

Memorandum

Date: December 4, 2006

To: Monte Edwards
Stanton Park Neighborhood Association

From: Norman M. Glasgow, Jr. *NMG, Jr.*

Kyrus L. Freeman *KLF*

Re: 601-645 H Street, N.E.

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You have asked us to describe the basis for the Applicant's proposed deviation from the side set back and curb cut restrictions imposed in the H Street Overlay and the H Street N.E. Development & Design Guidelines. We provide the following information in response:

Set Backs

1. The site is irregularly shaped, with frontage of approximately 560 feet on H Street, 75 feet on 7th Street and 120 feet on 8th Street. The center portion has a depth of approximately 260 feet from H Street, the east portion has a depth of 120 feet from H Street, and the west portion has a depth of 75 feet from H Street.
2. Neither the underlying zoning for the site nor the H Street Design Guidelines require a side yard for the site.
3. Due to the unique configuration of the site, the proposed development includes 10 foot set backs in the C-2-A portion of the site along the east and west sides of the development adjacent to the alley. These set backs are located where the project abuts the rear of neighboring townhouses that face 6th and 7th Streets, and have been created so that the development is more compatible with the surrounding neighborhood.
4. These areas technically are not side yards since they do not extend for the full depth of the building.
5. In addition to the proposed set backs along the east and west sides of the development adjacent to the alley, the Applicant has also designed significant step-downs from five to four stories on the portion of the development that faces the rear of the townhouses on 6th, 7th, and G Streets. Moreover, a portion of land located between the site's southern property line and

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the face of the southern elevation will be maintained as a landscaped area. Due to these set backs and step-downs, a portion of the building located in the C-2-A zone district immediately adjacent to the C-2-C District boundary line has been increased in height to partially off-set some of the units lost as a result of including these set backs.

H Street Curb Cut

6. Section 1303.2 prohibits the construction of driveways providing access from any designated roadway to required parking spaces or loading berths. The designated roadway within the H Street Overlay District is H Street, N.E. (§1320.7).
7. The project includes a curb cut from H Street to access the parking. The proposed H Street entrance is in the area of an existing curb cut on H Street, so no new or additional curb cut will be provided. The location of the proposed H Street entrance will help eliminate potential conflicts between vehicles and loading activity on 7th Street.
8. As a result of numerous meetings and negotiations with local community groups, the Applicant proposes to locate the driveway near the center of the block on H Street. The Applicant also proposes to locate a crosswalk and street light at this location.
9. There are a number of traffic and safety benefits that will result from this proposal, including providing a break in the width of the block, helping to create a lively streetscape, improving pedestrian traffic and circulation in the area, and providing an element of traffic calming. Moreover, access from 6th and 7th Streets is not practical since the alley system is winding and narrow in places, and also because of concerns raised by immediate neighbors regarding traffic that would result in their neighborhood streets.

The combination of the factors listed above are exceptional and extraordinary and have a direct bearing on the need to deviate from the H Street Overlay and the H Street N.E. Development & Design Guidelines provisions with respect to set backs and the H Street curb cut. When all these factors are taken together, it is clear that there is no other site along the H Street corridor which possesses the same attributes and characteristics as the site.

Let us know if you have any further questions or if we may be of further assistance.