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Townhome Roof Access

Note: Images are for illustrative purposes and not intended to reflect the actual type, model, design, or manufacturer of the roof access hatch / skylight proposed on the townhouses in Z.C. Case No. 19-10.

10/10/2019

DEVELOPMENT INCENTIVES

11-X DCMR § 303.2 - The FAR of all buildings shall not exceed the aggregate of the FARs as permitted in the zone or zones included within the PUD boundary, as that may be increased by X § 303.3.

Density (FAR)	
Lot	Proposed
802/803	0.43 (0.43 non-residential)
806	4.3 (4.3 non-residential)
807	2.95 (0.26 non-residential)
PUD Site	2.68 (1.38 non-residential)



COMPREHENSIVE PLAN – FUTURE LAND USE MAP



Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.

The Lady Bird PUD

Residential Uses

214 dwelling units, 5 townhomes

Grocery/Retail Uses

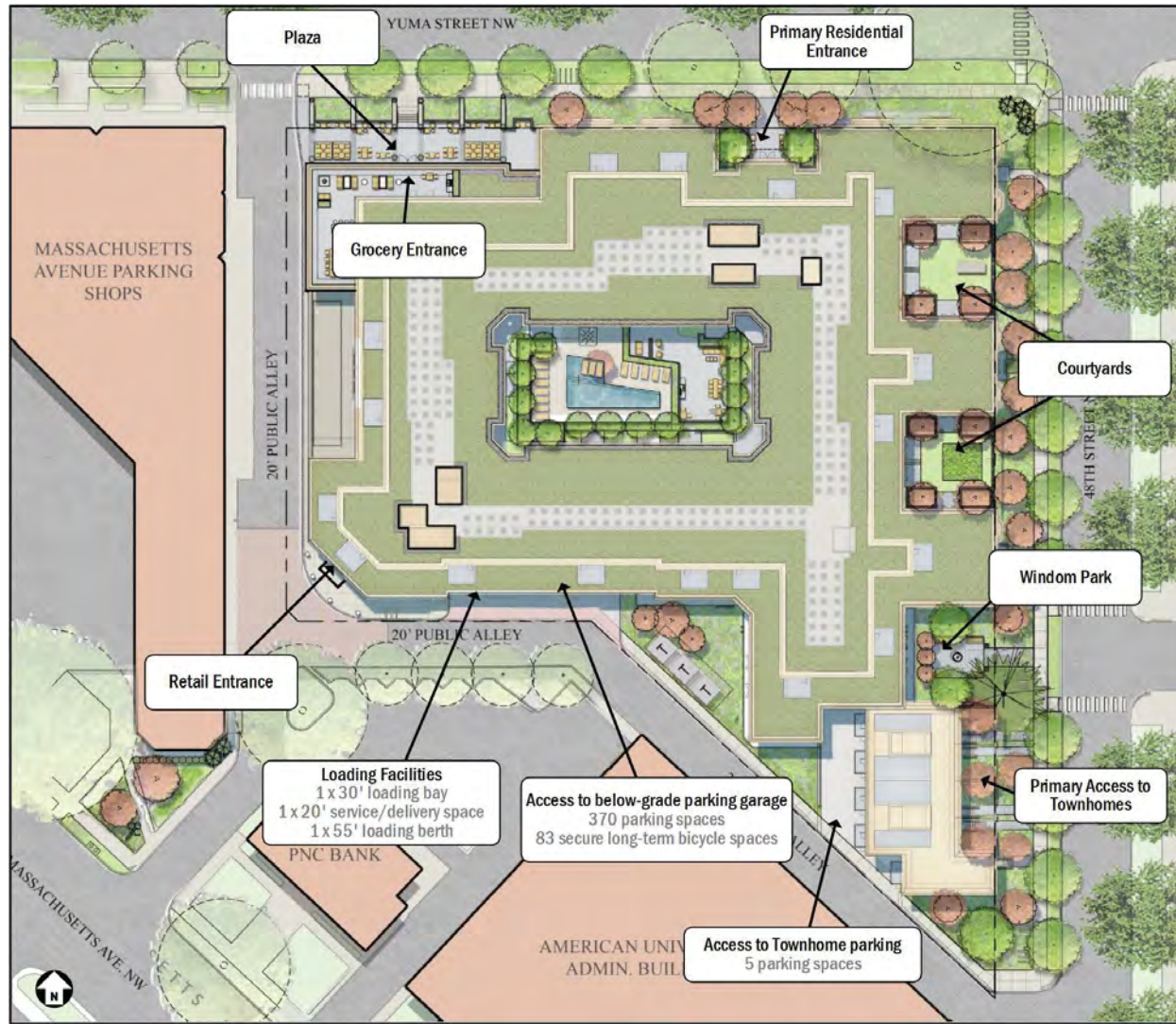
18,198 square feet

Parking (off-street)

370 spaces
228 residential
86 grocer/retail
56 American University Permit

Bicycle Parking

27 short-term spaces (16 req'd)
83 long-term spaces (63 req'd)
electric outlets for charging e-bikes included



Trip Generation Comparison

Development Program	Retail / Grocer	Residential	AM Peak Hour Total (veh/hr)	PM Peak Hour Total (veh/hr)	Saturday Peak Hour Total (veh/hr)
Existing On-Site Uses	~44,000 sf	None	100 veh/hr	391 veh/hr	381 veh/hr
Proposed	~18,000 sf	219 du	131 veh/hr	283 veh/hr	260 veh/hr
Change	-26,000 sf	+219 du	+31 veh/hr	-108 veh/hr	-121 veh/hr

The proposed development program will result in 31 additional vehicular trips in the AM peak hour, 108 fewer vehicular trips in the PM peak hour, and 121 fewer vehicular trips in the Saturday peak hour

Pedestrian Improvements agreed to by Applicant

Pedestrian Improvements in Alley

- Delineated pedestrian path and sidewalks, maintaining 20-foot drive-aisle

Improvements to Alley Intersection

- Conversion to all-way stop, textured pavement, improved visibility with mirrors

Upgrading four (4) intersections

- Curb ramps, striping crosswalks, curb extensions; pending DDOT approval

HAWK Signal on Massachusetts Avenue

- Applicant funding design and construction; pending DDOT approval

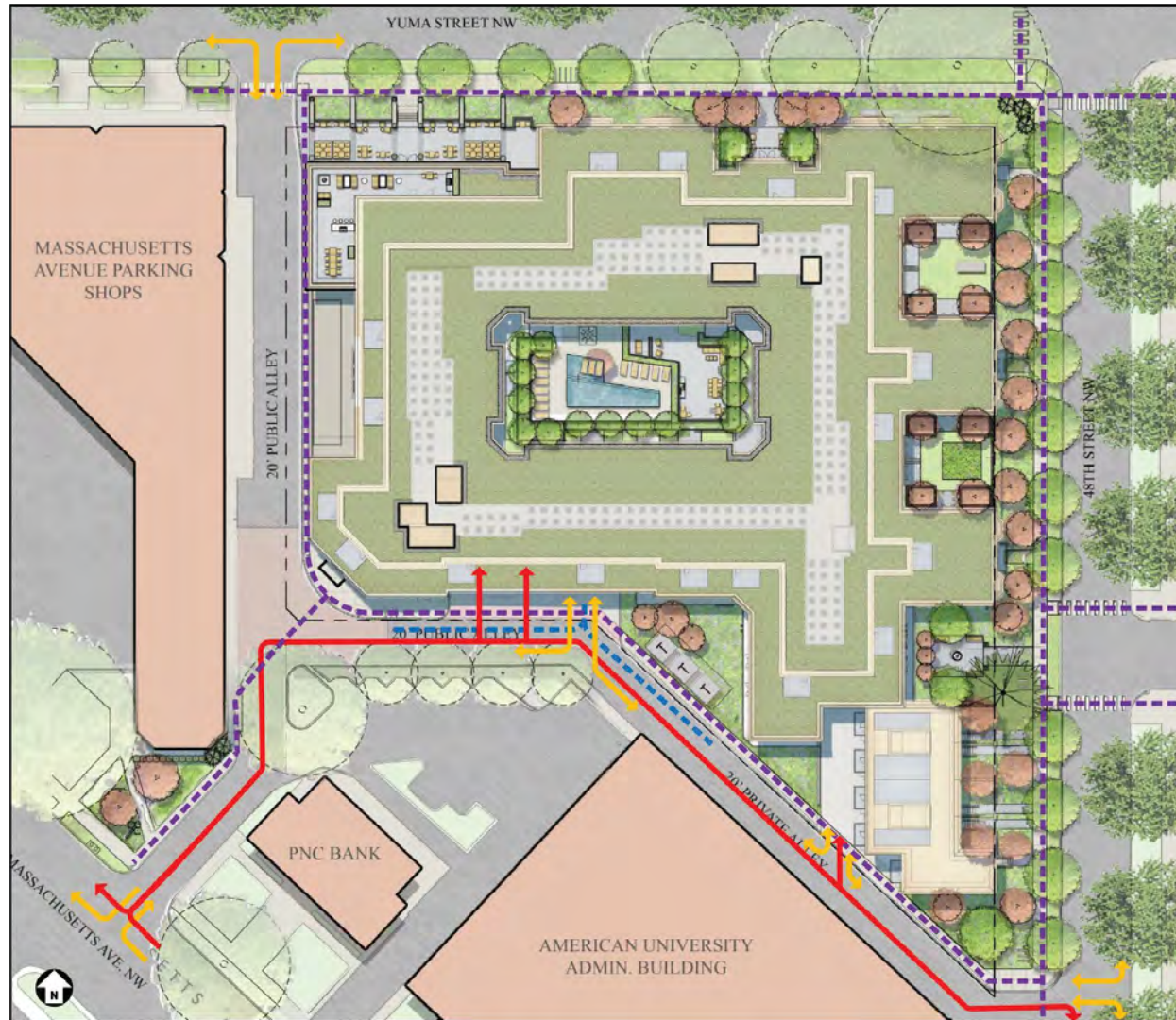
Eliminating Curb Cuts

- Approximately 112-feet of curb cuts eliminated on public streets



Circulation Plan

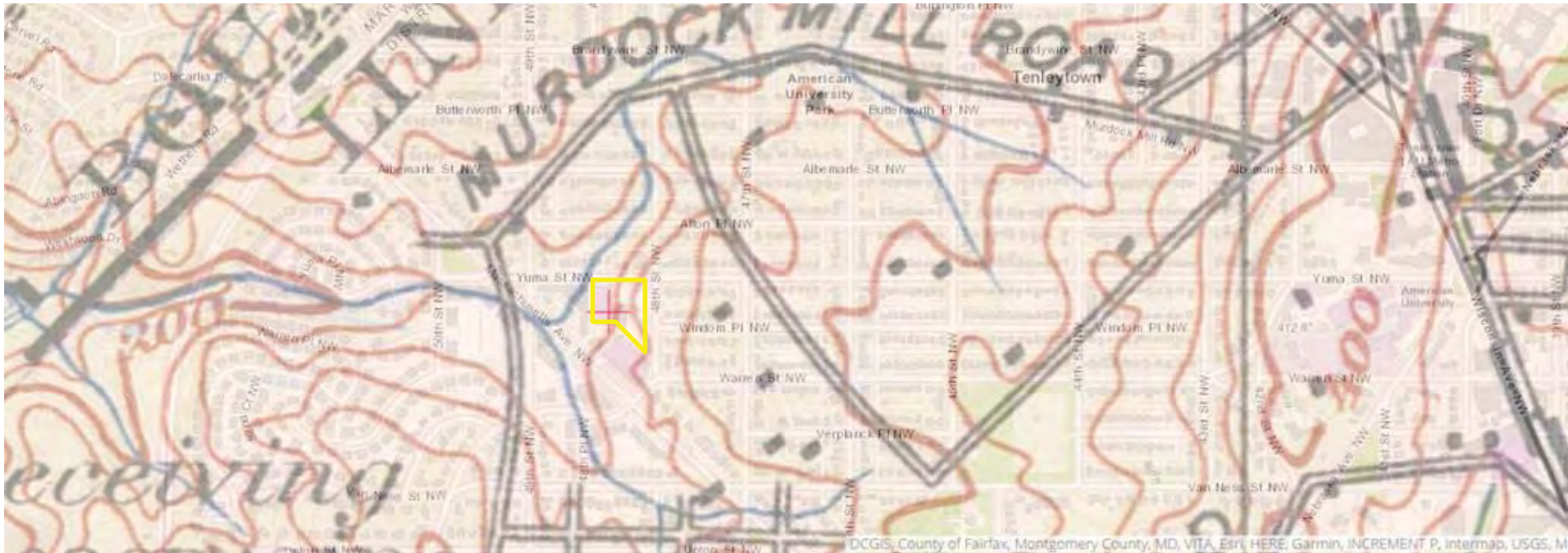
- Pedestrian
- Bicycle
- ↔ Vehicular
- ↔ Loading



Site Elevation

Site Elevation

- 1900: When Murdock Mill Creek was still an open stream channel, the subject site had an elevation of approximately 265' (contour lines are 20' intervals)



Source(s):

Historical Mapping: USGS Historical Topographic Map Explorer
(<http://historicalmaps.arcgis.com/usgs/>)

Site Elevation

- 1945: The street grid and approximate elevation of 48th Street were established
- 48th Street was, at its peak, approx. 265'
- Contour lines are 10' intervals

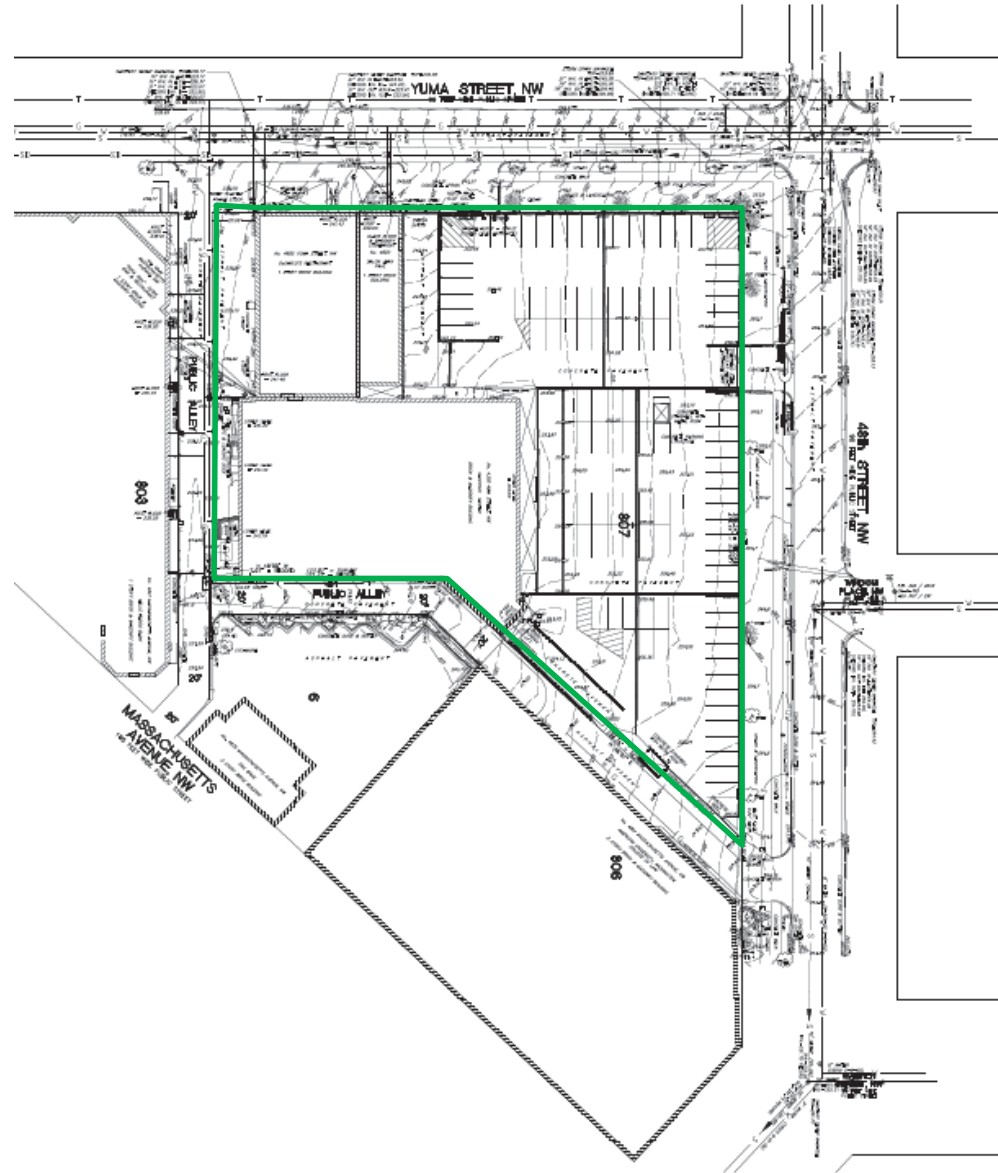


Source(s):

Historical Mapping: USGS Historical Topographic Map Explorer
(<http://historicalmaps.arcgis.com/usgs/>)

Site Elevation

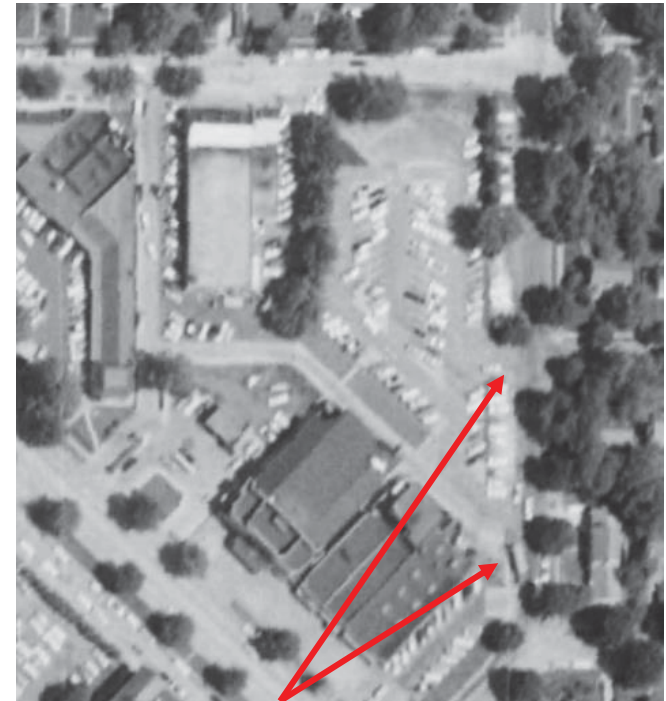
- 2015: Existing Conditions survey indicates a peak elevation of 265.18' on 48th Street
- Contours lines are 1' intervals



Source(s):

Existing Conditions Survey (Maddox, 2015)

1962 Site Aerial Photograph



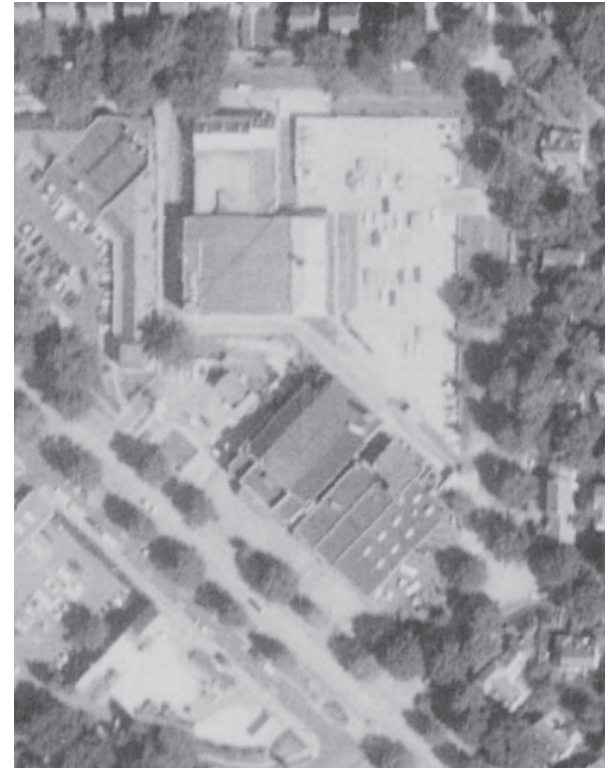
48th Street and alley approx. at grade with parking area

1964 Site Aerial Photograph



Retaining wall holding 48th Street at its predevelopment curb grade elevation

1970 Site Aerial Photograph



Site Elevation

- Existing Vegetation was inventoried and measured in attempt to corroborate contours used in previous analysis.
- Existing street trees along 48th Street were analyzed and determined to be approximately 75 years old (planted approx. 1940s)
- Elevation of 48th Street has not changed in more than 75 years



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Source(s):

Site Visit – January 3-4, 2019



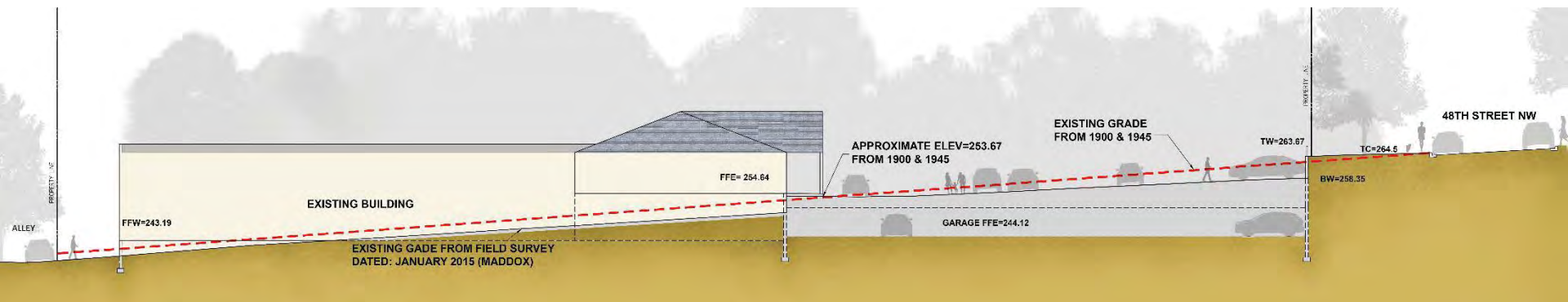
Site Elevation

- Existing physical features were identified in attempt to corroborate the contours used in previous analysis
- Existing grading and retaining walls on the east side 48th Street, NW indicate that the elevation of 48th Street, NW reflect conditions mapped on early contour maps



Source(s):

Site Visit – January 3-4, 2019



KEY

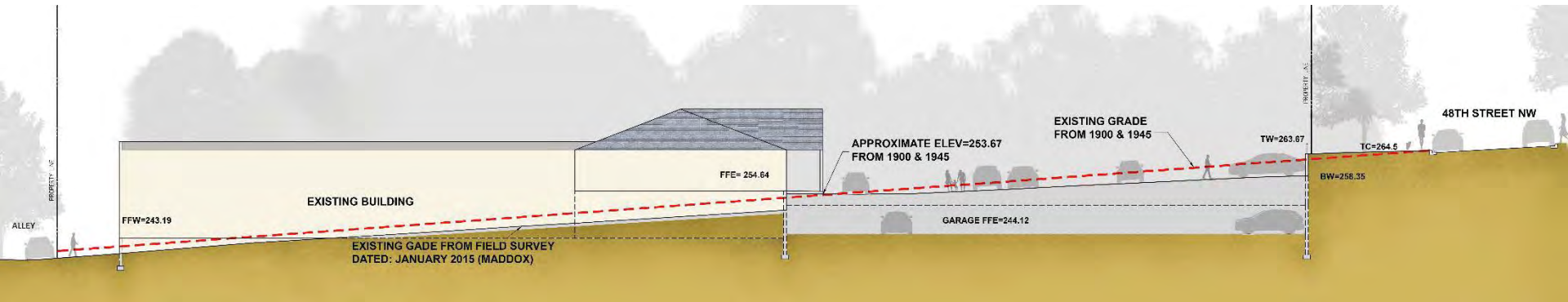


Site Elevation

- Above figure is a scaled representation of site and surrounding grades as property was developed over the last century
- Site Analysis proves the grade of 48th Street has not been artificially manipulated.

Source(s):

- Historical Mapping: USGS Historical Topographic Map Explorer (<http://historicalmaps.arcgis.com/usgs/>)
- Existing Conditions Survey (Maddox, 2015)



KEY



Earth Retention: Embankment vs Excavation

- A retaining wall can be used to support either embankment or excavation
- “An embankment refers to a volume of earthen material that is placed and compacted for the purpose of raising the grade of a roadway (or railway) above the level of the existing surrounding ground surface.” (FHWA-RD-97-148)
- Excavation refers to a volume or earth removed or displaced for the purpose of lowering the current grade.

