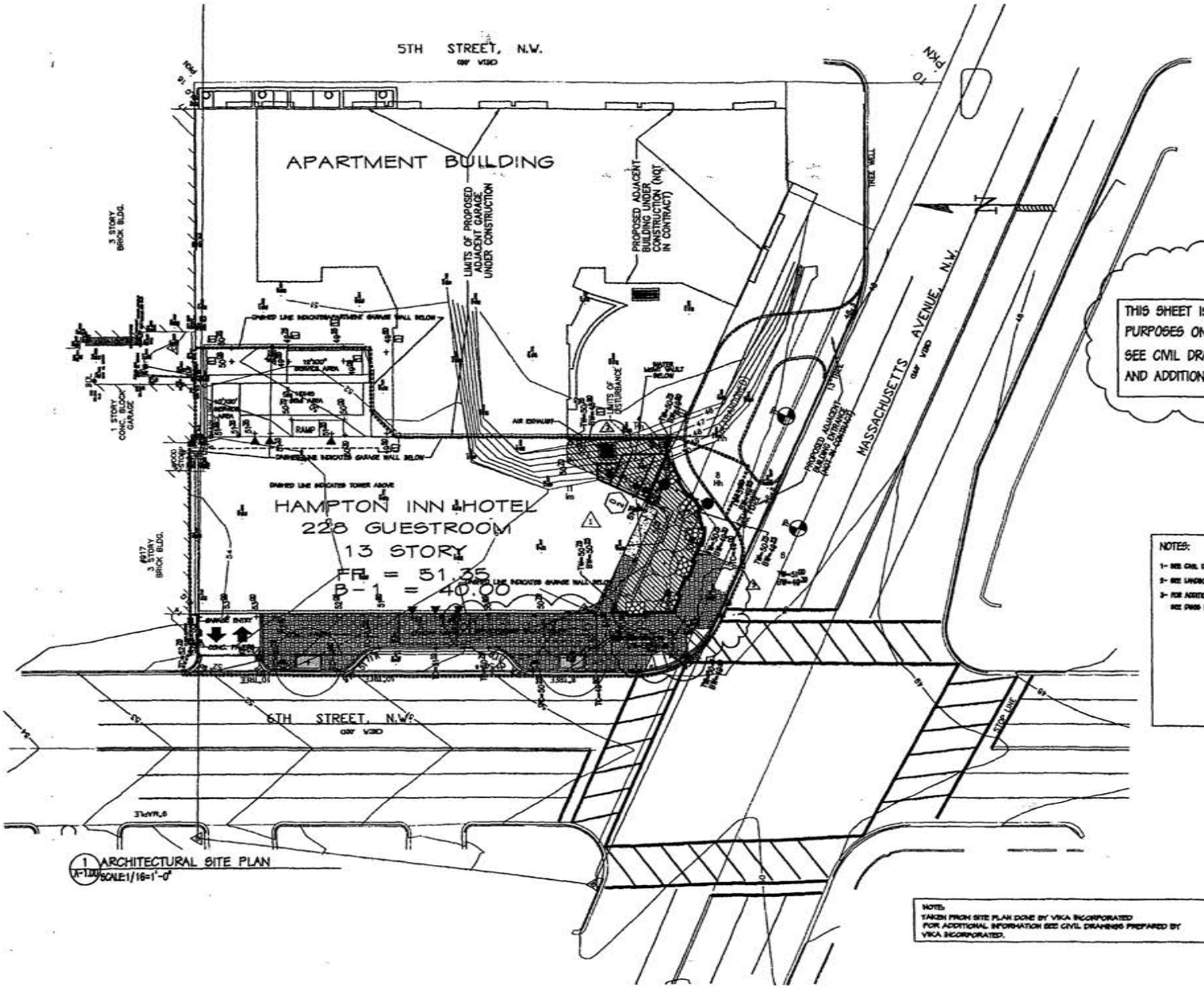
WDG

555 Mass. Ave.

484 OPCO, LLC

B1 Level Plan

A2.04



1 ARCHITECTURAL SITE PLAN
A-1.00 SCALE: 1/16"=1'-0"

THIS SHEET IS FOR INFORMATIONAL PURPOSES ONLY.
SEE CIVIL DRAWINGS FOR SCOPE AND ADDITIONAL SITE INFORMATION

NOTES:
1- SEE CIVIL DWGS FOR MORE INFO.
2- SEE LANDSCAPE DWGS FOR MORE INFO.
3- FOR ADDITIONAL INFO. ON RESIDENTIAL APARTMENTS SEE DWGS BY WDG ARCHITECTS.

NOTE:
TAKEN FROM SITE PLAN DONE BY VIKA INCORPORATED
FOR ADDITIONAL INFORMATION SEE CIVIL DRAWINGS PREPARED BY VIKA INCORPORATED.

GORDON & GREENBERG ARCHITECTS
8100041

Hampton Inn

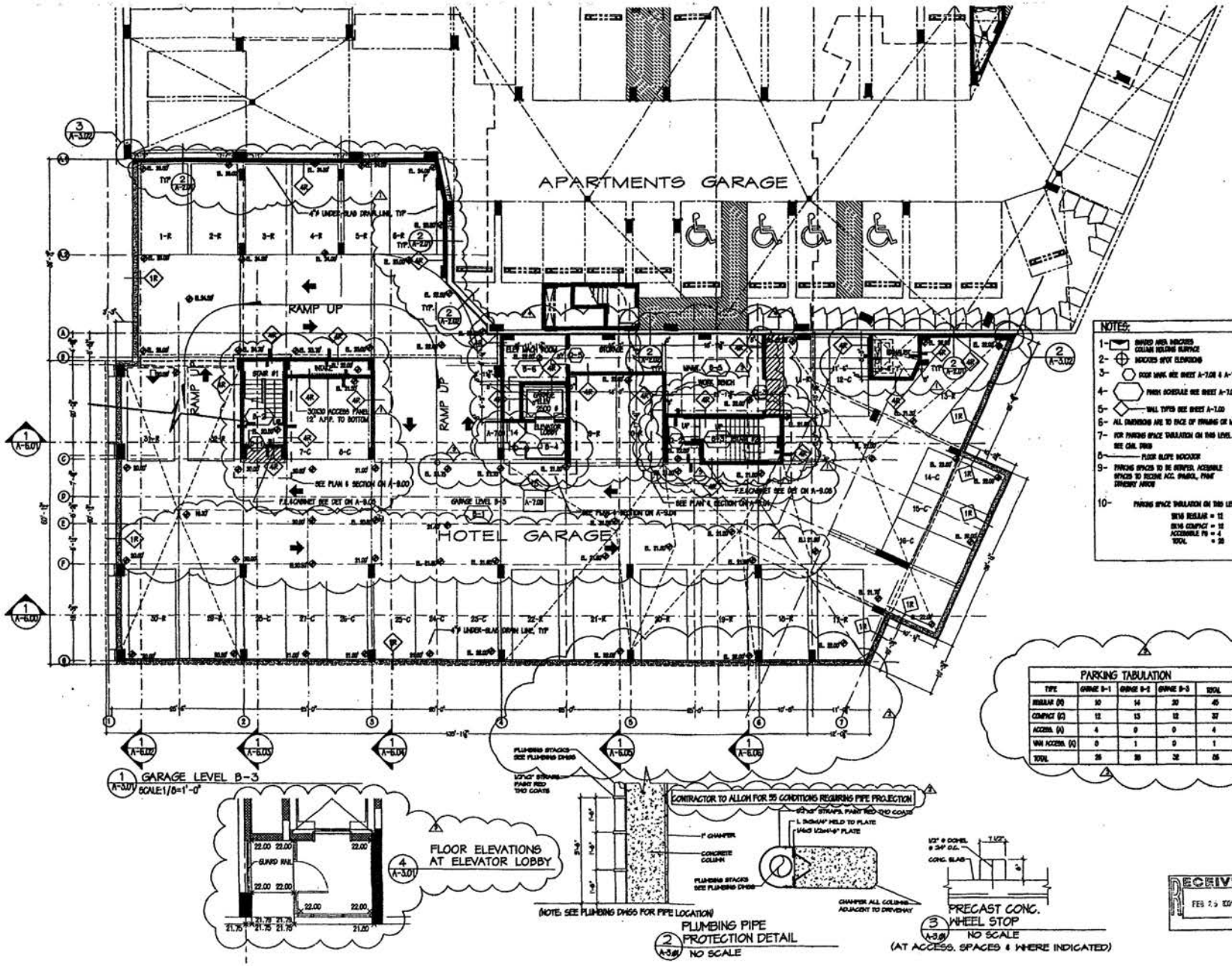
THE JBG COMPANIES

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ARCHITECTURAL SITE PLAN

AS NOTED
12/15/02

A-1.00

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RFI #03

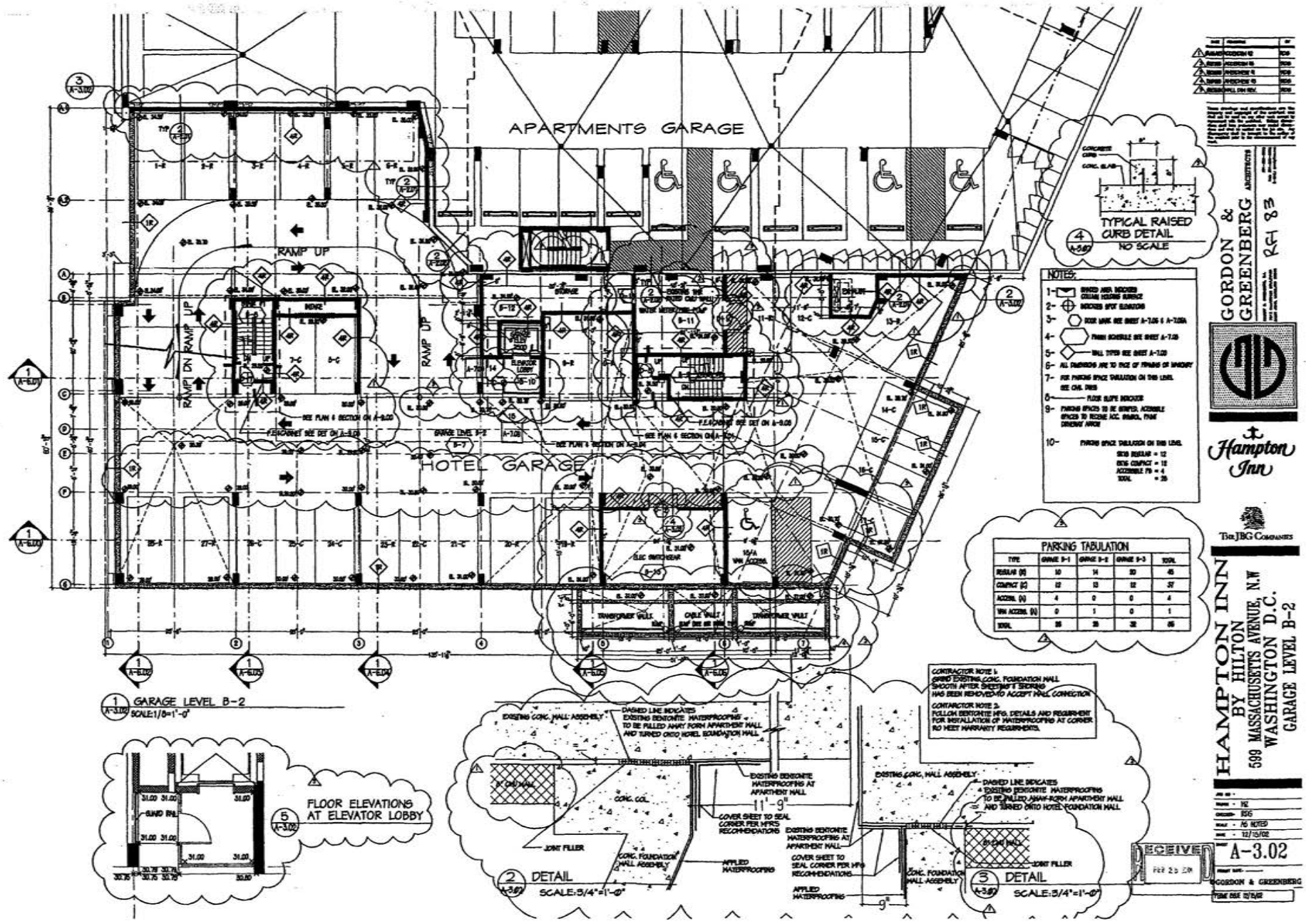
Hampton Inn

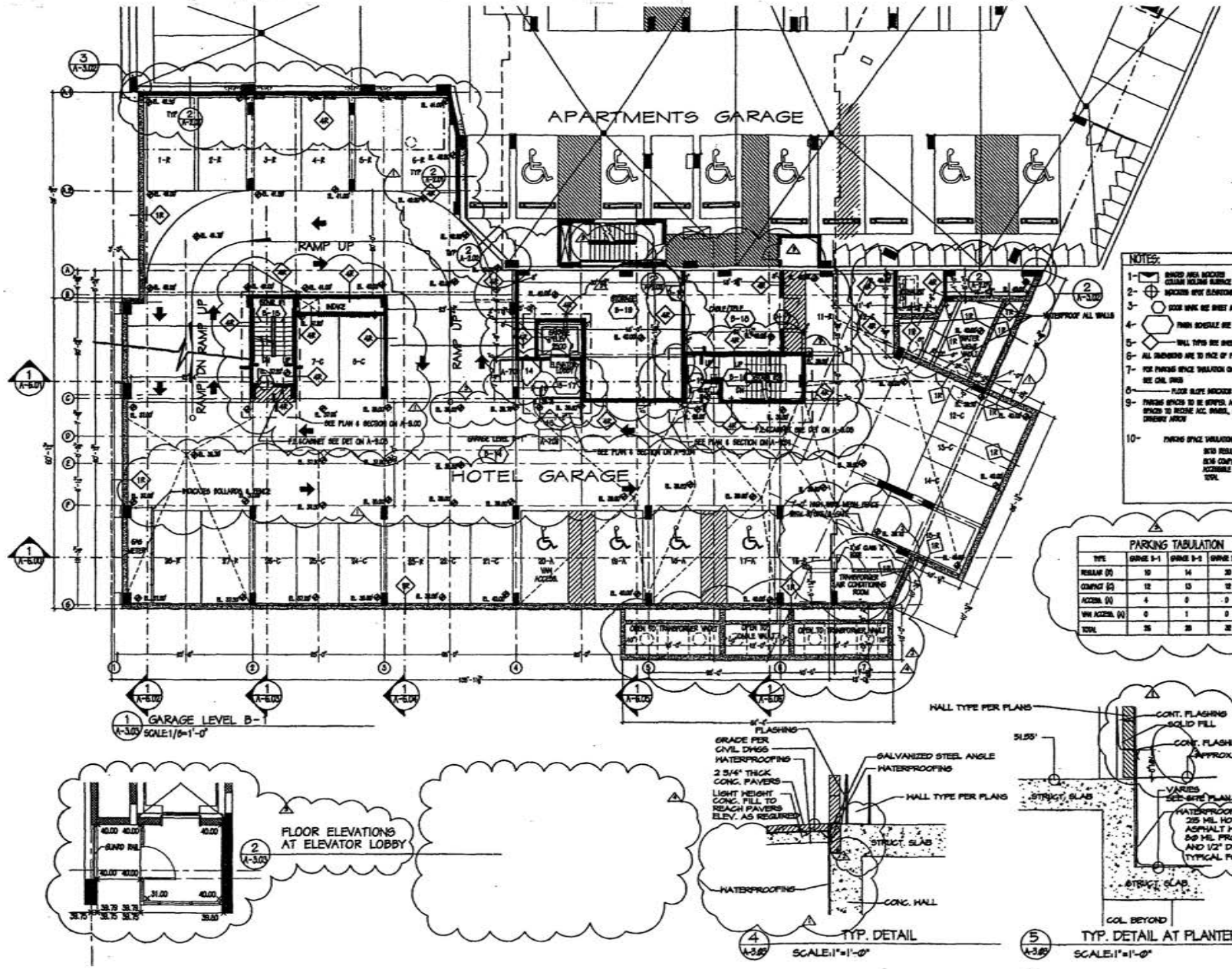
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GARAGE LEVEL B-3

A-3.01

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APARTMENTS GARAGE
HOTEL GARAGE
RAMP UP
RAMP DN
RAMP UP
RAMP UP
STORAGE
ELEVATOR LOBBY
SEE PLAN & SECTION ON A-5.05
SEE PLAN & SECTION ON A-5.04
FENCE/NET SEE DET ON A-5.05
GRADE LINES P-2
P-7
TYPICAL RAISED CURB DETAIL
NO SCALE
NOTES:
1- RAISED AND BEVELED CONCRETE CURBING SURFACE
2- KNOCKED SPOT ELEVATION
3- DOOR MARK SEE SHEET A-7.05 & A-7.06
4- PARKING SCHEDULE SEE SHEET A-7.00
5- WALL TYPES SEE SHEET A-7.00
6- ALL DIMENSIONS ARE TO FACE OF FINISHES OF MASONRY
7- FOR PARKING SPACE TABULATION ON THIS LEVEL SEE CIVIL DWGS
8- FLOOR SLOPE INDICATOR
9- PARKING SPACES TO BE STRIPED, ACCESSIBLE SPACES TO INCLUDE ICC SYMBOL, PAINT DIRECTIONAL ARROW
10- PARKING SPACE TABULATION ON THIS LEVEL
STD REGULAR = 12
STD COMPACT = 18
ACCESSIBLE TYP = 4
TOTAL = 35
PARKING TABULATION
TYPE | GARAGE P-1 | GARAGE P-2 | GARAGE P-3 | TOTAL
REGULAR (R) | 10 | 14 | 20 | 45
COMPACT (C) | 12 | 13 | 12 | 37
ACCESS. (A) | 4 | 0 | 0 | 4
VAN ACCESS. (VA) | 0 | 1 | 0 | 1
TOTAL | 26 | 28 | 32 | 86
1 GARAGE LEVEL B-2
SCALE:1/8=1'-0"
5 FLOOR ELEVATIONS AT ELEVATOR LOBBY
2 DETAIL
SCALE:3/4"=1'-0"
EXISTING CONC. WALL ASSEMBLY
DASHED LINE INDICATES EXISTING BENTONITE WATERPROOFING TO BE PULLED AWAY FORM APARTMENT WALL AND TURNED ONTO HOTEL FOUNDATION WALL
EXISTING BENTONITE WATERPROOFING AT APARTMENT WALL
11'-9"
COVER SHEET TO SEAL CORNER PER MFRS RECOMMENDATIONS
JOINT FILLER
CONC. FOUNDATION WALL ASSEMBLY
APPLIED WATERPROOFING
3 DETAIL
SCALE:3/4"=1'-0"
CONTRACTOR NOTE 1:
GRIND EXISTING CONC. FOUNDATION WALL SMOOTH AFTER SHOTCRETE WORKS HAS BEEN REMOVED TO ACCEPT WALL CONNECTION
CONTRACTOR NOTE 2:
FOLLOW BENTONITE MFG. DETAILS AND REQUIREMENT FOR INSTALLATION OF WATERPROOFING AT CORNER. NO MEET WARRANTY REQUIREMENTS.
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GARAGE LEVEL B-2
A-3.02
GORDON & GREENBERG



1 GARAGE LEVEL B-1
A-3.03 SCALE: 1/8"=1'-0"

4 TYP. DETAIL
A-3.03 SCALE: 1"=1'-0"

5 TYP. DETAIL AT PLANTER
A-3.03 SCALE: 1"=1'-0"

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Hampton Inn

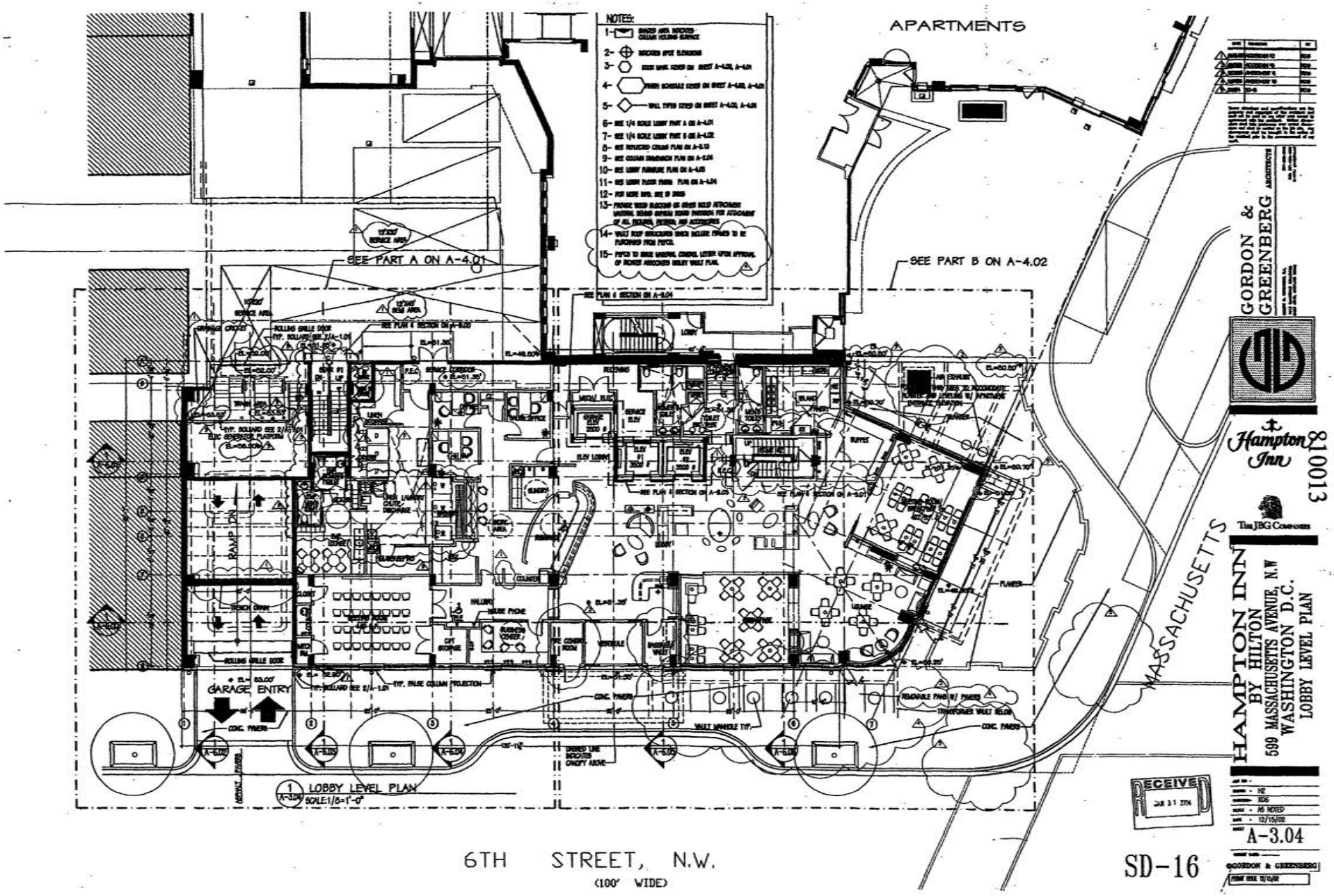
THE JBG COMPANIES

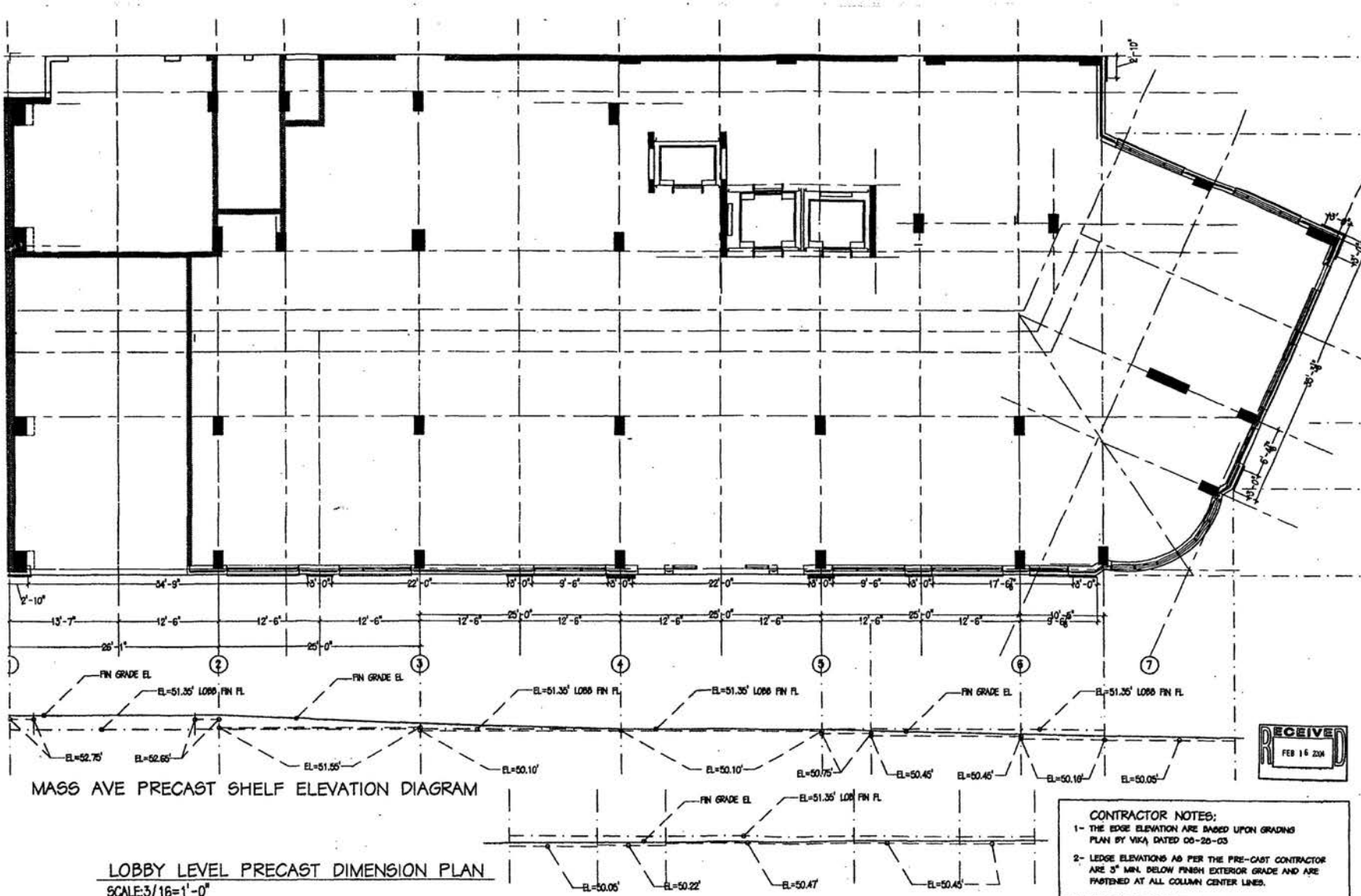
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GARAGE LEVEL B-1

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FEB 25 2003

A-3.03

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APARTMENTS
SEE PART A ON A-4.01
SEE PART B ON A-4.02
NOTES:
GARAGE ENTRY
RAMP
LOBBY LEVEL PLAN
SCALE:1/8"=1'-0"
6TH STREET, N.W.
(100' WIDE)
MASSACHUSETTS
GORDON & GREENBERG
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810013
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LOBBY LEVEL PLAN
A-3.04
SD-16



MASS AVE PRECAST SHELF ELEVATION DIAGRAM

LOBBY LEVEL PRECAST DIMENSION PLAN
SCALE:3/16=1'-0"

MASS AVE PRECAST SHELF ELEVATION DIAGRAM

CONTRACTOR NOTES:

1- THE EDGE ELEVATION ARE BASED UPON GRADING PLAN BY VIKA DATED 08-26-03

2- LEDGE ELEVATIONS AS PER THE FIRE-CAST CONTRACTOR ARE 3" MIN. BELOW FINISH EXTERIOR GRADE AND ARE FASTENED AT ALL COLUMN CENTER LINES.

3- INFORMATION CONCERNING THE AMOUNT AND TYPE OF FASTENING TO BE USED BY THE PRECAST CONTRACTOR IS SUBJECT TO APPROVAL BY THE ARCHITECT AND THE STRUCTURAL ENGINEER PRIOR TO ANY WORK. THE PRECAST CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIALS AND LABOR IN THE ISTALLATION OF THE PRECAST AT NO ADDITIONAL COST TO TEH OWNER

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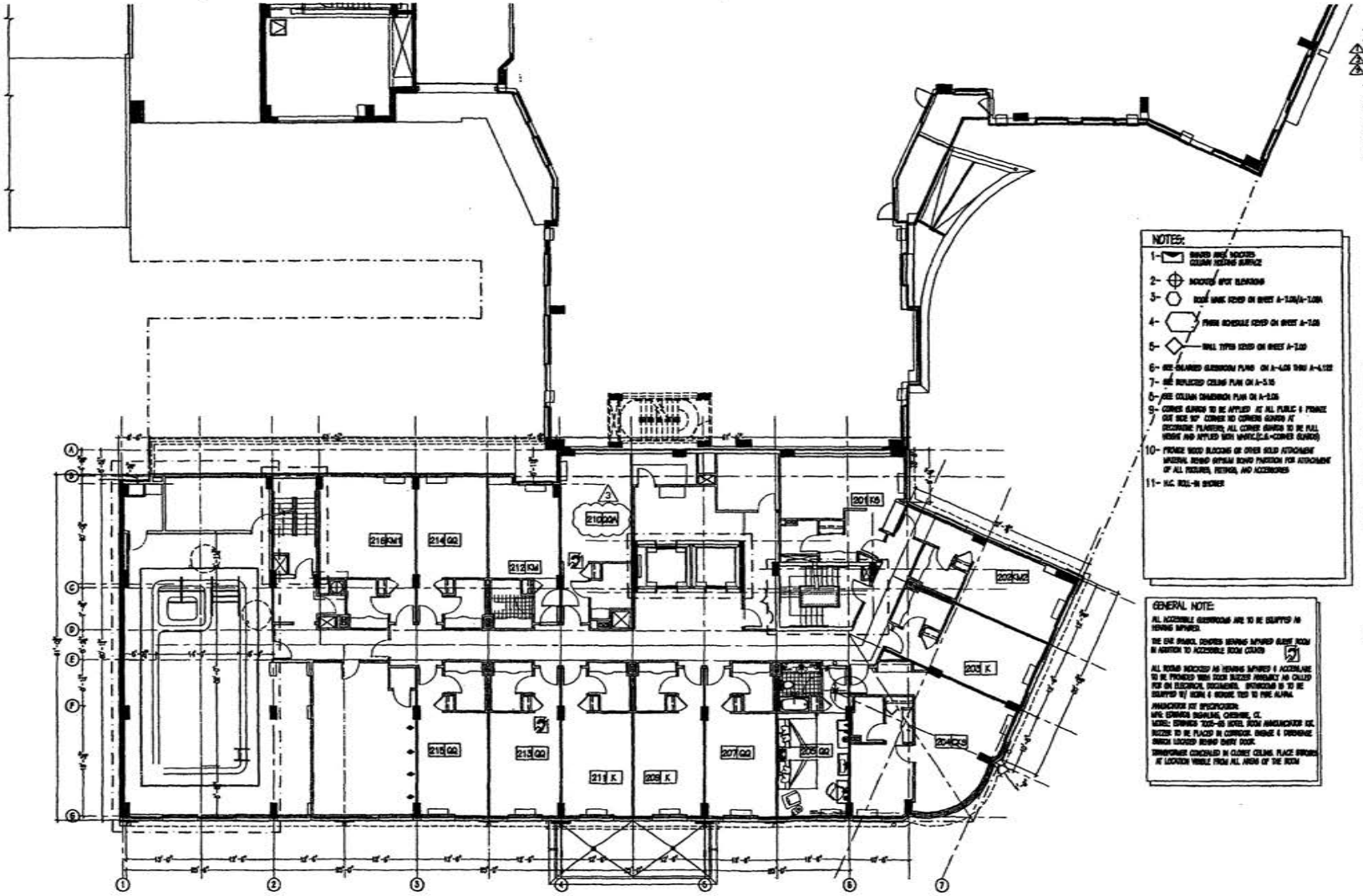
HAMPTON INN
BY HILTON
599 MASSACHUSETTS AVENUE, N.W
WASHINGTON D.C.
LOBBY LEVEL PRECAST DIMENSIONPLAN

JOB NO. - 02014
DRAWN - HZ
CHECKED - RDS
SCALE - AS NOTED
DATE - 12/15/02
SHEET A-3.04a

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PERMIT ISSUE 12/15/02

L



NOTES:

1- [illegible]
2- [illegible]
3- [illegible]
4- [illegible]
5- [illegible]
6- [illegible]
7- [illegible]
8- [illegible]
9- [illegible]
10- [illegible]
11- [illegible]

GENERAL NOTE:

[illegible]

1 A-3.05 2ND FLOOR PLAN
SCALE: 1/8"=1'-0"

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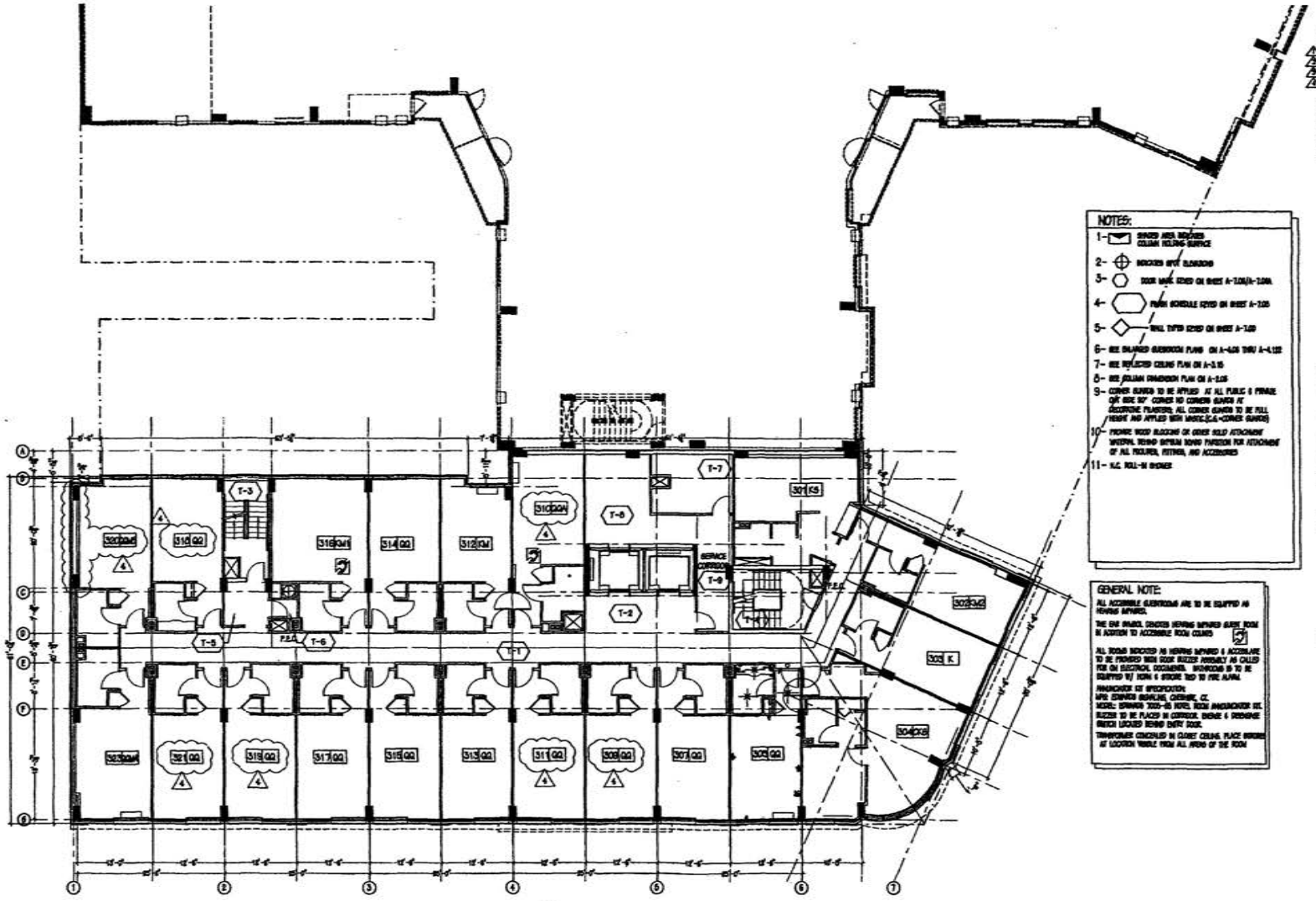
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BY HILTON
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WASHINGTON D.C.
2ND FLOOR PLAN

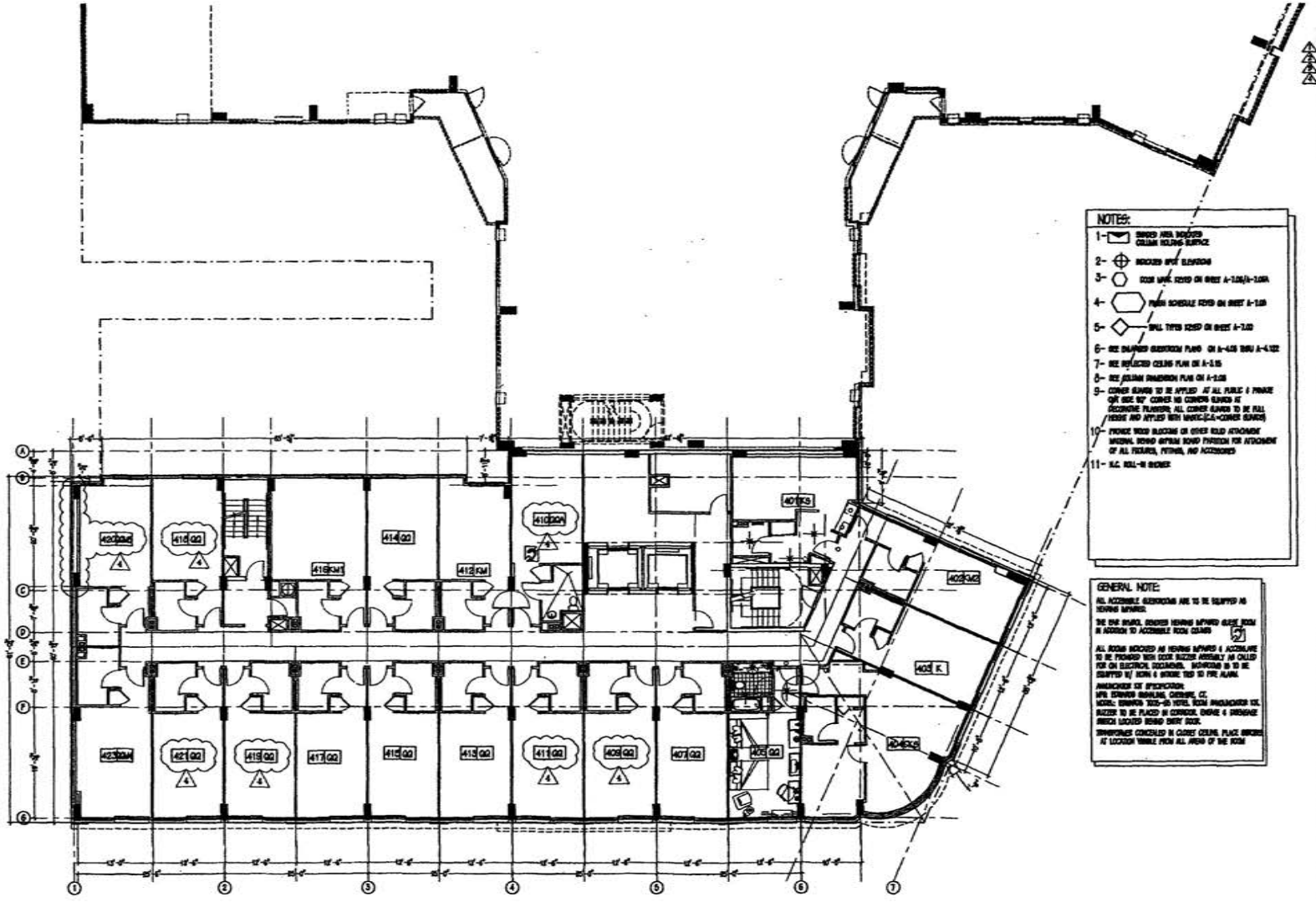
SCALE: AS NOTED
DATE: 12/15/00

A-3.05

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1 A-3.06 3RD FLOOR PLAN
SCALE:1/8=1'-0"



1 4TH FLOOR PLAN
SCALE: 1/8"=1'-0"

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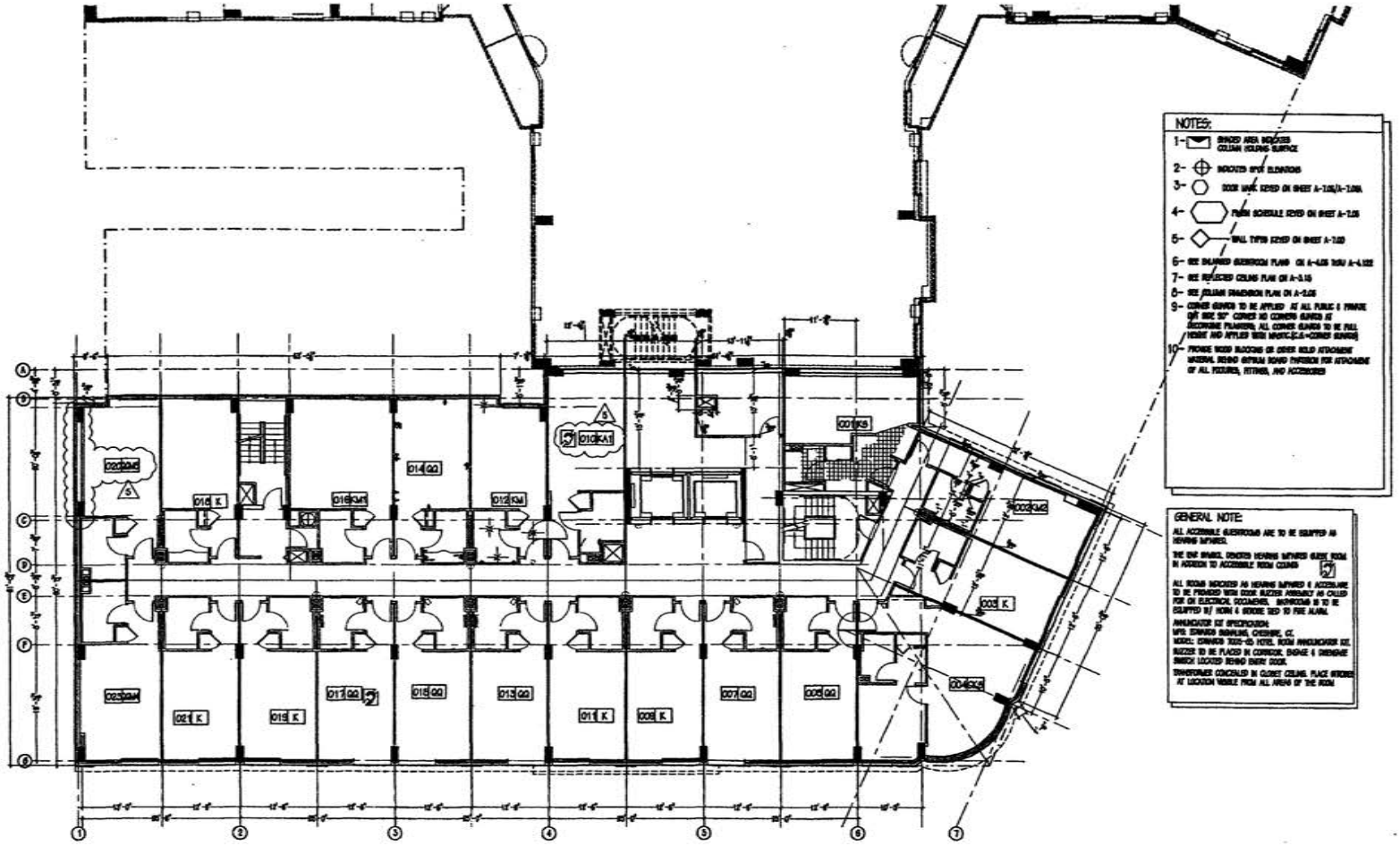
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4TH FLOOR PLAN

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1 TYP. FLOOR PLAN 5TH THRU 10TH
A-3.05 SCALE: 1/8"=1'-0"

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BY HILTON
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TYPICAL FLOOR PLAN 5TH THRU 10TH

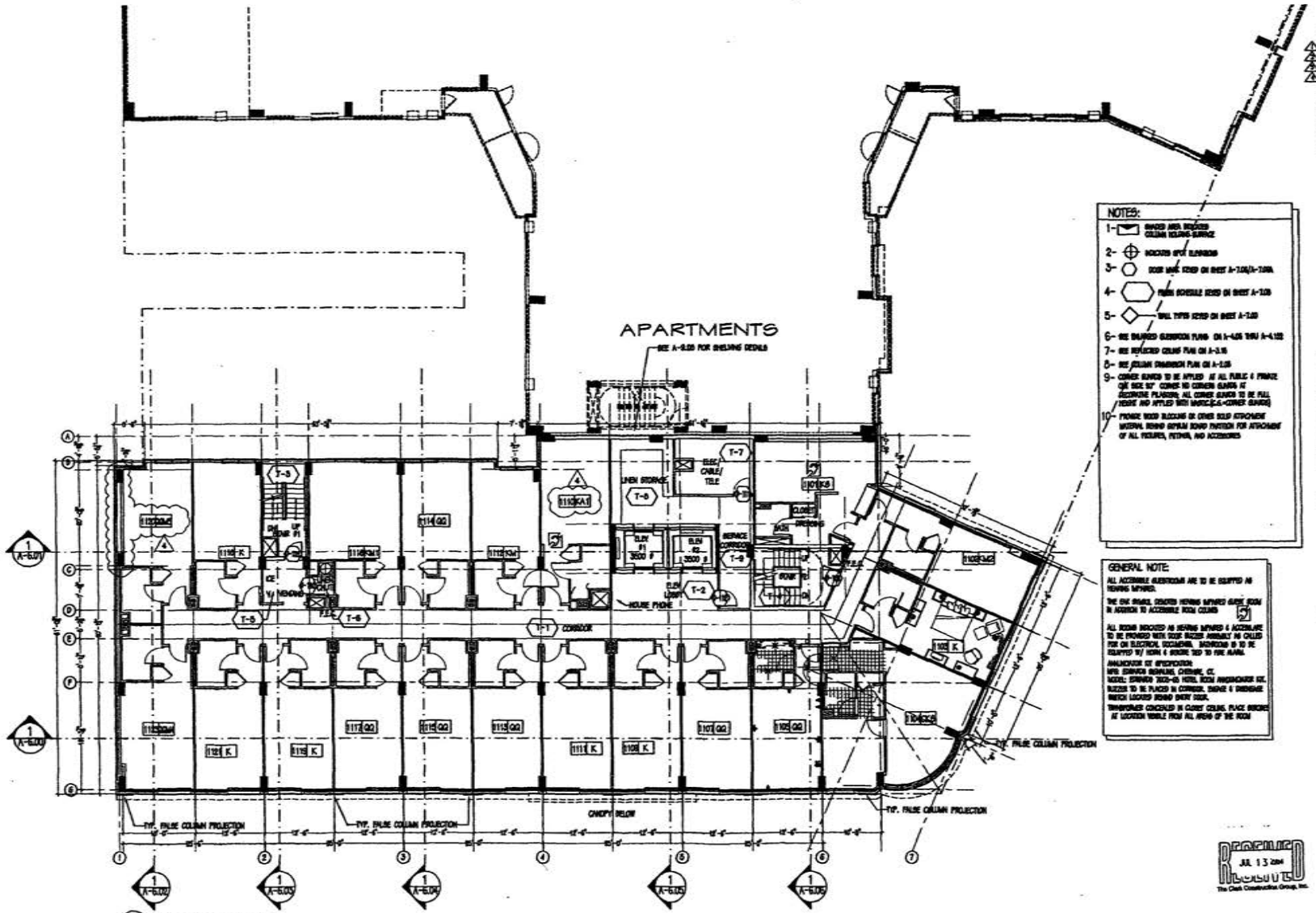
810047

HZ
RDG
AS NOTED
12/15/02

A-3.08

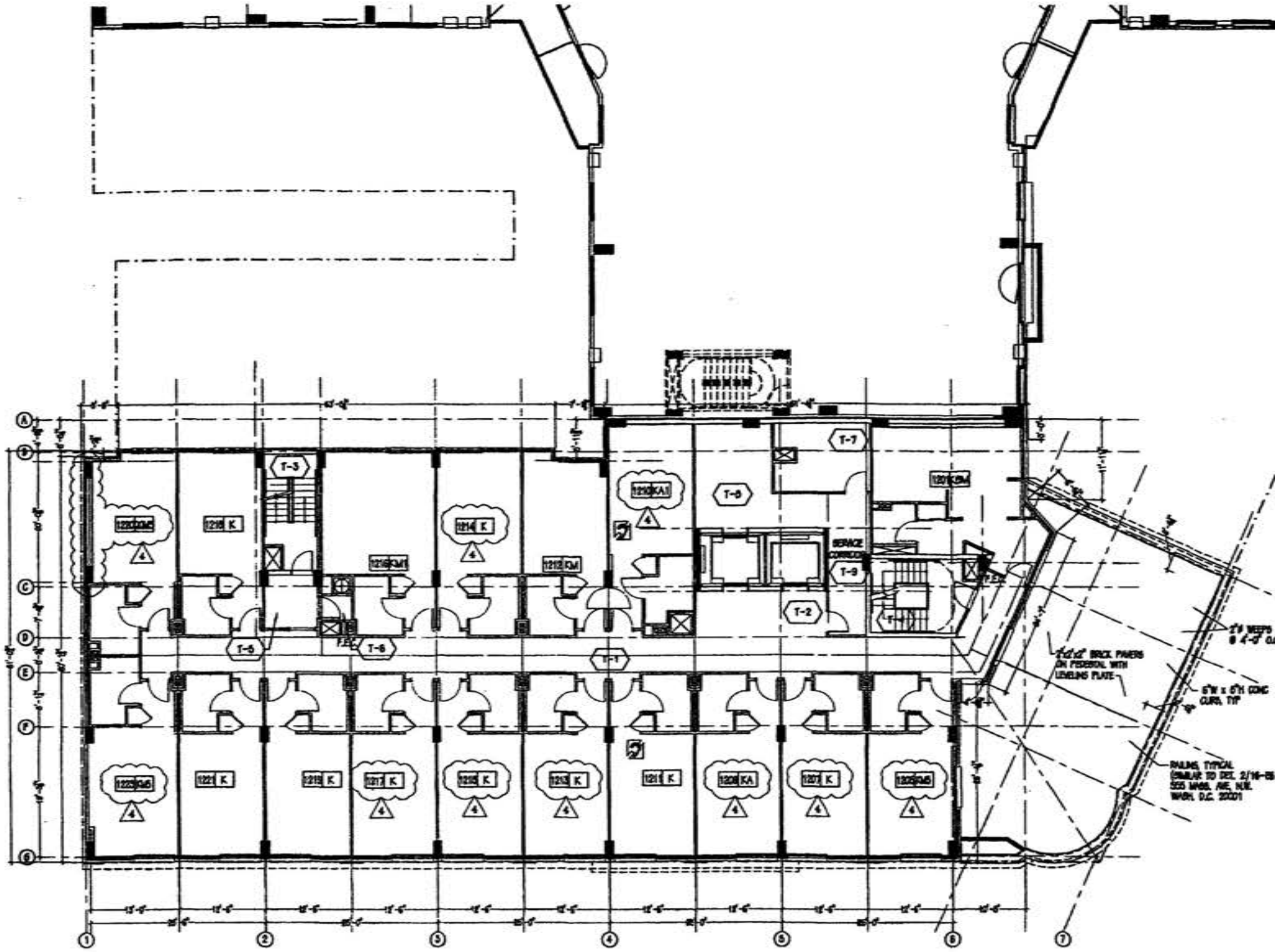
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CONTRACTOR NOTE-1:
PROVIDE ADDITIONAL LAYER OF 5/8 GYP. BD BEHIND VENDING MACHINES AT 3RD THRU 13TH FLOOR

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WASHINGTON D.C.
11TH FLOOR PLAN
JOB NO. -
DRAWN - RZ
CHECKED - EDG
SCALE - AS NOTED
DATE - 12/15/02
A-3.09
©GORDON & GREENBERG
ISSUE DATE 12/15/02



1 / A-3.10 12TH FLOOR PLAN
SCALE 1/8"=1'-0"

NOTES:

1- SHADED AREA INDICATES COLUMN HOUSING SURFACE
2- BRACKET/SPOT ELEVATIONS
3- DOOR MARK KEYED ON SHEET A-7.08/A-7.08A
4- FINISH SCHEDULE KEYED ON SHEET A-7.08
5- WALL TYPES KEYED ON SHEET A-7.09
6- SEE ENLARGED GUESTROOM PLANS ON A-4.05 THRU A-4.122
7- SEE REFLECTED CEILING PLAN ON A-3.15
8- SEE COLUMN DIMENSION PLAN ON A-3.06
9- CORNER GUARDS TO BE APPLIED AT ALL PUBLIC & PRIVATE OUT SIDE 90° CORNER TO CORNERS GUARDS AT DECORATIVE PLASTERS; ALL CORNER GUARDS TO BE FULL HEIGHT AND APPLIED WITH MASTIC (C.G.=CORNER GUARDS)
10- PROVIDE WOOD BLOCKING OR OTHER SOLID ATTACHMENT MATERIAL BEHIND GYPSUM BOARD PARTITION FOR ATTACHMENT OF ALL FIXTURES, FITTINGS, AND ACCESSORIES

GENERAL NOTE:

ALL ACCESSIBLE GUESTROOMS ARE TO BE EQUIPPED AS HEARING IMPAIRED.

THE EAR SYMBOL DENOTES HEARING IMPAIRED GUEST ROOM IN ADDITION TO ACCESSIBLE ROOM COUNTS

ALL ROOMS INDICATED AS HEARING IMPAIRED & ACCESSIBLE TO BE PROVIDED WITH DOOR BUZZER ASSEMBLY AS CALLED FOR ON ELECTRICAL DOCUMENTS. BATHROOMS IS TO BE EQUIPPED W/ HORN & STROBE TIED TO FIRE ALARM.

ANNUNCIATOR KIT SPECIFICATION:
MFG. EDWARDS SIGNALING, CHESHIRE, CT.
MODEL: EDWARDS 7005-G5 HOTEL ROOM ANNUNCIATOR KIT.
BUZZER TO BE PLACED IN CORRIDOR. ENGAGE & DISENGAGE SWITCH LOCATED BEHIND ENTRY DOOR.

TRANSFORMER CONCEALED IN CLOSET CEILING. PLACE STROBES AT LOCATION VISIBLE FROM ALL AREAS OF THE ROOM

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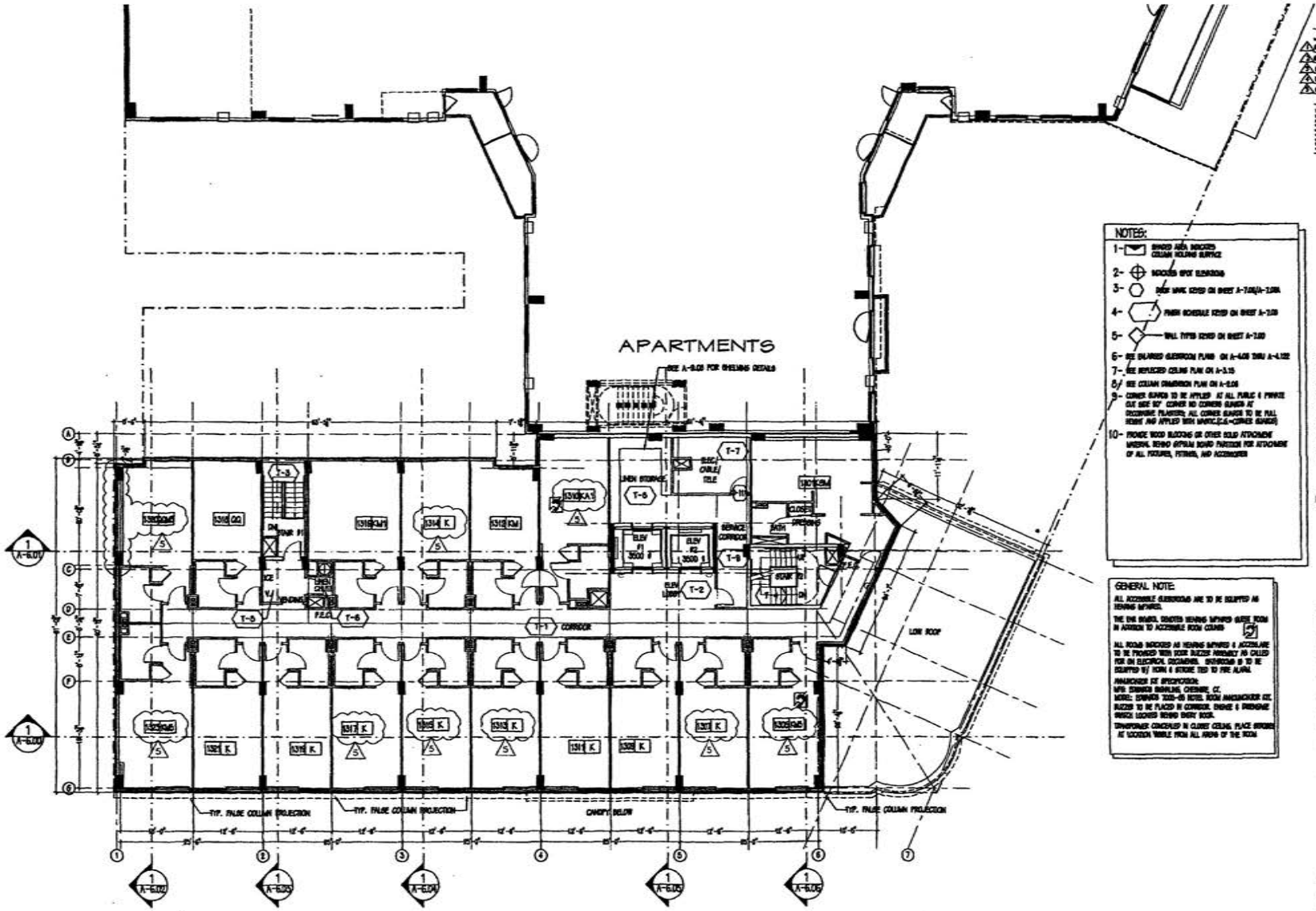
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12TH FLOOR PLAN

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DRAWN - HZ
CHECKED - RDG
SCALE - AS NOTED
DATE - 12/15/02

A-3.10

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1 A-3.11 13TH FLOOR PLAN
SCALE: 1/8"=1'-0"

NOTES:
1- BRACED AREA BRACKED COLUMN HOLDING SURFACE
2- BRACED SPOT ELEVATION
3- DOOR MARK KEYED ON SHEET A-7.00/A-7.01
4- FINISH SCHEDULE KEYED ON SHEET A-7.00
5- WALL TYPES KEYED ON SHEET A-7.00
6- SEE ENLARGED ELEVATION PLANS ON A-4.00 THRU A-4.02
7- SEE REFLECTED CEILING PLAN ON A-3.15
8/ SEE COLUMN DIMENSION PLAN ON A-5.00
9- CORNER GUARDS TO BE APPLIED AT ALL PUBLIC 6 PRIVATE CLG. SEE 90° CORNER NO CORNERS ALLOWED AT EXCLUSIVE PLANTERS; ALL CORNER GUARDS TO BE FULL HEIGHT AND APPLIED WITH MANUFACTURER'S CORNER GUARDS
10- PROVIDE WOOD BLOCKING OR OTHER SOLID ATTACHMENT MATERIAL BEHIND GYPSUM BOARD PARTITION FOR ATTACHMENT OF ALL FIXTURES, FITTINGS, AND ACCESSORIES

GENERAL NOTE:
ALL ACCESSIBLE GUESTROOMS ARE TO BE EQUIPPED AS HEARING IMPAIRED.
THE DOOR SIGNAGE INDICATES HEARING IMPAIRED ACCESSIBLE ROOM IN ADDITION TO ACCESSIBLE ROOM SIGNAGE
ALL ROOMS DESIGNED AS HEARING IMPAIRED 6 ACCESSIBLE TO BE PROVIDED WITH DOOR ALERTER PREVIOUSLY AS CALLED FOR ON ELECTRICAL DRAWINGS. SYSTEM/DEVICE 8 TO BE COORDINATED BY HORN 6 STROBE TIED TO FIRE ALARM.
ANNUNCIATOR SPECIFICATION:
MFR: EDWARDS SYSTEMS TECHNOLOGY, CT.
MODEL: EDWARDS 3030-48 NOTES: ROOM ANNUNCIATOR CO. BUZZER TO BE PLACED IN CORRIDOR. ENGINE 6 PERSONNEL PANICS LOCATED BEHIND ENTRY DOOR.
TRANSFORMER CONCEALED IN CLOSET CEILING. PLACE BEHIND AT WOODEN TABLE FROM ALL AREAS OF THE ROOM

CONTRACTOR NOTE-1:
PROVIDE ADDITIONAL LAYER OF 5/8 GYP. BD BEHIND VENDING MACHINES AT 3RD THRU 13TH FLOOR

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13TH FLOOR PLAN

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A-3.11

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OUTLINES OF TESTIMONY OF REPRESENTATIVES OF SQUARE 484 HOTEL L.L.C. AND 484 OPCO, L.L.C., APPLICANTS

I. INTRODUCTION

II. EXISTING DEVELOPMENT

III. PARKING DEMANDS

IV. PARKING LIMITATIONS

V. REQUIREMENTS FOR GRANTING THE SPECIAL EXCEPTION AND VARIANCE RELIEF HAVE BEEN MET

VI. CONCLUSION

E

OUTLINE OF TESTIMONY
REPRESENTATIVE
WELLS & ASSOCIATES, TRAFFIC ENGINEERING EXPERT

I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS

II. PARKING REQUIREMENTS FOR USES

III. NUMBER OF SPACES PROPOSED TO BE PROVIDED MORE THAN ADEQUATE

IV. CONCLUSION

3272995_v1