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OFFICE OF ZONING

1616 Rhode Island Avenue, NW



**PRE-HEARING STATEMENT TO THE DISTRICT OF COLUMBIA ZONING
COMMISSION FOR FINAL APPROVAL OF A PLANNED UNIT DEVELOPMENT
CASE NO. 02-51C**

Center for Strategic and International Studies, Inc.

April 10, 2009

ZONING COMMISSION
District of Columbia
CASE NO. 02-51C
EXHIBIT NO. 15

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DEVELOPMENT TEAM

APPLICANT:	Center for Strategic and International Studies, Inc. 1800 K Street, NW Washington, DC 20006
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TRAFFIC ENGINEER:	Wells & Associates 1420 Springhill Road Suite 600 McLean, VA 22102
LAND USE COUNSEL:	Pillsbury Winthrop Shaw Pittman 2300 N Street, N.W. Washington, D.C. 20037

LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
First Stage Site Plan	A
Architectural Plans, including Landscape Plan, and Elevations	B
Zoning Map, showing the property outlined in red	C
Amendment to Traffic Study	D
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PREFACE

This statement is submitted by the Center for Strategic and International Studies, Inc. (“**Applicant**” or “**CSIS**”) in support of an application for approval of the Second Stage of an approved Planned Unit Development (“**PUD**”) at 1616 Rhode Island Avenue, N.W. (formally known as Square 182, Lot 82) (“**Project Site**”). The Project Site is located mid-block on Rhode Island Avenue, NW between 17th Street to the west and Scott Circle to the east.

The Applicant is seeking Second Stage review and approval of the subject PUD. The First Stage of the PUD for the Project Site was approved on February 12, 2007, pursuant to Zoning Commission Order No. 02-51A, which became effective on June 29, 2007. See Exhibit E. The Project Site is approximately 15,349 square feet and is in the Dupont Circle neighborhood of Ward 2. Order No. 02-51A approved the Project Site for office use and this application proposes using the Project Site as the headquarters for CSIS. CSIS does, however, seek flexibility from the First Stage approval, specifically with regard to: the number of loading berths and parking spaces, the lot occupancy, the treatment of the wall facing the University of California building, the location and size of the penthouse, the provision of an architectural embellishment, the rear yard, and the grade of the garage ramps (“**Project**”).

The application was set down for a public hearing at the Commission’s January 12th meeting date. The Office of Planning (“**OP**”) submitted a report in support of setting the application down but noted that the application required additional flexibility from the rear yard, open court and roof structure requirements. The Applicant addresses OP’s comments in this submission.

At the public meeting, the Commission requested additional information regarding (1) the feasibility of the proposed loading, (2) the dimensions of the slit windows on the west side of the front façade; (3) details of the privacy screen on the east façade; and (4) a more thorough description of the rooftop architectural embellishment. The Applicant herein provides more detailed plans and explanations to clarify each of these issues.

**PRE-HEARING STATEMENT OF THE CENTER FOR STRATEGIC AND
INTERNATIONAL STUDIES FOR SECOND-STAGE APPROVAL OF AN
APPROVED PLANNED UNIT DEVELOPMENT**

**I.
Introduction**

This statement and the attached documents are submitted in support of the application of Center for Strategic and International Studies, Inc., pursuant to Chapter 24 of the Zoning Regulations, for Second Stage approval of a Planned Unit Development (“**PUD**”). The entire PUD site includes Lots 82 and 83 of Square 182, which consists of approximately 32,725 square feet of land area (“**PUD Site**”). One half of the PUD Site (Lot 83) has been built and is currently the home of the University of California Washington Program. The site that is the subject of the application for Second Stage PUD approval is Lot 82, also known as 1616 Rhode Island Avenue, NW (hereinafter referred to as the “**Project Site**”), and is currently a surface parking lot.

The Zoning Commission approved the First Stage of the PUD for the Project Site on June 29, 2007. The Zoning Commission approved the Project Site for an office building with a gross floor area of approximately 129,680 square feet, a height no greater than 104 feet, and approximately 90 parking spaces to be provided below-grade. The Applicant is proposing to construct an office building to serve as its headquarters building. As detailed herein, it will consist of approximately 113,447 square feet of gross floor area, a building height of 104¹ feet and include approximately 78 parking spaces in a below-grade garage.

¹ Because of the upward sweeping motion of the northern roofline, approximately 862 square feet of area is located above 104 feet. The maximum height, at the northeast corner of the building, is 112 feet.

II. **PUD**

A. PUD Site

The PUD Site is located on the south side of Rhode Island Avenue N.W., between 16th Street/Scott Circle to the east and 17th Street to the west. The entire PUD property has approximately 230 feet of frontage along Rhode Island Avenue and abuts a 10 foot wide alley on its east side, a 20 foot wide alley on its south side, and a 10 foot wide alley on its west side.

The area surrounding the PUD Site contains a wide variety of land uses. Major office development is located to the south of the site while a mix of office, hotel, residential and recreational facilities, at moderate and high densities, are located to the east, west and north. The properties adjacent to the PUD Site on the west and east are buildings which house the headquarters of the Human Rights Campaign and a hotel, respectively. Both of these buildings are 90 feet in height with FARs of 6.0 and 7.6, respectively. To the south of the site is the Sumner-Magruder School office complex, built to a height of 100 feet. Directly to the north across Rhode Island Avenue is a hotel and U.S. Reservation No. 62.

B. Project Site

The Project Site, Lot 82, is the western one-half of the PUD Site. It is approximately 15,349 square feet in area and is currently a surface parking lot. It is bounded by a public alley and the Human Rights Campaign headquarters office building to the west and the University of California building, the other half of the PUD Site, to the east.

C. Existing Zoning

The existing zoning in the vicinity of the site, as shown on the Zoning Map, Exhibit C, is C-4, SP-2 and SP-1. The C-4 Zone District, the zoning of the PUD Site and the property abutting the site to the south, is designed for the Downtown core that comprises the retail and office centers of both the District and the metropolitan area. The C-4 Zone District permits high density commercial, residential and mixed-use development. The maximum FAR is 10.0 with a 130 foot building height, if the street abutting the site is at least 110 feet wide.

The SP Zone is intended to act as a buffer between adjoining commercial and residential areas and to ensure that new development is compatible in use, scale and design with the transitional function of the zone. These areas are designed to preserve and protect areas adjacent to commercial districts, including buildings of historic and architectural merit. The SP-1 Zone District permits a maximum FAR of 4.0, of which no more than 2.5 FAR can be used for non-residential use. The height limit in the SP-1 Zone District is 65 feet. The SP-2 District permits a maximum 6.0 FAR, with no more than 3.5 FAR for non-residential uses. The height limit in the SP-2 Zone District is 90 feet.

D. Previous Zoning Commission Approvals

The PUD Site was first approved for a consolidated PUD and map amendment from the SP-2 Zone District to the C-4 Zone District pursuant to Zoning Commission Order No. 638, dated December 15, 1989 (“Original PUD”). The Original PUD permitted the construction of a mixed-use building containing residential, office and retail space to a maximum height of 106 feet and a FAR of 8.5. The conditions of the previous PUD approval, including amenities, are discussed below. Zoning Commission Orders Numbered 638-A, 638-B, 638-C, 638-D and 638-E approved an interim use of the site,

minor modifications and extensions of the Original PUD until March 9, 1999.

In Zoning Commission Order No. 638-F (871), the Commission approved the subdivision of the PUD Site and authorized two discrete buildings. The eastern half of the site was approved to allow the University of California (“**University**”) to construct a mixed-use building for office, academic and residential uses (on a portion of the site now known as Lot 83). The western half of the site (now known as Lot 82) was approved for the construction of a suites hotel. In totality, Zoning Commission Order No. 638-F (871), approved a combined density for the two new PUD lots of 8.2 FAR, with 3.05 FAR allocated to residential uses and 5.15 FAR for office, academic and commercial hotel uses. A maximum height of 106 feet was approved for the entire PUD.

The University purchased its one-half of the PUD property and constructed its project. It is currently occupied and used by the University for its Washington Center. The hotel developer, however, decided not to build the approved hotel on Lot 82 and did not purchase the property.

In the following years, several organizations looked at Lot 82 for office and hotel uses and filed the requisite PUD time extension requests and PUD modification applications; however, nothing ever came to fruition. Most recently, in 2007, Rhode Island Associates Limited Partnership filed an application to modify the approved PUD to allow for an office building with a floor area ratio (“**FAR**”) of 8.4, a height of 104 feet and approximately 90 parking spaces. The Commission approved the modification application as a First Stage PUD, requiring the property owner to return to the Commission for Second Stage approval with further developed and refined plans. A copy of Zoning Commission Order No. 02-51A is attached as Exhibit E.

III.

The Applicant

CSIS was founded during the height of the Cold War in 1962 and is an international bipartisan, nonprofit organization headquartered in Washington, DC. It currently leases office space at 1800 K Street, N.W. but it has purchased the Project Site to serve as the site of its new headquarters.

CSIS conducts research and analysis and develops policy initiatives that look into the future and anticipate change. Since 1962, CSIS has grown to become one of the world's preeminent international policy institutions, with more than 220 full-time staff and a large network of affiliated scholars focused on defense and security, regional stability, and transnational challenges ranging from energy and climate to global development and economic integration. Former United States Senator Sam Nunn is Chairman of the CSIS Board of Trustees (and has been since 1999). Included among CSIS' elite list of Trustees and experts are Henry Kissinger, Zbigniew Brzezinski, Cardinal Theodore McCarrick, and Joseph Nye, to name just a few.

IV.

Project Design and Description

A. Project Description

The Plans describing this proposal are attached as Exhibit B. Hickok Cole, the Project Architect, has designed a building that reflects the prestige of CSIS and the dignitaries that will visit the building, as well as the eclectic character of other buildings in the neighborhood. The building will be state-of-the-art, as well as LEED-Silver certified, to serve the needs of CSIS. It will provide a number of amenities for CSIS employees as well as benefits for the community. The proposed development is consistent with the

parameters approved in the First Stage PUD. The following chart compares the instant proposal with the application the Zoning Commission approved in 2007, with the C-4 Zone that was approved with the Original PUD and with the SP-2 Zone District that existed for the Property prior to the Original PUD:

	SP-2 Zone District	C-4 PUD	First Stage Approval	Proposed Design
FAR/Gross Floor Area	6.0 (3.5 commercial use) / 92,094 square feet (53,722 sq. ft. comm'l use)	10.5 / 161,165 square feet (commercial use)	8.4 / 129,680 square feet (commercial use)	7.39 ² / 113,447 square feet (commercial use)
Height	90 feet	130	104 feet	generally 104 feet; 112 feet for the very northeast corner of the building
Lot Occupancy	100%	100%	96% (for entire PUD Site)	99.47% (for Project Site) approx. 98.7% (for entire PUD Site)
Parking	62 spaces	62 spaces	90 spaces	78 spaces

There are eight primary distinctions between the proposed design and the base design approved in the First Stage of the PUD: (1) access to the parking garage; (2) number of loading berths and parking spaces; (3) the terrace along the eastern wall; (4) the architectural embellishment and height; (5) the rooftop structure; (6) lot occupancy; (7) the depth of the rear yard; and (8) the grade of the garage ramps.

² Mechanical shafts are permitted to be smaller under the new Construction Code than in the previous code; thus, the Applicant is considering reducing the size of the shafts, which would increase the FAR to 7.42.

The Office of Planning also suggests that the proposed courtyards require relief; however, the Applicant believes the courtyards conform to the requirements of the Zoning Regulations. The proposed design includes two courtyards – one along the western property line and one along the eastern property line. The courtyard along the western property line is an open court with a required width of 26 feet; the width provided is 35 feet; thus, no relief is required. The courtyard along the eastern property line aligns with the courtyard provided by the University of California, which was approved in the Original PUD. Because the Applicant is enlarging an approved court, it does not believe relief is required in this instance either.

Garage Access

The plans approved by the Zoning Commission in connection with the First Stage PUD provided for a garage entrance via an existing curb cut on Rhode Island Avenue. Garage access in the instant proposal is from an existing north-south alley running along the western property line, thus eliminating the existing curb cut on Rhode Island Avenue. Accessing the garage from the alley will provide a more fluid entry and exit to, and from, the building without disrupting traffic along Rhode Island Avenue. The elimination of an existing curb cut will make for a safer pedestrian experience along Rhode Island Avenue.

The existing alley can accommodate the proposed traffic. It is 12 feet, six inches wide³ and is currently underutilized. See Traffic Impact Analysis attached as an exhibit to initial application. The Applicant has discussed its proposal with both the University of California and the Human Rights Campaign; both entities support the proposed design and use of the alley. Attached as Exhibit G is a letter of support from the Human Rights

³ It is a ten foot wide public alley and the Applicant is setting its building back from the lot line 2 ½ feet for a height of fifteen feet, effectively making the alley 12 ½ feet wide.

Campaign.

Loading and Parking

The alley network around the Project Site will also support the loading for the building. The loading dock will be accessed from the twenty foot alley that runs along the Project Site's southern edge. The Applicant is proposing to reduce the number of loading berths from two, as approved in the First Stage PUD to one, as provided in the attached plans. The initial design included two berths because there was no knowledge of who the tenant(s) would be. The design assumed that tenants would be moving in and out of the building constantly. Since CSIS will be the sole occupant of the building, the Applicant is confident that one berth will be sufficient. CSIS will be a long term tenant so once CSIS moves into the building, it will not generate a significant demand for loading.

As stated earlier, one significant change in the proposed PUD from the approved First Stage PUD is the elimination of the curb cut along Rhode Island Avenue and using the existing alley to access parking. Not only will relocating the parking entrance and removing a curb cut from Rhode Island Avenue greatly reduce potential conflicts between pedestrian traffic and vehicular traffic, but use of the alley affords easy access to a below grade garage with three levels of parking. The First Stage PUD approved an office building with approximately 90 parking spaces; however, the office building was larger. The Applicant is proposing 78 parking spaces based on the parking needs of its staff. The site is within walking distance of multiple Metrorail Stations, Metrobus stops, and ZipCar lots and it will include bike racks in the garage. Moreover, nearly one quarter of CSIS's employees live within walking distance of the Property. In light of the multiple opportunities for taking alternative modes of transportation to the site, the Applicant

believes that 78 spaces are adequate. Fifty-one of the 78 parking spaces are 19 feet x 9 feet, while twenty-seven spaces are compact sized. The compact sized spaces satisfy the Zoning Regulations regarding their size, but they are not all placed in groups of at least five contiguous spaces, thus the Applicant seeks flexibility from the requirements of Section 2115.4 of the Zoning Regulations.

East Elevation

The First Stage PUD required the Applicant to use specialized glass in windows along the eastern edge of the office building so as to provide privacy for the residential units in the University of California building. This condition of approval was included in the Zoning Order at the request of the University of California. The University was concerned about having office windows face an outdoor residential terrace, which could be intrusive for the residential users. The Applicant is proposing that instead of providing the specialized glass, that it will set its building back from the lot line five feet at the fourth through ninth floors. It will also provide a privacy screen between the University building and the office building at the fourth and fifth floors to maintain privacy for the residents. Additional details regarding the privacy screen are attached in Exhibit B. The Applicant believes this design affords more privacy for the University of California residents while preserving the integrity of the CSIS building. The University of California supports the new design.

Architectural Embellishment and Height

The Zoning Commission approved a maximum height of 106 feet for the entire PUD and a height of 104 feet for the Project Site. The Applicant is proposing an intricate rooftop embellishment that couples the ornamental cornice with a roof that gradually rises

from west to east. The Applicant is proposing a maximum building height of 112 feet with a cornice that gradually rises to a height of 116 feet. The Applicant requires 8 feet of relief from the First-Stage PUD Approval in order to accommodate the height at the very northeast corner of the building. Although it has a maximum building height of 112 feet, only 862 square feet of area is located above the permitted 104 foot height. The raised area of the roof is only a 26 foot deep border along the northern edge of the roof; beyond 26 feet, the roof lowers to 104 feet, minimizing the area that extends beyond the height approved in the First-Stage PUD. The overall height of the building is consistent with the other development located along Rhode Island Avenue. It is also consistent with its C-4 zoning designation and the 1910 Height Act, which allow a maximum height of 130 feet.

The cornice reaches beyond 112 feet and is at its maximum height of 116 feet at the very northeastern corner of the building. Like the roof, the height of the cornice gradually tapers as the feature stretches to the west and to the south. The intertwining of the roof and cornice makes for an elegant cap to the design of the building. The design also limits the amount of interior space above the 104 foot mark to only 862 square feet.

The Commission questioned whether it would be more appropriate to categorize the cornice as a roof rather than an embellishment. For purposes of this application, the Applicant believes that the roof serves to protect the interior space of the building, thus the height is calculated to the height of the roof at its highest point over the interior space, or 112 feet. The rooftop feature continues to extend upward an additional 4 feet as a cornice. The Applicant believes that the exterior portion of the feature is a cornice, which is defined by Merriam-Webster as “the molded and projecting horizontal member that crowns an architectural composition.” Although the cornice is an inherent part of the building’s

massing, it serves as a crown at the top of the building in line with the tri-partite division of the building's façade. Above the 112 foot mark, the cornice does not serve a functional purpose in relation to the interior space of the building but is purely ornamental to enhance the physical perception of the building.

In the event the Commission believes that the cornice is in fact better defined as a roof, the Applicant would ask for additional flexibility from the height limitations imposed by the First-Stage PUD Order. There is only one point at the northeastern corner of the building that is 116 feet tall, the cornice gradually tapers from that point to the south and the west. The Applicant believes that the effect of the proposed height would be minimal on neighboring properties. The additional height is centered along a very narrow part of the building – it is limited to only the northeastern façade of the structure. It is not applied to the entirety of the building, thus the scope of the relief would be minimal. Further, the additional height does not create any additional habitable space and will not increase the proposed density of the building.

The rooftop element is critical to the building design as it defines the building and gives it a sense of place among the other buildings on the street. Both the Human Rights Campaign (“HRC”) building to the west and the University of California (“UCal”) building to the east have “towers” that distinguish their place on the block. The rooftop embellishment allows the structure to relate to the organization of both neighboring buildings and establish its own position on the block. This is important because the existing surface parking lot has created a schism along that block of Rhode Island Avenue and divided the properties into those that respond to 17th Street and those that respond to Scott Circle. The proposed CSIS building bridges the gap and opens the block up to Scott

Circle, while relating effectively to the HRC building. The gradual rise from west to east along the roof of the CSIS building to Scott Circle draws the eye from 17th Street to Scott Circle, successfully tying the block together. Like the UCal and the HRC buildings, the CSIS building has a base, middle, and top. Though it exhibits a similar proportion and organization as the other buildings, the embellishment allows it to retain an independent character.

Roof Structure

The Applicant is providing a single roof structure but it will be of varying heights; thus, the Applicant seeks flexibility from the requirements of Section 777.1 of the Zoning Regulations. The structure also fails to meet the 1:1 setback requirements and accordingly requires relief.

The majority of the structure will be 18 feet, six inches tall, while the remainder will be 8 feet, 6 inches tall. The Applicant attempts to reduce the size of the structure where possible in order to minimize its impact on neighboring properties as well as those who will utilize the CSIS terrace on the ninth floor. Providing a uniform height for the structure would result in an unnecessarily large penthouse that could be intrusive to the HRC, provide unsightly views from Rhode Island Avenue, and cast a shadow over the Applicant's ninth floor terrace.

The penthouse has a maximum height of 18 feet, 6 inches but is only set back from exterior walls 10 feet. There is a limited amount of space on the building's roof where the mechanical equipment can be stored since a large portion of the roof overlooks the terrace. The Applicant has moved the structure to the western edge of its building to minimize its intrusion on the terrace and its visibility from Rhode Island Avenue. In doing so, the

structure cannot meet the minimum setback requirements and can only set back a maximum of 10 feet. The failure to set the penthouse back the full 18 feet, 6 inches does not create a detriment for neighboring property owners. The properties affected are the alley and the HRC to the west of the CSIS building. The HRC has reviewed the plan and is fully supportive of the proposed design. Attached as Exhibit G is a copy of their letter of support.

Lot Occupancy

The instant proposal will have a lot occupancy of 99.47%. When coupled with the lot occupancy of the University of California building, which is approximately 98%, the PUD will have a lot occupancy of 98.7%. The First Stage PUD approved a 96% lot occupancy for the entire PUD site; however, it is worth noting that the underlying SP-2 Zone District would allow a 100% lot occupancy for commercial use. Nevertheless, the Applicant is minimizing the effect of the impervious surfaces by maximizing its green design package. This project will pursue the LEED-Silver level of sustainability. See a LEED checklist attached as Exhibit F. One of the more significant components of the green design package is the building's green roof. Nearly 60% of the roof will be covered by plantings. This will help manage storm water runoff and reduce the impervious surface area of the development, which is a primary objective in regulating the lot occupancy of a project. The Applicant is also providing heavy landscaping along Rhode Island Avenue in an effort to make the most of the limited open space that is available.

Rear Yard

The First- Stage design included a twelve foot rear yard, whereas the instant design includes a ten foot rear yard. The Applicant seeks relief for providing a rear yard with a

depth two feet shallower than what was previously approved. The reduction of two feet will not have a detrimental effect on the office building or neighboring properties. The office building backs onto an alley that it shares with a corresponding office building on M Street. Given the alley that runs between the buildings, they will have sufficient light and air for their tenants. The CSIS building will also have sufficient room for trucks to maneuver in and out of the loading space. See Exhibit D.

Garage Ramps

Section 2117.8(a) requires driveways providing access to parking spaces to have a maximum grade of not more than 12%. The garage ramps proposed by the Applicant and used to access the parking spaces have varying grades, but a maximum grade of over 16%. The Applicant is not able to provide a consistent grade below 12% because of the size of the lot and the design of the garage; there simply isn't room to elongate the ramp and provide a lesser grade. The proposed ramps will not have a negative effect on those using the garage. Given that there is a single, long-term tenant in the garage, their employees will grow accustomed to the grade of the ramps and will know to cautiously circulate the garage.

B. Conditions of First Stage Approval

Approval of the First Stage PUD was conditioned on twelve items, some of which are applicable to the instant application as follows:

Condition 1: The first stage PUD modification is approved in accordance with the plans and materials submitted by the Applicant and marked as Exhibits 40, 42, and 56 in the record, as modified by the guidelines, conditions and standards of this order.

Proposed: As demonstrated above, the instant proposal is generally consistent with the plans the Commission approved during the First Stage of the PUD.

Condition 2: The second-stage design of the PUD modification shall be based on further development and refinement of the plans marked as Exhibit Nos. 40, 42, and 56 of the record, as modified by the guidelines, conditions and standards of this order.

Proposed: Attached as Exhibit B are detailed architectural plans depicting the design of the building.

Condition 3: In accordance with the plans and materials noted above, the office building shall consist of approximately 129,680 square feet of gross floor area with a FAR of 8.4. The building shall contain nine stories and be no greater than 104 feet tall. Approximately 90 parking spaces must be provided in the below-grade garage.

Proposed: The proposed building has a gross floor area of 113,447 and a FAR of approximately 7.4. It is nine stories and has a maximum height of 112 feet and a general height of 104 feet, with a 3 foot parapet. As detailed in this statement, the project only provides 78 parking spaces; however, this is sufficient to meet CSIS' parking needs.

Condition 4: The PUD shall have a maximum FAR of 8.5 and a maximum height of 106 feet. The lot occupancy of the PUD Site shall be no greater than 96%.

Proposed: Once the proposed building is constructed, the PUD will have a FAR no greater than 8.5, and a height no greater than 112 feet, as explained above. As detailed above, the PUD will have a lot occupancy greater than 96%.

Condition 5: Rhode Island Associates Limited Partnership shall provide a "green" design package that is substantially similar to that which is included as Exhibit 3 of the Office of Planning's final report submitted on December 4, 2006, Exhibit 47.

Proposed: The Applicant will provide a strong "green" design package. Attached as Exhibit F, is a LEED checklist outlining the green measures the Applicant will

incorporate, including a green roof. The Applicant will reach the LEED-Silver level.

Condition 6: The Project shall be set back 2 ½ feet from the west alley to a height of 15 feet.

Proposed: The Applicant is maintaining the 2 ½ foot set back from the west alley to a height of 15 feet.

Condition 7: In addition to the benefits and amenities that the Partnership has previously provided, the Partnership must submit proof of payment of the following contributions prior to issuance of a building permit: \$220,000 to planned improvements in Stead Park; \$25,000 to improvements of Scott Circle Park; \$25,000 to the Dupont Circle Citizens Association; \$20,000 to Ross Elementary School; \$10,000 to Francis Junior High; and \$100,000 to Affordable Housing. In its second stage application, the applicant shall provide greater specificity concerning the affordable housing donation, such as the identity of the recipient of the donation and the nature of the recipient's affordable housing program.

Proposed: The Applicant will abide by the approved benefits and amenities package; however, since improvements to Scott Circle Park have already been completed, the Applicant would like to allocate the \$25,000 to the Dupont Circle Village. Dupont Circle Village is a nonprofit neighborhood organization that connects residents to services that enable them to stay in their homes as they age. This recipient has been approved by the ANC.

The Applicant is working with the Banc of America Community Development Corporation to coordinate its affordable housing contribution for use in the Parkside senior housing facility that was approved in Zoning Commission Case No. 05-28A. The entire

facility is being constructed as affordable for seniors whose incomes do not exceed 60% of the Area Median Income.

Condition 8: Rhode Island Associates Limited Partnership shall provide at least 5% of the below grade parking spaces for car-sharing vehicles or fuel efficient vehicles and depict such spaces in its second-stage application.

Proposed: The parking plans attached as a part of Exhibit B depict the parking spaces that will be reserved for fuel efficient vehicles.

Condition 9: The Applicant shall provide a secured area for bicycles within its garage, and depict the area in its second-stage application.

Proposed: The parking plans attached as a part of Exhibit B depict the area reserved for bicycles in the garage.

Condition 10: The Applicant shall submit, as part of the second-stage application, landscape plans, detailed architectural plans and elevations indicating the design treatment of each building.

Proposed: Attached as Exhibit B are landscape plans, detailed architectural plans, and elevations.

Condition 11: The first-stage approval is valid for a period of one year, within which time a second stage application shall be filed.

Proposed: The Zoning Commission extended the First Stage approval until June 29, 2009, per Case No. 02-51B. This application has been filed within the required time period. See Order No. 02-51B attached as Exhibit E.

Condition 12: The Applicant is required to comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended, and this order is conditioned

upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code § 2-1401.01 et seq., (Act) the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, familial status, family responsibilities, matriculation, political affiliation, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination, which is also prohibited by the act. In addition, harassment based on any of the above protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action. The failure or refusal of the applicant to comply shall furnish grounds for denial or, if issued, revocation of any building permits or certificates of occupancy issued pursuant to this order.

Proposed: The Applicant will comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended.

V.

Comments from Zoning Commission and Office of Planning at Setdown Meeting

At the Zoning Commission meeting on January 12, 2009, the Commission asked for additional information regarding four areas of the application: (1) measurement of building height; (2) feasibility of the loading area; (3) details regarding the screen between the CSIS building and the University of California building; and (4) dimensions of the slit windows on the façade of the building. The Applicant addresses each issue below.

- Building Height: The Commission questioned whether the architectural embellishment was more aptly described as the roof of the building than as an embellishment. As explained above, the Applicant is seeking relief from the First

Stage PUD Approval to allow a maximum building height of 112 feet. Beyond 112 feet, however, this architectural feature no longer serves a functional purpose and transitions into an architectural embellishment that rises an additional four feet. It ascends to a maximum height of 116 feet in the northeastern corner of the building. The Applicant believes that its characterization of the embellishment is appropriate given that it serves a purely ornamental function and is provided to enhance how the building is perceived.

- Loading: The Commission also questioned whether there was enough space in the loading area to accommodate the maneuvering of a 30 foot truck. The Applicant has made several changes to the loading area to create more turning room for vehicles. These changes include (1) widening the opening for the loading dock by two feet to a width of 25 feet; (2) increasing the depth of the loading dock by one foot; (3) increasing the interior width of the loading dock by one foot; and (4) moving the service space to the east side of the loading dock.

These changes will allow a truck to back directly into the loading area in one movement and to pull out with only two movements. The Applicant's initial proposal required three movements to back into the space and three movements to pull out of the space. The Applicant's traffic consultants have confirmed there will be no conflicts with the adjacent building while trucks maneuver into and out of the loading area. See Exhibit D.

- The Commission requested more details about the privacy screen that is being provided along the eastern property line at the fourth and fifth floors of the CSIS building. The screen will be approximately 22 feet tall and 79 feet long. It

will be framed with galvanized painted steel tubes and comprised primarily of a mesh panel. Attached as a part of Exhibit B, Sheet A-204a provides an enlarged elevation of the proposed screen.

The Applicant and the University of California believe the screen will be more effective in protecting the privacy of residents using the University of California courtyard. The Applicant further believes it is a preferable solution because it is not as unsightly as the specialized glass that was proposed previously.

- Finally, the Commission requested information regarding the slit window on the front façade of the building. Attached as a part of Exhibit B, Sheet A-201c provides dimensions of the windows.

VI. Planning Analysis

A. Land Use Impact

The proposed building will be located mid-block between two existing buildings. It will assume the site of an existing surface parking lot, complete the Rhode Island Avenue streetscape between 16th and 17th Streets, and eliminate an eyesore that has interrupted the fabric of the block for many years. The height and massing of the building is consistent with the other buildings on the block, as well as the First Stage PUD approval.

B. Zoning Impact

The Applicant is not requesting a simultaneous amendment to the Zoning Map. The Original PUD approved in 1989 rezoned the site to the C-4 Zone District. Maintaining this zoning classification is consistent with the Comprehensive Plan, as discussed in more detail below.

C. Environmental Impact

There will be no adverse environmental impacts resulting from the construction of the proposed building. The increased use in water and sanitary services that result from construction of this building will have an inconsequential effect on the District's delivery systems. The site is currently served by all major utilities. The requisite erosion control procedures stipulated by the District will be implemented during construction of the Project. The Applicant will also incorporate a number of green design principles, including a green roof, that will help reduce the carbon footprint of the building and minimize its environmental impact. The Applicant will reach the LEED-Silver level of sustainability.

D. Facilities Impact

The proposed building will not have an adverse impact on the public facilities on which it will rely for service.

VII.
Environmental Analysis

A. Water Demand

The Project will contain approximately 113,447 square feet of development and the average daily demand for water for the Project is estimated to be 31,000 gallons per day with cooling tower make-up and blow-down and 11,000 gallons per day without cooling tower make-up and blow-down. This demand can be met by the existing District water system. The proposed connection for fire water supply will be made within the existing distribution system and will be coordinated with WASA.

B. Sanitary Sewer Demand

The average daily demand on the sanitary sewer system is estimated to be 17,000

gallons per day with cooling tower make-up and blow-down and 11,000 without cooling tower make-up and blow-down. The proposed connection for the sanitary sewer line will be made with the existing distribution system and will be coordinated with WASA.

C. Storm Water Management

The Project's storm water run-off will be accommodated by a storm water management system in compliance with standards set by the Department of the Environment. The proposed systems will be designed, constructed, and maintained in accordance with standards set by the Department of the Environment.

D. Solid Waste Services

Solid waste will be collected by the District of Columbia from covered receptacles for appropriate disposal.

E. Electrical Service

Electricity for the Project will be provided by the Potomac Electric Power Company in accordance with its usual general terms and conditions of service. All electrical systems will be designed to comply with the District of Columbia Energy Code.

F. Energy Conservation

The Project will be constructed in full compliance with Article 24 (Energy Conservation) of the District of Columbia Building Code. Conformance to code standards will minimize the amounts of energy needed for the heat, ventilation, hot water, electrical distribution and lighting systems contained in the buildings.

G. Erosion Control

During excavation and construction, erosion on the Project Site will be controlled in accordance with District of Columbia Law.

VIII.

Evaluation Standards

The Project meets the standards of the PUD Regulations, Chapter 24 of 11 D.C.M.R (Zoning). A PUD must be consistent with District plans, it may not be used to circumvent the Zoning Regulations, and it must provide “present or future occupants of the planned unit development with a living or working environment and amenities superior to those that could be achieved by applying the provisions of this title.” 11 DCMR Section 2400.7(c).

The objective of the PUD process is to encourage high quality development that provides public benefits and project amenities by allowing applicants greater flexibility in planning and design than may be possible under matter-of-right zoning. The instant application will achieve the goals of the PUD process by creating a commercial office building of superior design. As demonstrated herein, the Project supports superior benefits in several of the categories listed in Section 2403.9.

A. Comprehensive Plan

The proposed design is consistent with and furthers many of the District’s goals and objectives. Section VI below discusses the proposed development in light of the Comprehensive Plan in greater detail.

B. Urban Design, Architecture, and Landscaping

From a sustainability perspective, high density uses located near transit nodes is good urban design. The proposed building is located in the Dupont Circle neighborhood and is within walking distance of two Metrorail Stations and multiple bus lines. The building is also replacing a surface parking lot with a commercial office building of superior design, thus providing infill development that will enhance the quality and safety

of the pedestrian experience along Rhode Island Avenue. The building will also be consistent with “green” design principles and will reach the LEED-Silver level of sustainability.

C. Site Planning

The Project will be located in the heart of the District and along several public transportation routes. Moreover, it will be infill development of a site that has been underutilized for a number of years. Constructing an office building of superior design on the site of a surface parking lot will improve the aesthetics of the block, reduce stormwater runoff, and increase safety with additional activity on the block.

D. Effective and Safe Vehicular and Pedestrian Access

One of the more significant changes the Applicant has made to the approved site plan is to move garage access from Rhode Island Avenue to the alley adjacent to the building. This reduces the possibility of queuing on Rhode Island Avenue and reduces conflicts with pedestrians since it eliminates the need for an existing curb cut along Rhode Island. The proposed site plan simplifies vehicular access to promote vehicular efficiency and pedestrian safety.

E. Additional Public Benefits of Project

This PUD has offered a number of public amenities that have already been provided in connection with past Zoning Commission approvals, including:

- \$150,000 to Ross Elementary School;
- \$10,000 to Dupont Circle Resource Center;
- Local Small and Disadvantaged Business Enterprises Agreement; and
- First Source Employment Agreement.

In addition to those benefits and amenities that have already been provided, the following contributions and “green” building package were approved during the First Stage PUD:

- \$220,000 to constructing planned improvements in Stead Park;
- \$25,000 to improvements of Scott Circle Park;
- \$25,000 to the Dupont Circle Citizens Association;
- \$20,000 to Ross Elementary School;
- \$10,000 to Francis Junior High;
- \$100,000 to affordable housing; and a
- “Green” Building Package.

The Applicant is not proposing any changes to the amount of the above monetary contributions; however, it would like to re-allocate the funds dedicated to projects that have been completed. Specifically, the improvements for Scott Circle have been completed so the Applicant would like to dedicate those funds to the Dupont Circle Village program, as requested by ANC 2B. Thus, the Applicant requests some flexibility from Order No. 02-51A to reallocate these funds with input from the ANC. Otherwise, the Applicant is honoring these contributions. It is working with the Banc of America Community Development Corporation to contribute funds to its affordable senior housing development in the Parkside community. It is also providing a very generous green design package and will meet LEED Silver certification standards.

IX.

The Project is Consistent with the Comprehensive Plan

The proposed project is consistent with and fosters numerous goals and policies enumerated in the new Comprehensive Plan, adopted in 2006 (the “**Plan**”).

The purposes of the comprehensive Plan are to:

- (a) Define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development;
- (b) Guide executive and legislative decisions and matters affecting the District and its citizens;
- (c) Promote economic growth in jobs for District residents;
- (d) Guide private and public development in order to achieve District and community goals;
- (e) Maintain and enhance the natural and architectural assets of the

District; and (f) Assist in conservation, stabilization and improvement of each neighborhood and community in the District (D.C. Code Section 1-245(b)).

The proposed Project significantly advances these purposes by furthering the social and economic development of the District by encouraging development on an underutilized lot. The Project will assist in the improvement and stabilization of the urban environment in the neighborhood adjacent to Scott Circle.

A. Compliance with Citywide Elements

The Project serves the goals of several of the citywide elements of the Comprehensive Plan.

1. Land Use Map

The Future Land Use Map designates the Property as appropriate for High Density Commercial development. This designation calls for promoting appropriate commercial development and is used to define major office employment centers on the downtown perimeter. It is characterized by office and mixed office/retail buildings greater than eight stories in height and is generally consistent with the C-4 Zone District. The proposed building and the proposed use are consistent with the Comprehensive Plan designation.

2. Land Use Element

The Plan cites the importance of transit-oriented development. (LU-1.3). The Project will be located a short walk from the Farragut North and Dupont Circle Metrorail Stations. It is also located along several bus routes. As such, it fulfills the Plan's desire for infill development near established transportation infrastructure.

The Project has also been designed to integrate into the existing fabric of Rhode Island Avenue and to make it a cohesive corridor. The building design replaces a surface

parking lot with a thoughtfully designed commercial office building. The new development will improve pedestrian safety and traffic circulation along Rhode Island Avenue by removing a curbcut. Ultimately, this Project is an appropriate infill development that will improve an underutilized site in a prominent location in the District. (See LU-1.4).

3. Transportation Element

The Plan supports transit-oriented development and encourages investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Though this Project is within walking distance of two Metrorail stations, it is also located along a major bus corridor. Numerous bus routes travel down Rhode Island Avenue, making this location easily accessible by public transportation.

The Project is also aligned with the Plan's goal of supporting transit-oriented employment. Constructing a nine-story office building that is easily accessible by multiple modes of public transportation is consistent with this objective.

4. Economic Development Element

The proposed office building will serve as the headquarters for an international organization. Policy ED-2.1.2 of the Economic Development Element suggests promoting the qualities that favor the District as a headquarter for multi-national corporations and to construct incentive packages to encourage large corporations to locate and maintain their offices in the District. This development will allow the District to retain the headquarters for the CSIS organization.

The Economic Development Element also encourages emphasizing opportunities for build-to-suit/signature office buildings in order to accommodate high-end tenants and

users and corporate headquarters. (Policy ED-2.1.3.) This building has been designed specifically for CSIS and to meet the needs of their daily operations. The design incorporates creative architectural elements and high-quality materials, resulting in an elegant building of superior design.

This Element also supports continued growth of the office sector through infill development, which is consistent with this proposal. As stated previously, this office building will improve an underutilized lot and replace a surface parking lot along Rhode Island Avenue.

5. Urban Design Element

The Urban Design Element of the Plan seeks to, among other goals, reinforce boulevards and gateways and improve the aesthetic character of the city's avenues. This Project replaces a surface parking lot with a well-designed high-end office building along a prominent stretch of Rhode Island Avenue. Improving this underutilized site will improve the streetwall along the Avenue, enhance the aesthetic of the street, and encourage additional pedestrian traffic. The superior design of the building will also contribute to the quality of the existing design in the surrounding neighborhood. There are several iconic buildings in the immediate area and the Project will add to that rather than detract from it.

6. Compliance with Area Element

The Project is located within the boundaries of the Central Washington Area Element and the Golden Triangle/K Street focus area. The Plan encourages maintaining the area as a prestigious employment center. CSIS is a prestigious international think tank that interacts with national and foreign dignitaries on a daily basis. Keeping the CSIS headquarters in this area of DC and encouraging the construction of a high-quality office building support this goal.

The area element also encourages improving pedestrian safety by restricting the number of curb cuts along streets and improving certain streets for pedestrian use. This project will eliminate an existing curb cut on Rhode Island Avenue, making it safer for pedestrian traffic. It will also fill a vacant site that may be imposing to pedestrians who pass by it at night. This development will eliminate vacant space and create a visually interesting and active building in its place.

X. Community Outreach

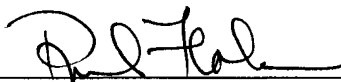
The Applicant has presented this design to its neighbors, the University of California and the HRC, as well as the ANC. The Applicant has the support of all three entities in pursuing this proposal. Attached as Exhibit G are letters of support from the ANC and the HRC.

XI. Conclusion

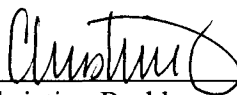
For the foregoing reasons, the Applicant submits that the application for final approval of the Second Stage PUD meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; it is not inconsistent with the Comprehensive Plan; it satisfies the requirements for approval of a Two Stage PUD; it provides significant public benefits; and it advances important goals and policies of the District of Columbia.

Accordingly, we respectfully request that the Zoning Commission schedule a public hearing for this application at the earliest possible date.

PILLSBURY WINTHROP SHAW PITTMAN

A handwritten signature in cursive script, appearing to read "Phil Feola", written above a horizontal line.

Phil Feola

A handwritten signature in cursive script, appearing to read "Christine Roddy", written above a horizontal line.

Christine Roddy

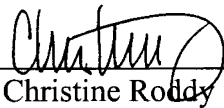
CERTIFICATE OF SERVICE

I hereby certify that the foregoing document was sent by first class mail or hand delivery
on April 10, 2009 to:

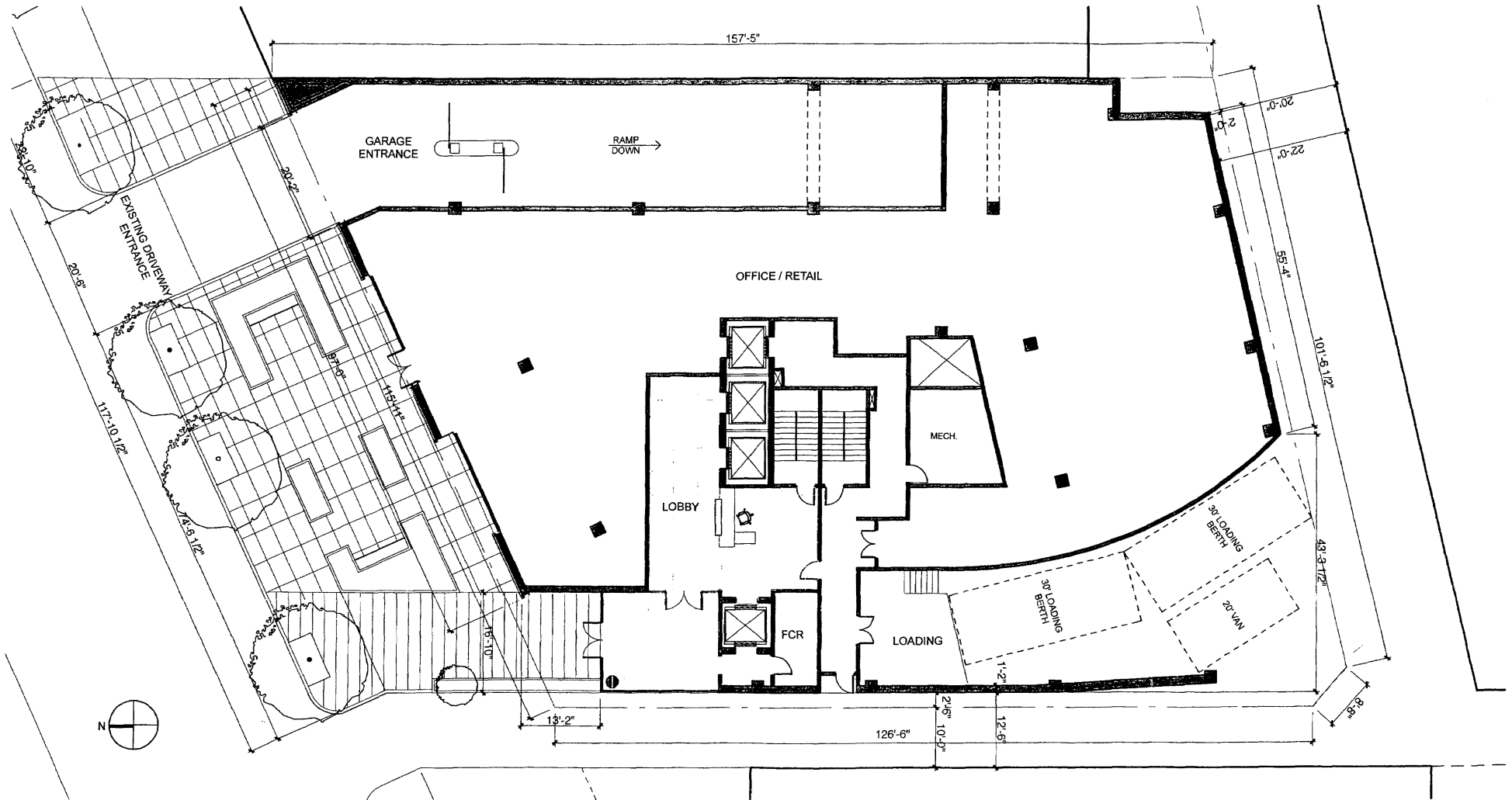
Arthur Jackson
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801 North Capitol Street; NE
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ANC 2B
#9 Dupont Circle, NW
Washington, DC 20036

Gordon Schanck
University of California Office of the President
1111 Franklin Street, 6th. Floor
Oakland, CA 94607-5200

By: _____
Christine Roddy

A



1616 Rhode Island Ave.

Gould Property Company

Ground Floor & General Landscape Plan

5/26/06

STUDIOS
architecture

B

CSIS 1616 RHODE ISLAND AVENUE, NW

SECOND STAGE PUD, PRE-HEARING
SUBMISSION, CASE NO. 02-51C
APRIL 2, 2009

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DRAWING INDEX

COVER SHEET

G-001 CODE ZONING

A-001 ARCHITECTURAL VICINITY PLAN
A-002 ARCHITECTURAL SITE PLAN

A-101 GROUND FLOOR PLAN
A-102 SECOND FLOOR PLAN
A-103 TYPICAL FLOOR PLAN
A-104 NINTH FLOOR PLAN
A-105 ROOF/PENTHOUSE PLAN
A-106 CONCOURSE LEVEL FLOOR PLAN
A-107 P1 LEVEL GARAGE PLAN
A-108 P2 LEVEL GARAGE PLAN
A-109 P3 LEVEL GARAGE PLAN

L-001 LANDSCAPE LAYOUT PLAN
L-002 ROOF PLANTING PLAN
L-003 SECTION - REFLECTING POOL

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A-200c RHODE ISLAND AVENUE ELEVATION
A-201b NORTH ELEVATION
A-201c ELEVATION DETAIL: TWO-STORY WINDOW
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A-202b WEST ELEVATION
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A-203b SOUTH ELEVATION
A-204a EAST ELEVATION RENDERING
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A-205 MODEL PHOTOGRAPHS
A-206 MODEL PHOTOGRAPHS
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A-301 LONGITUDINAL BUILDING SECTION
A-302 TRANSVERSE BUILDING SECTION

A-401 SITE CONTEXT PHOTOGRAPHS

C1.01 EXISTING CONDITIONS PLAN
C1.02 SEDIMENTATION AND EROSION CONTROL PLAN
C1.03 SITE AND GRADING PLAN
C1.04 UTILITY PLAN
C1.05 SEDIMENTATION AND EROSION CONTROL DETAILS



PUD CHECKLIST

SECTION	ITEM	SHEET NO.
2406.12(b)	DETAILED STATEMENT OF USES LOCATED IN PROJECT	In Written Application
2406.12(c)	DETAILED SITE PLAN: LOCATION AND EXTERNAL DIMENSIONS OF ALL BUILDINGS AND STRUCTURES UTILITIES AND OTHER EASEMENTS WALKWAYS AND DRIVEWAYS	A-103, A-105 C1.04 C1.03, L-001, A-101
2406.12(d)	DETAILED LANDSCAPING AND GRADING PLAN: EXISTING TOPOGRAPHY, CONTOURS, NATURAL FEATURES, LANDSCAPING GRAPHIC ILLUSTRATION OF GRADES EXCEEDING 15% IN 5% INCREMENTS NEW CONTOURS, PROPOSED FINISHED GRADES, PLANTING, AND LANDSCAPING EXISTING TREES OF 6" CALIPER OR GREATER PROPOSED DRAINAGE, INCLUDING WATER AND SEWER LINES, INLETS AND BASINS, CONNECTIONS TO PUBLIC WATER AND SEWER LINES PROPOSED EROSION CONTROLS	C1.01 N/A C1.03, L-001 C1.01, L-001 C1.04 C1.02, C1.05
2406.12(e)	ARCHITECTURAL PLANS SECTIONS, AND ELEVATIONS: TYPICAL FLOOR PLANS AND ELEVATIONS FOR EACH BUILDING SECTIONS FOR EACH BUILDING ELEVATIONS FOR ENTIRE SQUARE	A-101 - A-204b A-301 - A-302 A-200c
2406.12(f)	CIRCULATION PLAN: DRIVEWAYS AND WALKWAYS, INCLUDING WIDTHS, GRADES, AND CURB CUTS DETAILED PARKING PLAN - NUMBER OF PARKING SPACES DETAILED LOADING PLAN - NUMBER OF LOADING BERTHS	A-002, A-102, L-001 A-107 - A109, G-001 A-101, G-001
2406.12(g)	OTHER INFORMATION SITE CONTEXT IMAGES PERSPECTIVE RENDERING - DAYTIME PHOTOGRAPHS OF MODEL	A-401 A-200a A-205
2406.12(h)	STATEMENT OF ACCORDANCE WITH FIRST-STAGE APPROVAL	In Written Application

Section 2406.12 (b)

DETAILS

AREA AND DIMENSIONS

LOT AREA - 15,349 S.F. MEASURED

PERCENTAGE OF LOT OCCUPANCY

= BUILDING AREA/LOT AREA
= 15,268 / 15,349 S.F. = 99.47%

GROSS FLOOR AREA CALCULATION

	EXCLUSIONS	TOTAL G. S.F.
FIRST FLOOR	15,268	2,475
SECOND FLOOR	15,093	1,504
THIRD FLOOR	3,701	63
FOURTH FLOOR	14,782	175
FIFTH FLOOR	14,286	175
SIXTH FLOOR	14,286	175
SEVENTH FLOOR	14,286	791
EIGHTH FLOOR	14,286	791
NINTH FLOOR	14,286	678
TOTAL	120,274	6,827
PENTHOUSE	2,446	95
		2,351

TOTAL GROSS FLOOR AREA

BUILDING 113,447 S.F.
PENTHOUSE 2,351 S.F.

FAR

BUILDING FAR ALLOWED = 8.4 (PER FIRST-STAGE PUD)
BUILDING FAR PROVIDED = 7.39
BUILDING = TOTAL GROSS FLOOR AREA/LOT AREA
= 113,447 S.F. / 15,349 S.F.
= 7.39

PENTHOUSE FAR ALLOWED = 0.37
PENTHOUSE FAR PROVIDED = 0.15

PENTHOUSE = TOTAL GROSS AREA/LOT AREA
= 2,351 S.F. / 15,349 S.F.
= 0.15

BUILDING HEIGHT

BUILDING HEIGHT ALLOWED = 104 FT (PER FIRST-STAGE PUD)
BUILDING HEIGHT PROVIDED =
104 FT FOR THE MAJORITY OF THE ROOF
112 FT AT THE NE CORNER OF THE BUILDING

THE ROOF AT THE NORTH FAÇADE SLOPES 104 FT TO 112 FT
ONLY 862 SQUARE FEET AT THE TOP FLOOR EXTEND ABOVE
THE 104 FT LINE

COURTS

THE 2'-6" SETBACK REQUIRED ALONG THE WEST PROPERTY
LINE RESULTS IN A COURT BEING PROVIDED

COURT REQUIRED = 26'-0" MINIMUM WIDTH (3'7" X 104')
COURT PROVIDED = 33'-9"

Section 2406.12 (f)

CIRCULATION

PARKING

PARKING REQUIRED = 90 SPACES (PER 1ST STAGE PUD)
PARKING PROVIDED = 78 SPACES

LEVEL	Standard (9' x 19')	Compact (8' x 16')	Total
P-1 LEVEL	12	13	25
P-2 LEVEL	18	8	26
P-3 LEVEL	19	8	27
	49	29	78

*INCLUDES 4 ACCESSIBLE SPACES (IBC 2000 Table 1106.1)

3 STANDARD SPACES

1 VAN SPACE WITH 96" CLEAR HEIGHT (IBC 2000 Section 1106.4)

HYBRID VEHICLES: 5% OF TOTAL (per LEED NC requirement)

PERCENTAGE OF COMPACT SPACES ALLOWED - 40% (Section 2115.2)

PERCENTAGE OF COMPACT SPACES PROVIDED 27/78 = 37.2%

BICYCLE SPACES

4 BICYCLE SPACES REQUIRED PER ZONING - 5% OF AUTOMOBILE SPACES (Sect. 2119.2)

30 BICYCLE SPACES PROVIDED (per LEED NC requirement)

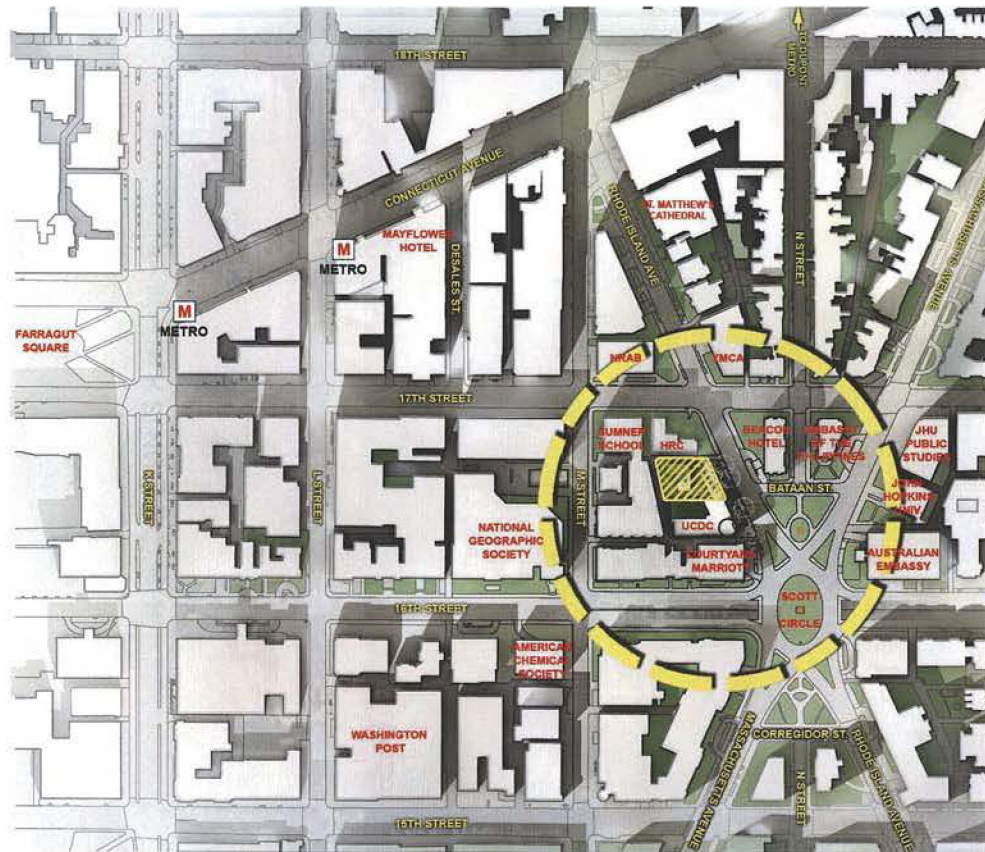
LOADING BERTHS (2201.1)

1 12X30' LOADING BERTH PROVIDED

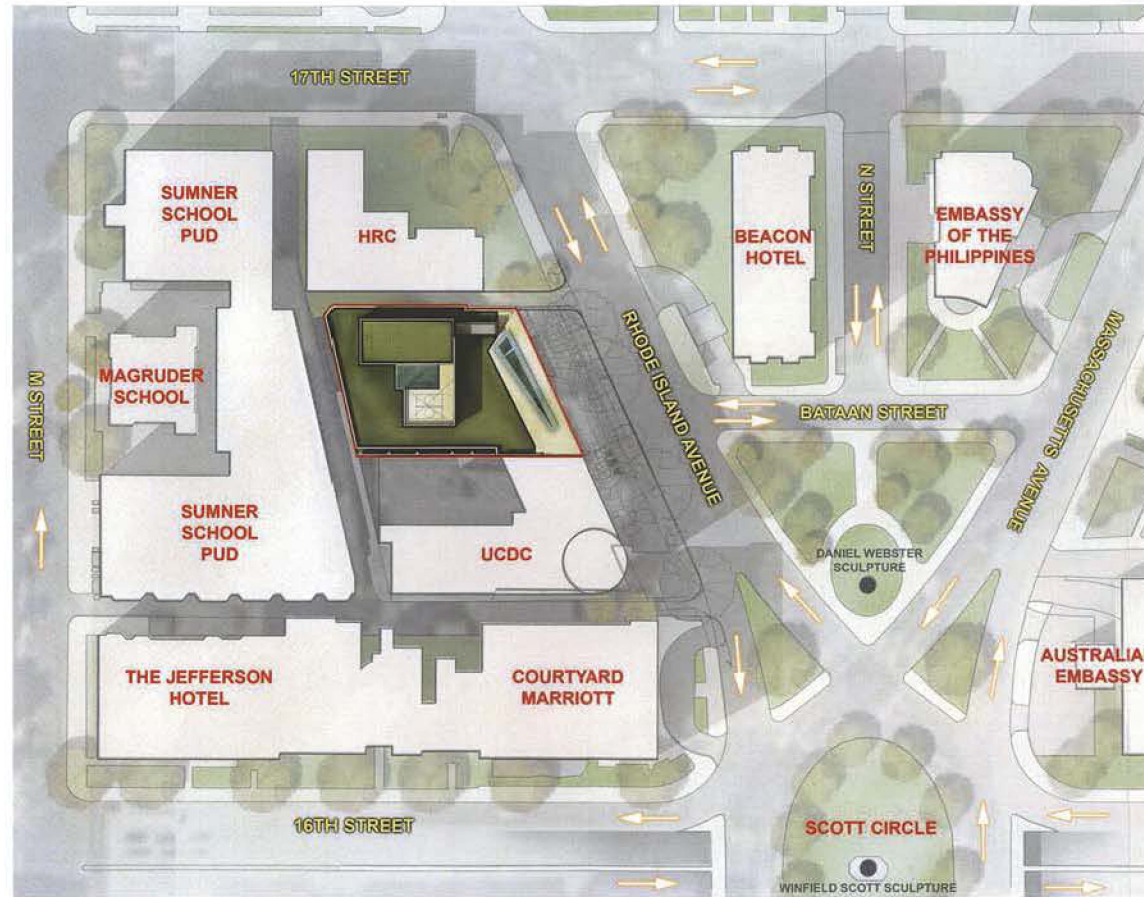
1 10X20' SERVICE/DELIVERY BERTH PROVIDED

1 LOADING PLATFORMS @ 100 SQ.FT. PROVIDED

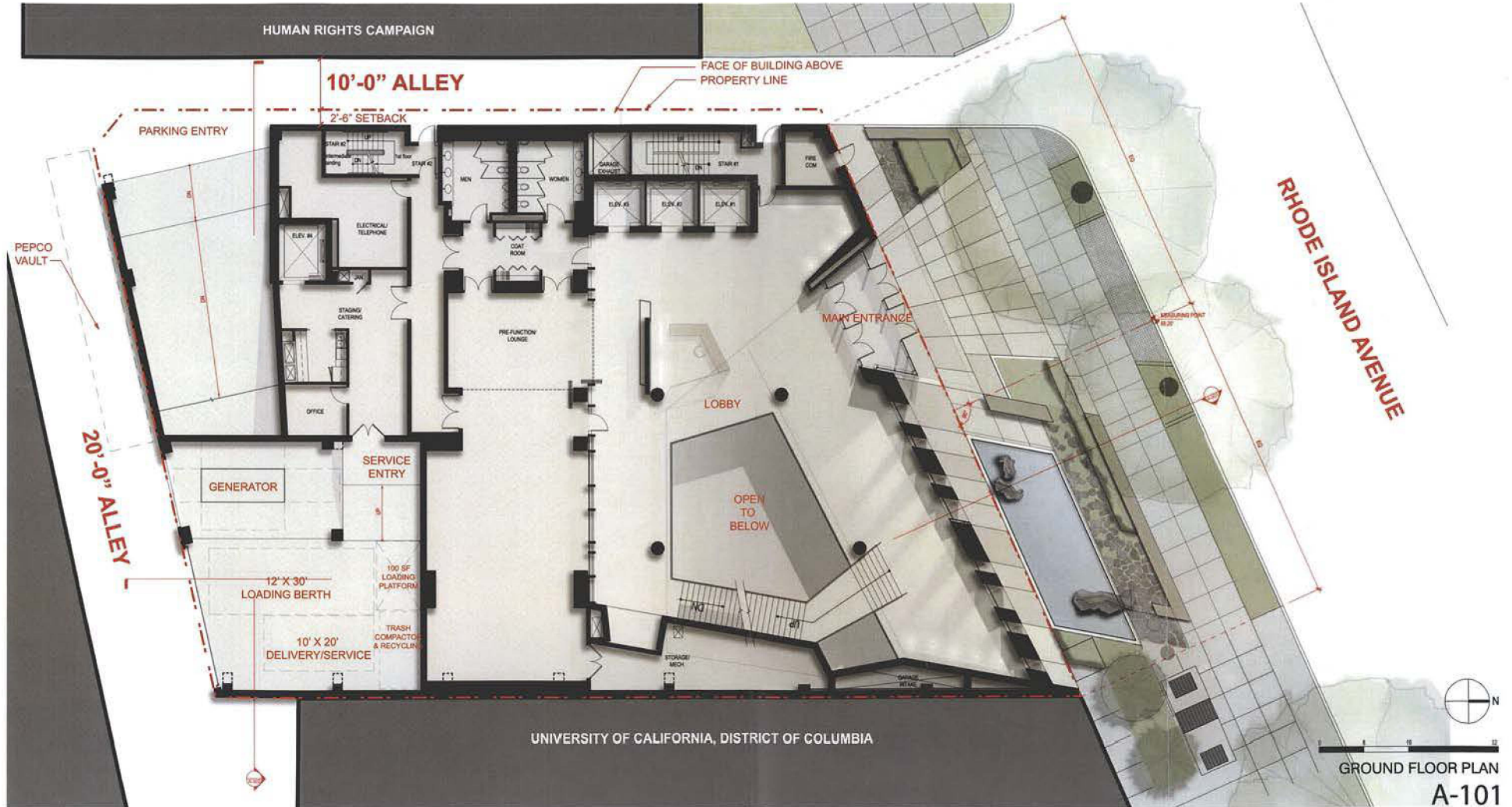
CODE ZONING
G-001

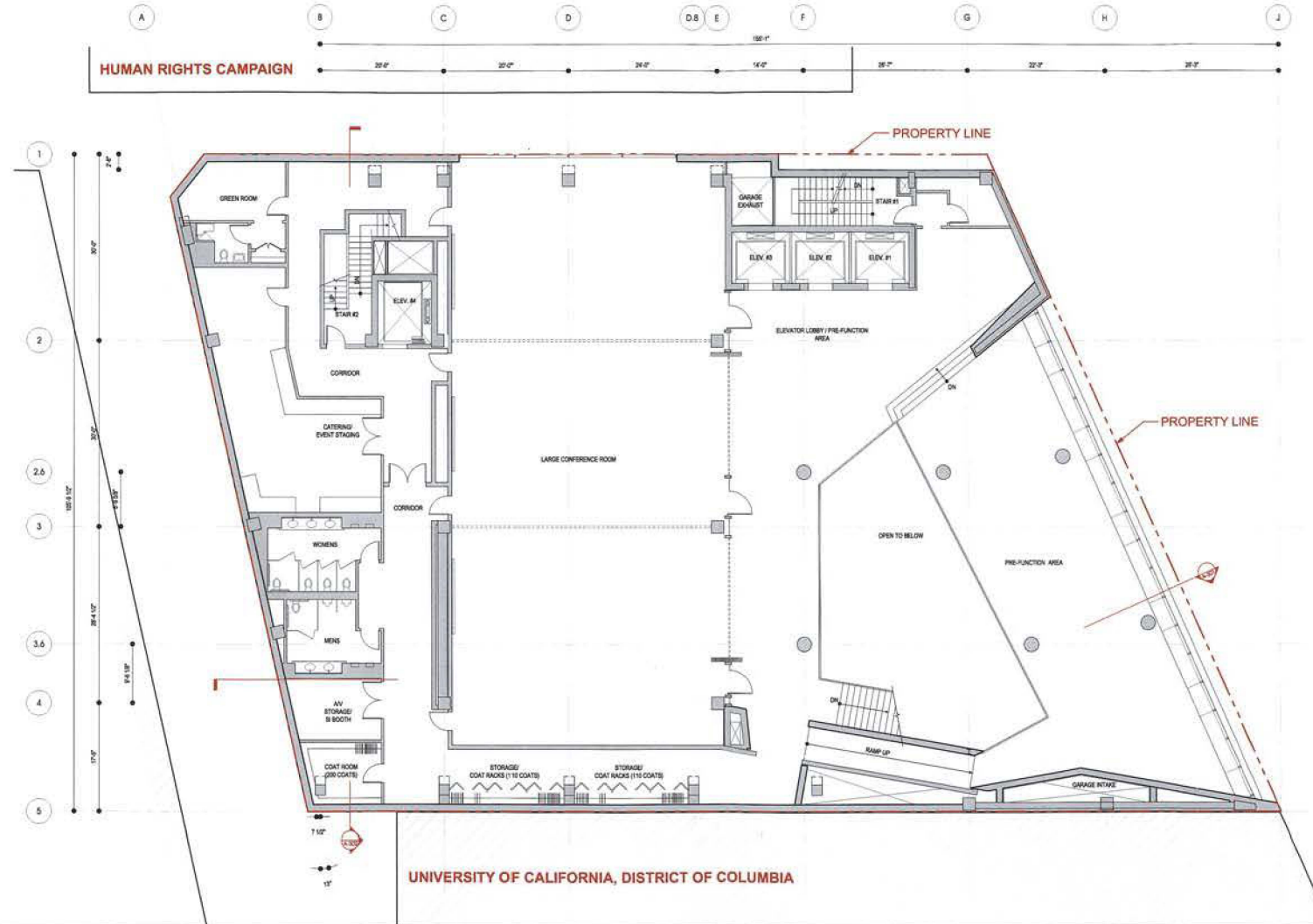


ARCHITECTURAL VICINITY PLAN
A-001



ARCHITECTURAL SITE PLAN
A-002





SECOND FLOOR PLAN
A-102