



HILL EAST DESIGN REVIEW

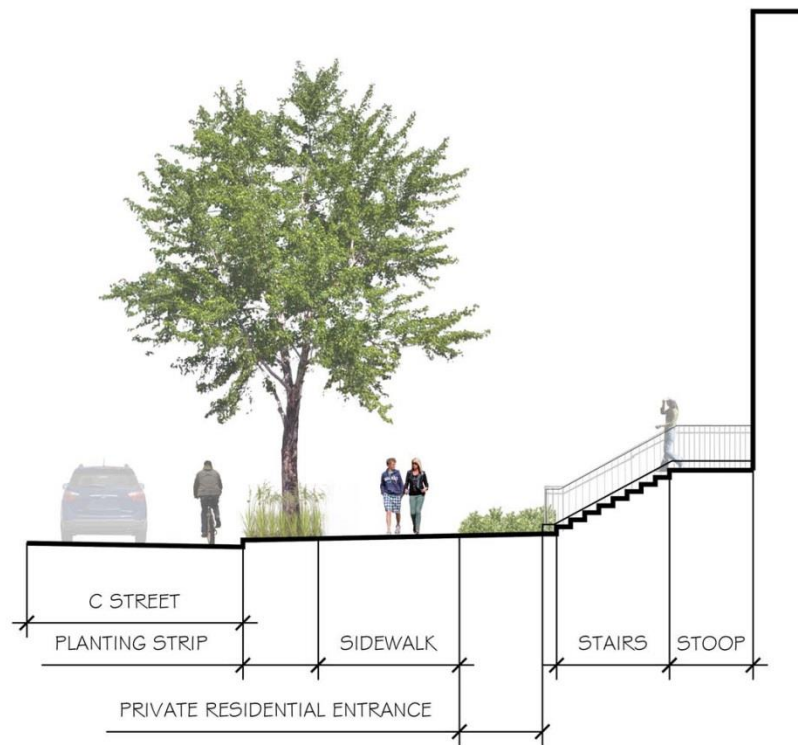
WASHINGTON, DC PROJECT NO.13.0376 04-07-2016

G1 SECTION LOCATIONS

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ZONING COMMISSION
 District of Columbia
 CASE NO.16-03
 EXHIBIT NO.31D



SCALE: 1/8" = 1'

HILL EAST DESIGN REVIEW

G1 LOT SECTION E-E



TREES



AMERICAN SYCAMORE
Platanus occidentalis



EASTERN REDBUD
Cercis canadensis



RIVER BIRCH
Betula nigra 'Dura-Heat'



SWEETBAY MAGNOLIA
Magnolia virginiana

ORNAMENTAL GRASSES



FOUNTAIN GRASS
Pennisetum alopecuroides



PURPLE LOVEGRASS
Eragrostis spectabilis



SWITCHGRASS
Panicum virgatum 'Squaw'

PERENNIALS & GROUNDCOVERS



NEW ENGLAND ASTER
Symphyotrichum novae-angliae



BUTTERFLY MILKWEED
Asclepias tuberosa

SHRUBS



VIRGINIA SWEETSPIRE
Itea virginica 'Henry's Garnet'



SUMMERSWEET PEPPERBUSH
Clethra alnifolia 'Hummingbird'



DRIFT ROSE
Rosa hybrida 'Drift'



WINTERBERRY
Ilex verticillata 'Sparkleberry'



COMPACT INKBERRY
Ilex glabra 'Compacta'



FRAGRANT SUMAC
Rhus aromatica 'Gro-Low'



SWAMP BAYBERRY
Myrica pensylvanica



RED CHOKEBERRY
Aronia arbutifolia 'Brilliantissima'



ARROWWOOD VIBURNUM
Viburnum dentatum



HILL EAST DESIGN REVIEW

WASHINGTON, DC PROJECT NO.13.0376 03-18-2016

OVERALL SITE PLAN

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Hill East Transportation Overview

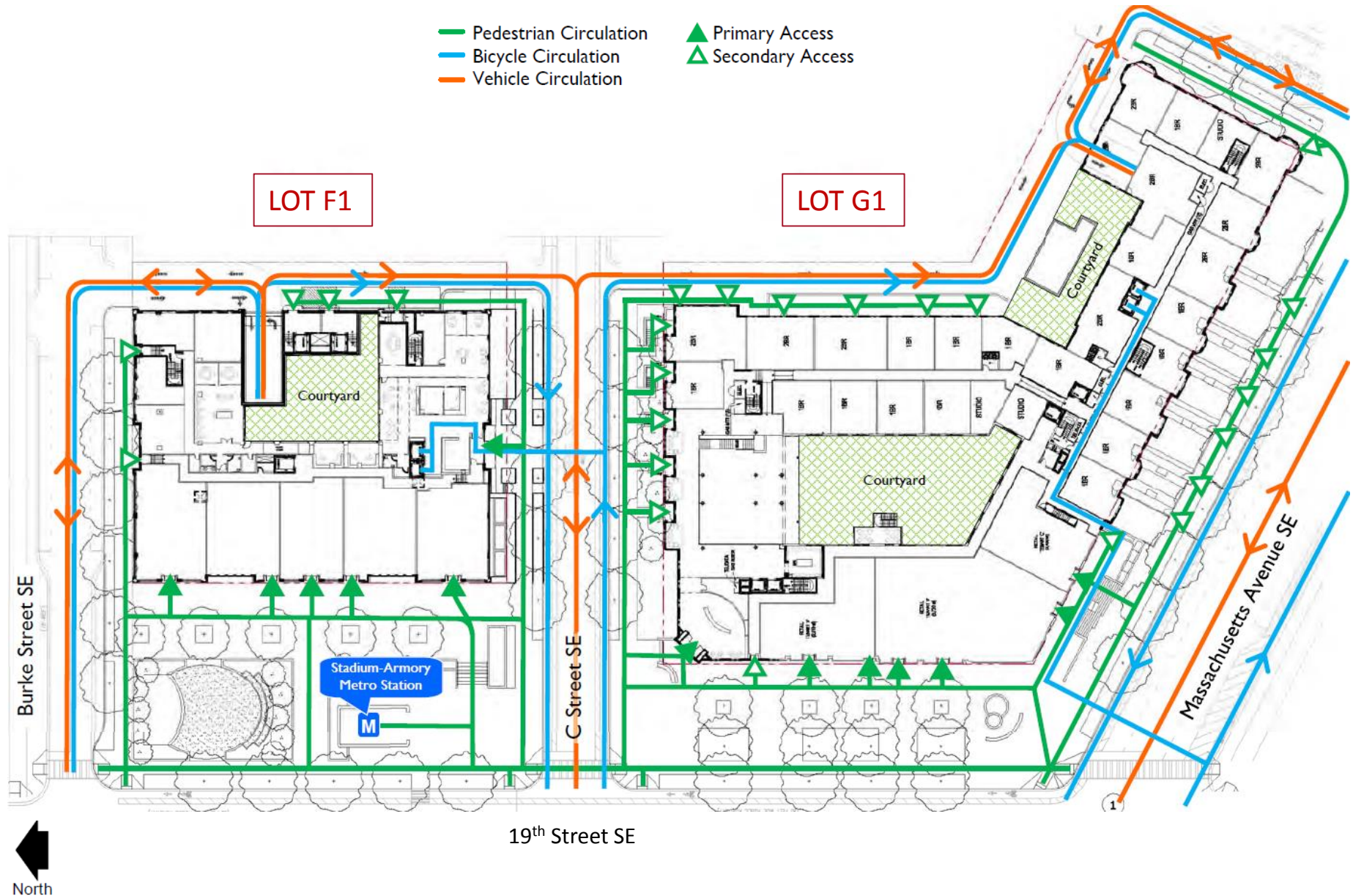
Presentation to the Zoning Commission
April 7, 2016



WELLS + ASSOCIATES



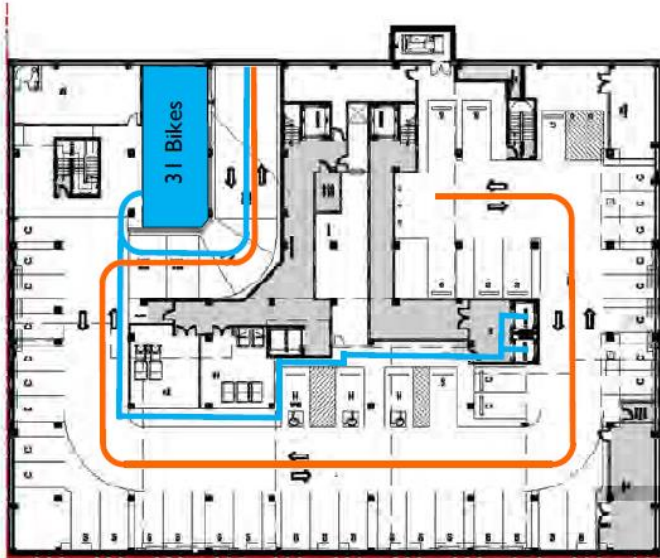
Ground Level Site Circulation Plan



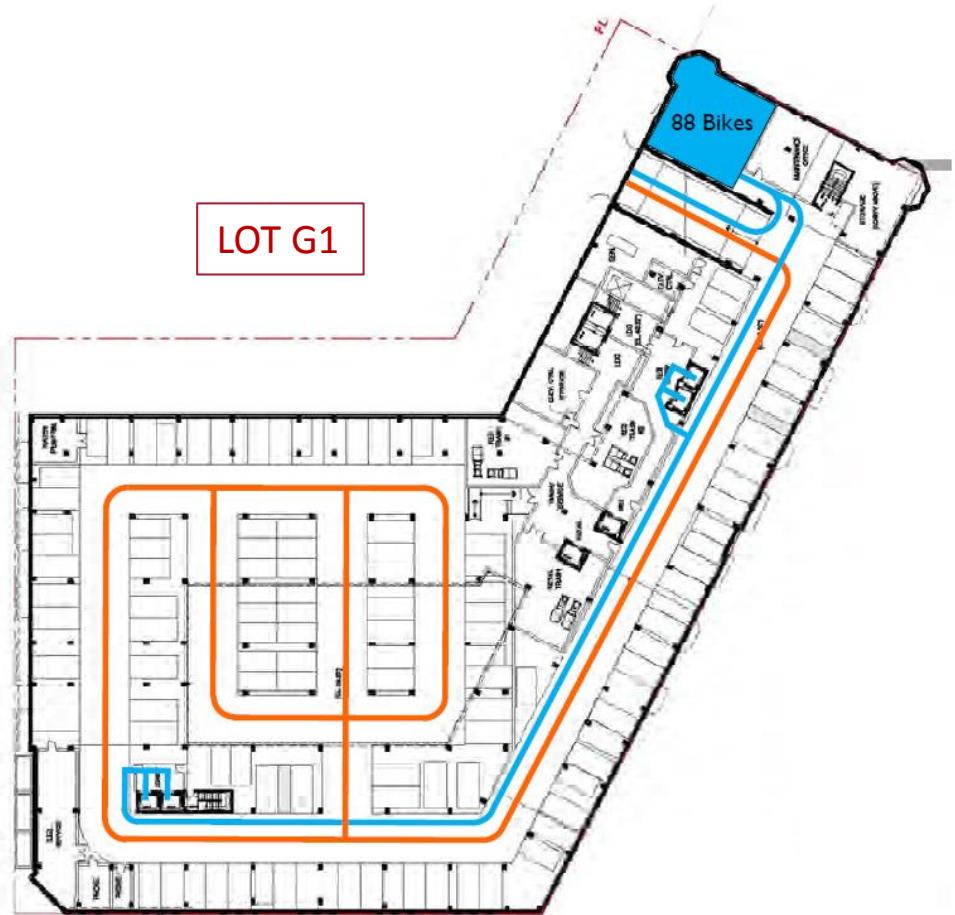
Garage Level Site Circulation Plan

— Bicycle Circulation
— Vehicle Circulation

LOT F1



LOT G1



North

Parking Overview

Land Use	Required Parking		
	Lot F1	Lot G1	Total
Residential	46	129	175
Retail	14	14	28
Total	60	143	203
Land Use	Proposed Parking		
	Lot F1	Lot G1	Total
Residential	31	89	120
Retail	14	22	36
Total	45	111	156
Land Use	Parking Relief Requested		
	Lot F1	Lot G1	Total
Total	15^{1,2}	32²	47

¹Relief requested for Lot F1 the percentage of compact spaces. 20 compact spaces are proposed, which results in 44% of the total spaces, more than the maximum 40% allowed under the zoning regulations.

²Relief requested for Lot F1 and Lot G1 for the grouping of compact spaces, as spaces will not be provided in a minimum of five contiguous spaces.

Loading Overview

Land Use	Required Loading	
	Lot F1	Lot G1
Residential	1 berth @ 55' 1 platform at 200 SF 1 service/delivery @ 20'	1 berth @ 55' 1 platform at 200 SF 1 service/delivery @ 20'
Retail	1 berth @ 30' 1 platform at 100 SF	1 berth @ 30' 1 platform at 100 SF
Land Use	Proposed Loading	
	Lot F1	Lot G1
Total	1 berth @ 50' ¹ 1 service/delivery @ 20'	1 berth @ 50' ¹ 1 service/delivery @ 20'
Land Use	Loading Relief Requested	
	Lot F1	Lot G1
Total	1 berth @ 55' 1 platform at 200 SF	1 berth @ 55' 1 platform at 200 SF

¹Per DCMR §2201.3, the 30' loading berth will be increased in depth resulting in an enlarged loading berth of 50', which will be equal in area to the combined loading berth and platform requirements.

Transportation Management Plan

❑ Demand Management Strategies

- Designate a Transportation Coordinator
- Provide information and/or links to current transportation programs and services such as:
 - Capital Bikeshare
 - Car sharing services
 - Godcgo.com
 - WMATA
 - Ridehailing services (e.g. Uber)
 - DDOT's DC Bicycle Map
 - Commuter Connections
- Provide 119 secure bicycle spaces in the two buildings
- Provide a one time, annual Capital Bikeshare or car share membership per unit each time the unit turns over for a period of three years
- Unbundle parking costs from the lease or purchase price of the unit
- Dedicate two parking spaces in each garage for car sharing services to use with the right of first refusal

Loading Management Plan

- ❑ Loading Coordinator will coordinate loading activities for the site, including retail, trash, and residential move-in/move-out activities
- ❑ Tenants must notify loading coordinator before moving in or out
- ❑ Any delivery or move-in/move-out activity requiring a truck longer than 30 feet will be required to obtain curbside loading in accordance with DDOT procedures
- ❑ Dock manager will schedule deliveries such that the dock's capacity is not exceeded. Residential deliveries will primarily take place when retail loading activity is minimal
- ❑ Dock manager will monitor inbound and outbound truck maneuvers to ensure trucks do not block vehicular, bike, or pedestrian traffic
- ❑ Service vehicle/truck traffic interfacing with adjacent streets will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements
- ❑ Trucks will not be allowed to idle according to District guidelines
- ❑ Dock manager will disseminate suggested truck routing maps to tenants and drivers from frequent delivery services