

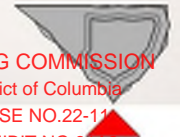
South Aerial



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note: public art shown in these renderings within the proposed 7th street open space is for illustrative purposes only. actual art will be designed by a local artist selected by the applicant in coordination with interested stakeholders.
 features and improvements shown in public space and/or on DC-owned land are conceptual and subject to District approval.

ZONING COMMISSION
 District of Columbia
 CASE NO.22-11
 EXHIBIT NO.87A2



Northeast Aerial



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Looking North On 7th St



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Looking North On Maine Ave



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Entry Into SW from Maine Ave



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Entry Into SW From 7th St



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Eye & 7th St



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Sidewalk on 7th St



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Entry Corner



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Sidewalk on Maine Ave



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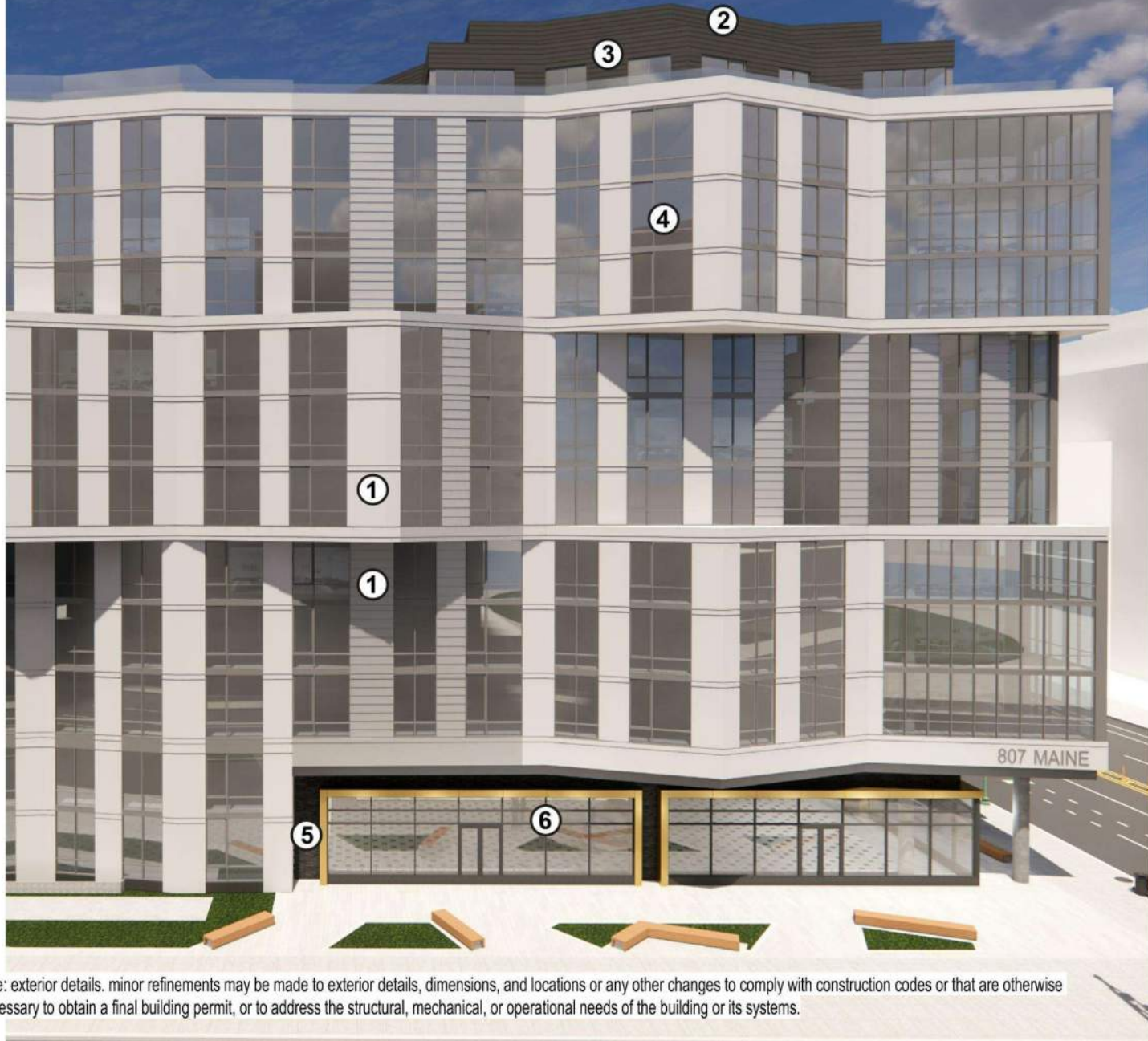
Northeast Corner Parklet



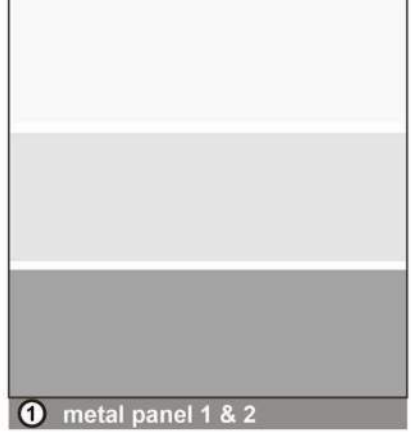
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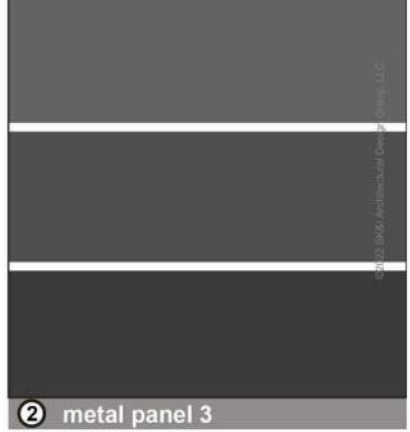
Materials



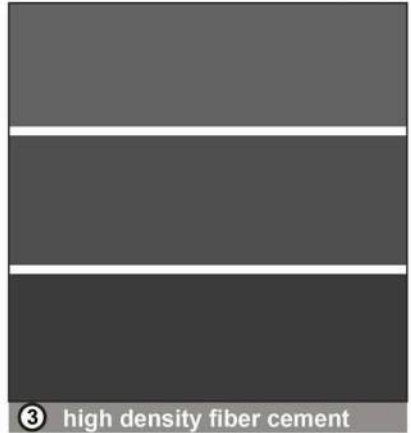
note: exterior details. minor refinements may be made to exterior details, dimensions, and locations or any other changes to comply with construction codes or that are otherwise necessary to obtain a final building permit, or to address the structural, mechanical, or operational needs of the building or its systems.



1 metal panel 1 & 2



2 metal panel 3



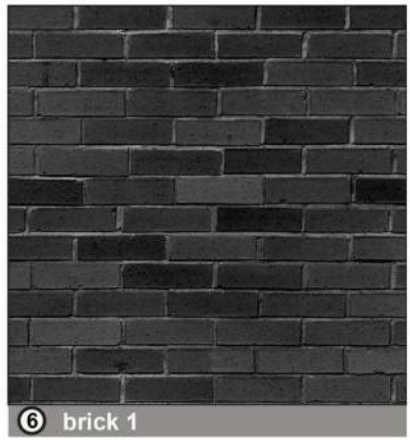
3 high density fiber cement



4 alum. window system



5 storefront & metal panel 4



6 brick 1

1st Floor Plan



- notes:
1. interior partition locations, the number, size, and locations of units, stairs, and elevators are preliminary, and shown for illustrative purposes only. the final layouts may vary.
 2. unit mix and sizes are subject to change per requested flexibility within ranges stated.
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Typical Floor Plan



notes:

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Penthouse Floor Plan



notes:

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IZ Unit Locations

Inclusionary Zoning Unit Mix					
Unit Type	IZ Units	IZ Unit %	Market Units	Market Unit %	Total Units
Studio (Studio, JR 1BR)	9	33.3%	60	35.7%	69
One Bedroom (1BR, 1BR+D, JR 2BR)	11	40.7%	71	42.3%	82
Two Bedroom (2BR, 3BR)	7	25.9%	37	22.0%	44
Total	27	100%	168	100%	195

Residential GFA + Bay Projection GSF	196,435
Penthouse GSF	6,599
15% of Residential GFA for IZ	29,465
15% of Penthouse GSF for IZ	990
Total GSF to be provided for IZ	30,455
Estimated Efficiency (NSF/GSF)	78%
Estimated NSF to be provided for IZ	23,755

Type	Number	%GSF
Market Studio	60	
Market 1	71	
Market 2	31	
Market 3	6	
Total	168	85%

Type	Number	%GSF
IZ Studio	9	
IZ 1	11	
IZ 2	4	
IZ 3	3	
Total	27	15%

MFI Level	Type	Number	%GSF
50%	Studio	1	
50%	1 BR	2	
Total		3	1%

60%	Studio	8	
60%	1 BR	9	
60%	2 BR	4	
60%	3 BR	3	
Total		24	14%

Total IZ	27	
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Total	195	100%
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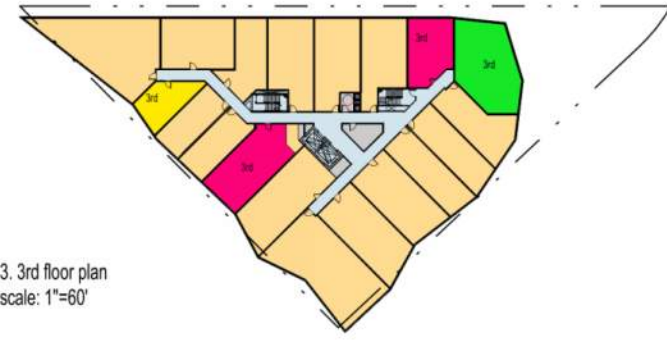
INCLUSIONARY ZONING UNIT MIX					
Floor	Studio	1 Bed	2 Bed	3 Bed	Total
11	0	0	0	0	0
10	0	1	0	0	1
9	0	0	0	0	0
8	1	1	0	1	3
7	1	1	0	0	2
6	0	1	0	2	3
5	2	1	1	0	4
4	2	2	0	0	4
3	1	2	1	0	4
2	2	1	1	0	4
1	0	1	1	0	2
Total	9	11	4	3	27



1. 1st floor plan scale: 1"=60'



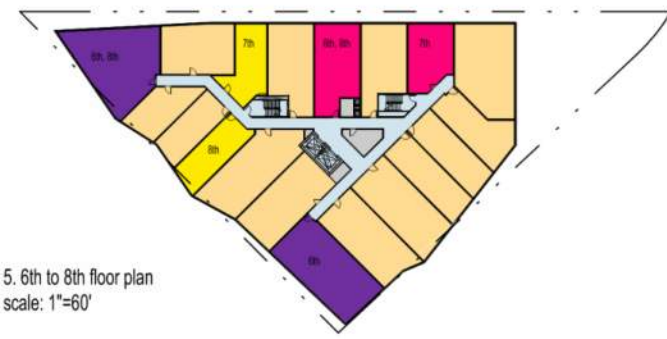
2. 2nd floor plan scale: 1"=60'



3. 3rd floor plan scale: 1"=60'



4. 4th to 5th & 9th to 11th floor plan scale: 1"=60'

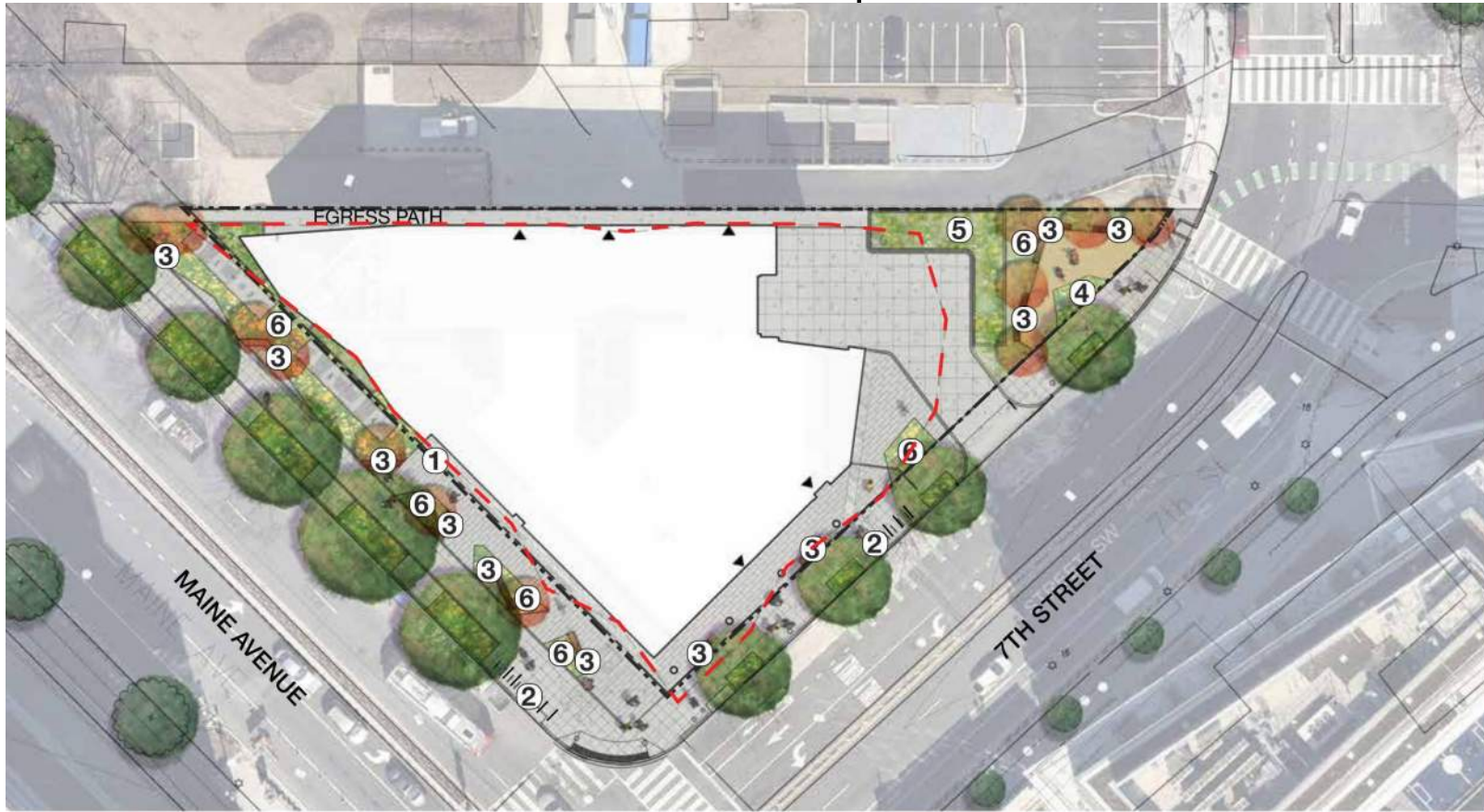


5. 6th to 8th floor plan scale: 1"=60'

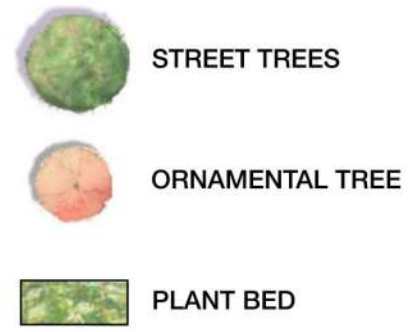
notes:
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 2. unit mix and sizes are subject to change per requested flexibility within ranges stated.



Site Illustrative Plan - Streetscape

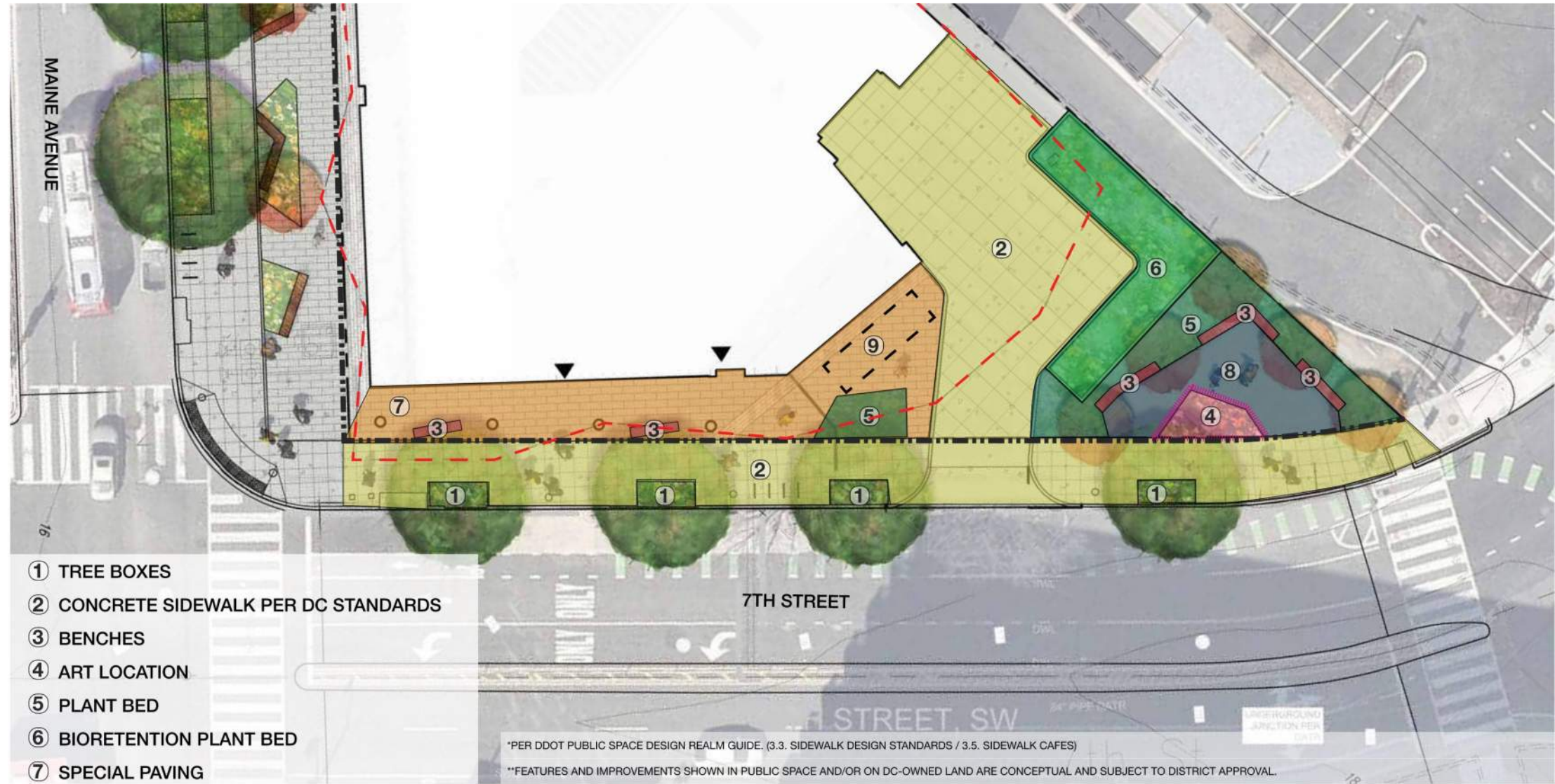


- ① POTENTIAL OUTDOOR DINING AREAS
- ② BIKE RACKS
- ③ BENCHES
- ④ ART LOCATION
- ⑤ RAISED BIORETENTION PLANTER
- ⑥ PLANT BED



- - - BUILDING OVERHANG
- - - - PROPERTY LINE

Illustrative Plan – 7th Street



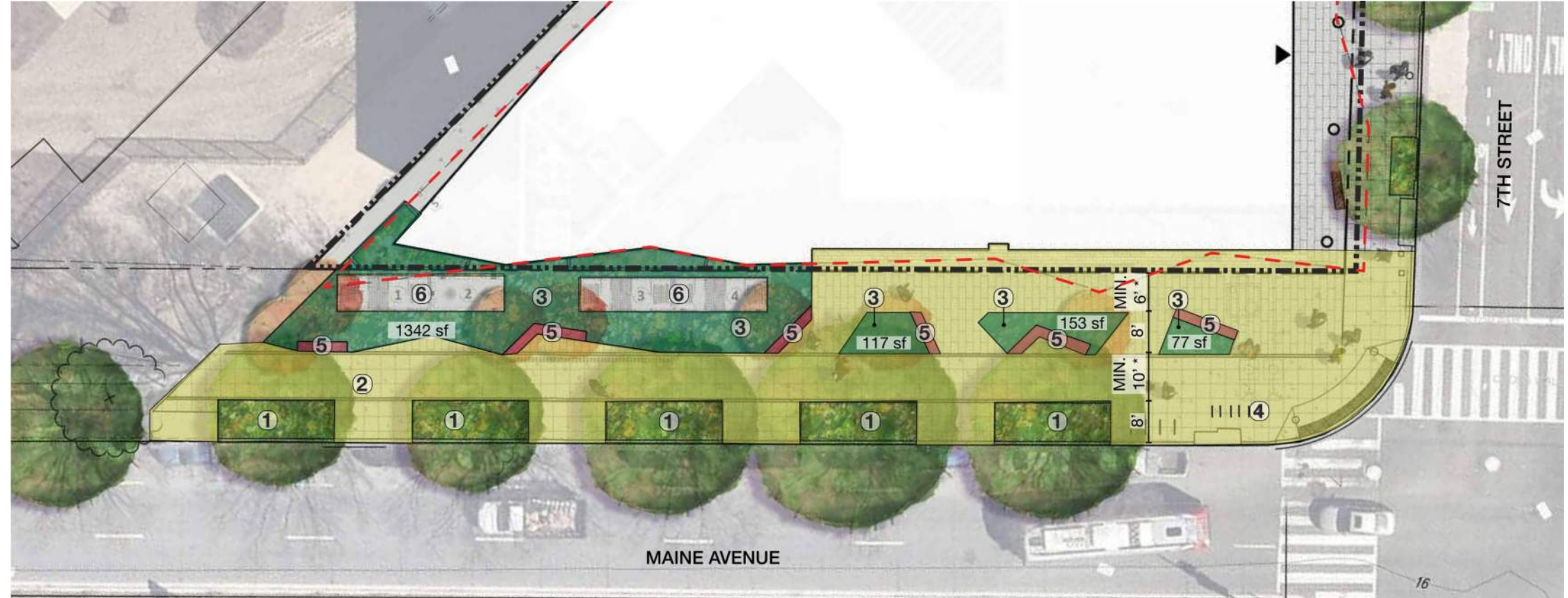
- ① TREE BOXES
- ② CONCRETE SIDEWALK PER DC STANDARDS
- ③ BENCHES
- ④ ART LOCATION
- ⑤ PLANT BED
- ⑥ BIORETENTION PLANT BED
- ⑦ SPECIAL PAVING
- ⑧ SPECIAL PAVING/PERMEABLE PAVING
- ⑨ SECONDARY LOADING
- - BUILDING OVERHANG
- - PROPERTY LINE

*PER DDOT PUBLIC SPACE DESIGN REALM GUIDE, (3.3. SIDEWALK DESIGN STANDARDS / 3.5. SIDEWALK CAFES)
 **FEATURES AND IMPROVEMENTS SHOWN IN PUBLIC SPACE AND/OR ON DC-OWNED LAND ARE CONCEPTUAL AND SUBJECT TO DISTRICT APPROVAL.

2450 SF OF GREEN/OPEN SPACE ALONG 7TH STREET (INCLUDING BIORETENTION, NOT INCLUDING TREE BOXES)

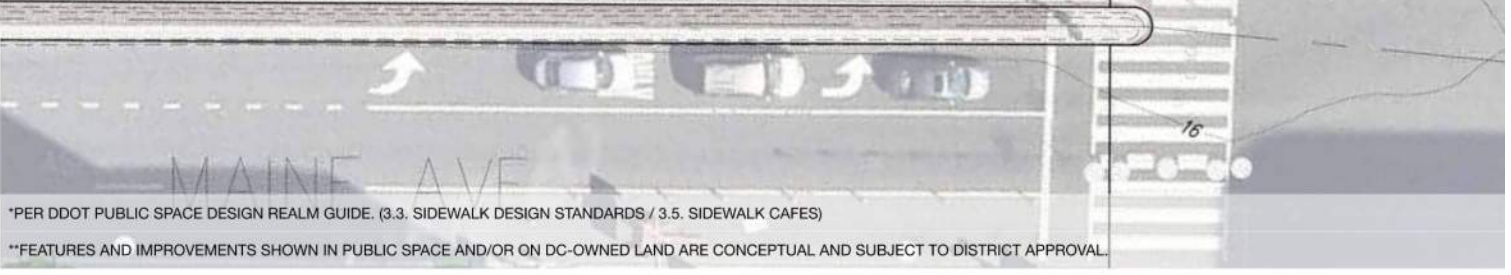


Illustrative Plan – Maine Ave



- ① RECONFIGURED TREE BOXES TO COMPLY WITH DC STANDARDS
- ② NEW CONCRETE SIDEWALK PER DC STANDARDS
- ③ NEW PLANT BEDS AT GRADE
- ④ NEW BIKE RACKS
- ⑤ NEW BENCHES
- ⑥ TRANSFORMER VAULTS

-- BUILDING OVERHANG
 --- PROPERTY LINE

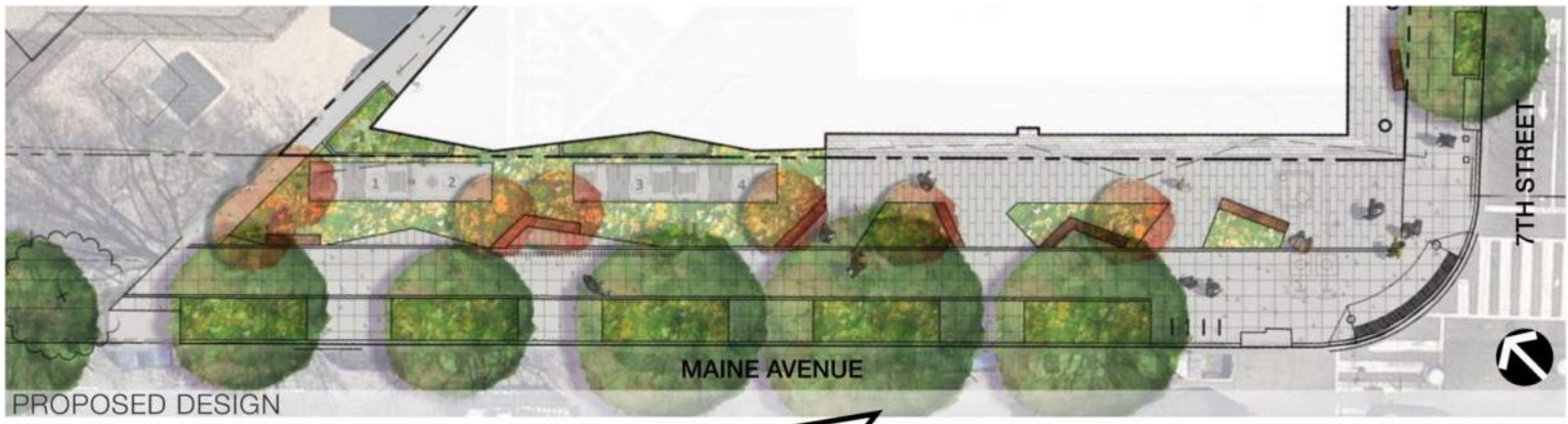


1689 SF OF GREEN SPACE ALONG MAINE AVE (NOT INCLUDING TREE BOXES)

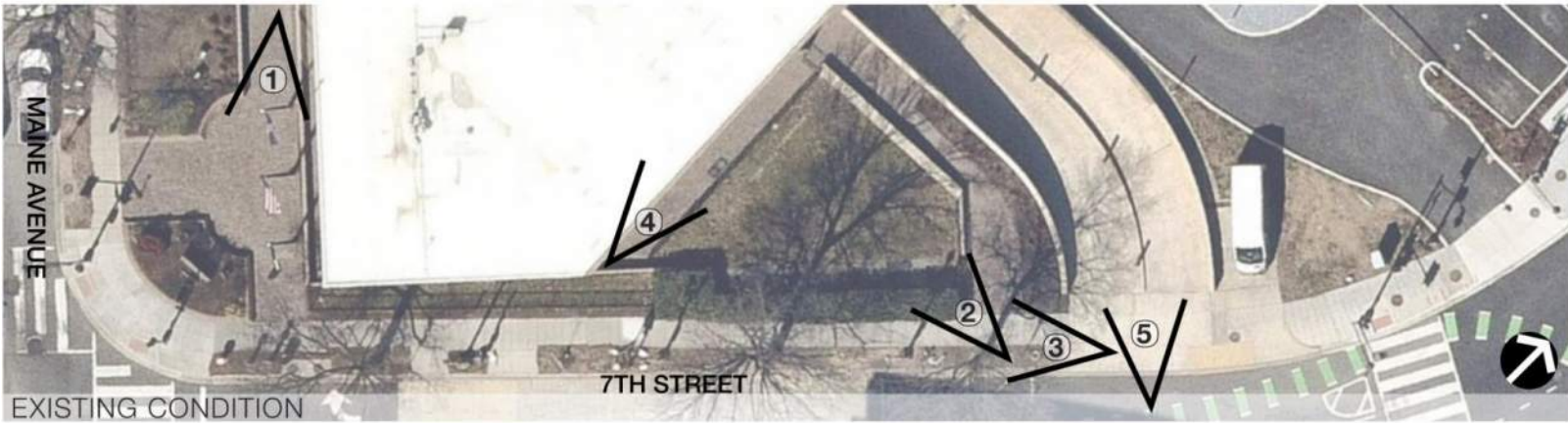
*PER DDOT PUBLIC SPACE DESIGN REALM GUIDE, (3.3. SIDEWALK DESIGN STANDARDS / 3.5. SIDEWALK CAFES)
 **FEATURES AND IMPROVEMENTS SHOWN IN PUBLIC SPACE AND/OR ON DC-OWNED LAND ARE CONCEPTUAL AND SUBJECT TO DISTRICT APPROVAL.



Maine Avenue



7th Street



Site Location

Metrorail (Red Line)

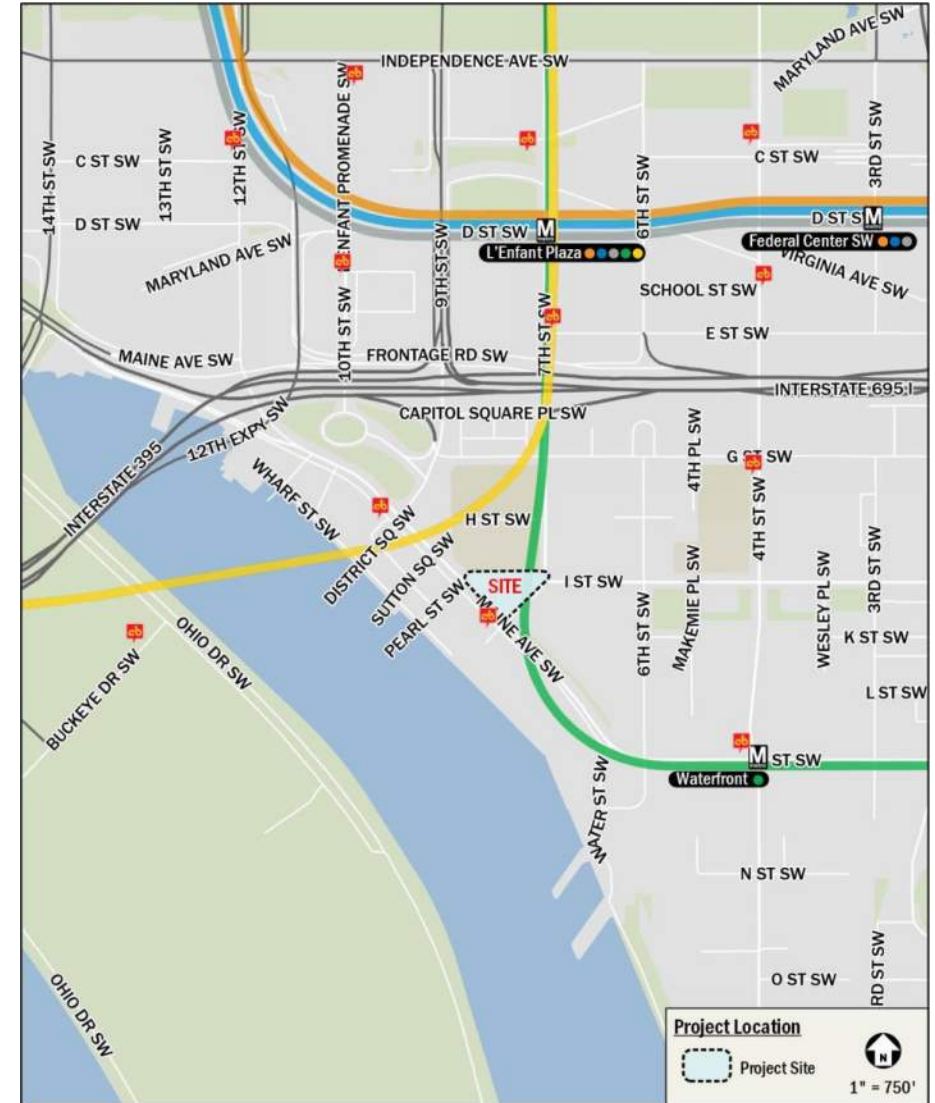
- Waterfront (0.4 miles)
- L'Enfant Plaza (0.5 miles)

Bus

- Metrobus Major: 52
- Metrobus Local: 74
- DC Circulator: EM-LP
- OmniRide: 612, D-300
- *moveDC* Transit Priority: 7th Street, M Street
 - Corridors where DDOT prioritizes transit infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections

Bicycle Facilities

- Off-Street Trails: Maine Avenue Cycle Track
- Protected Bicycle Lanes: 4th St, P St, I St (future)
- Capital Bikeshare (2 stations, 32 docks total) within 5-minute walk



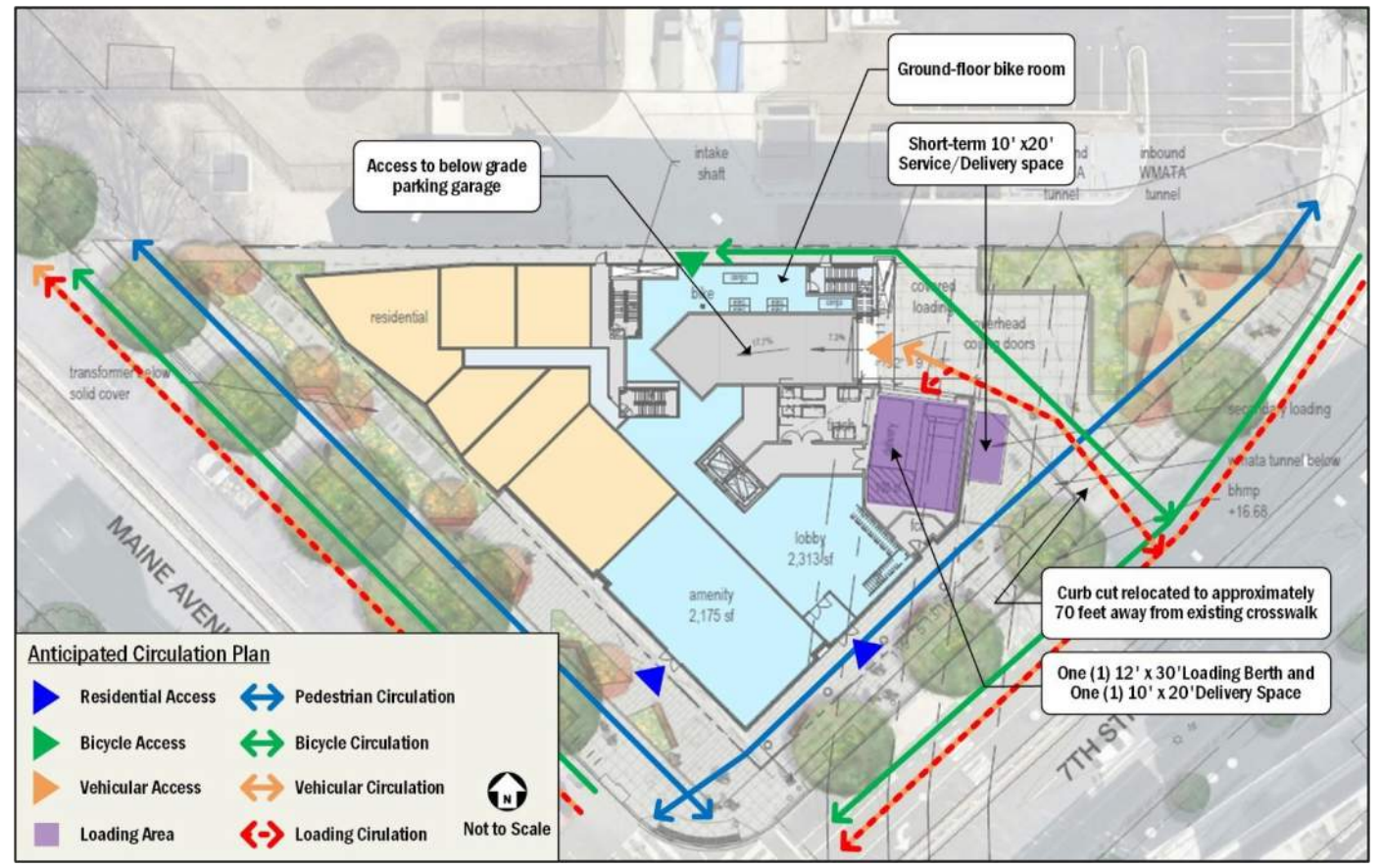
Access and Circulation

Vehicular Access

- Via improved existing curb cut on 7th Street relocated further away from I Street
 - **From DDOT report:**
*The project will shift the existing driveway on 7th Street SW southward to provide **safer** spacing from the I Street intersection.*

Non-Auto Access

- Via 7th Street and Maine Avenue
- Bicycle rooms available from 7th Street on ground floor and first parking level



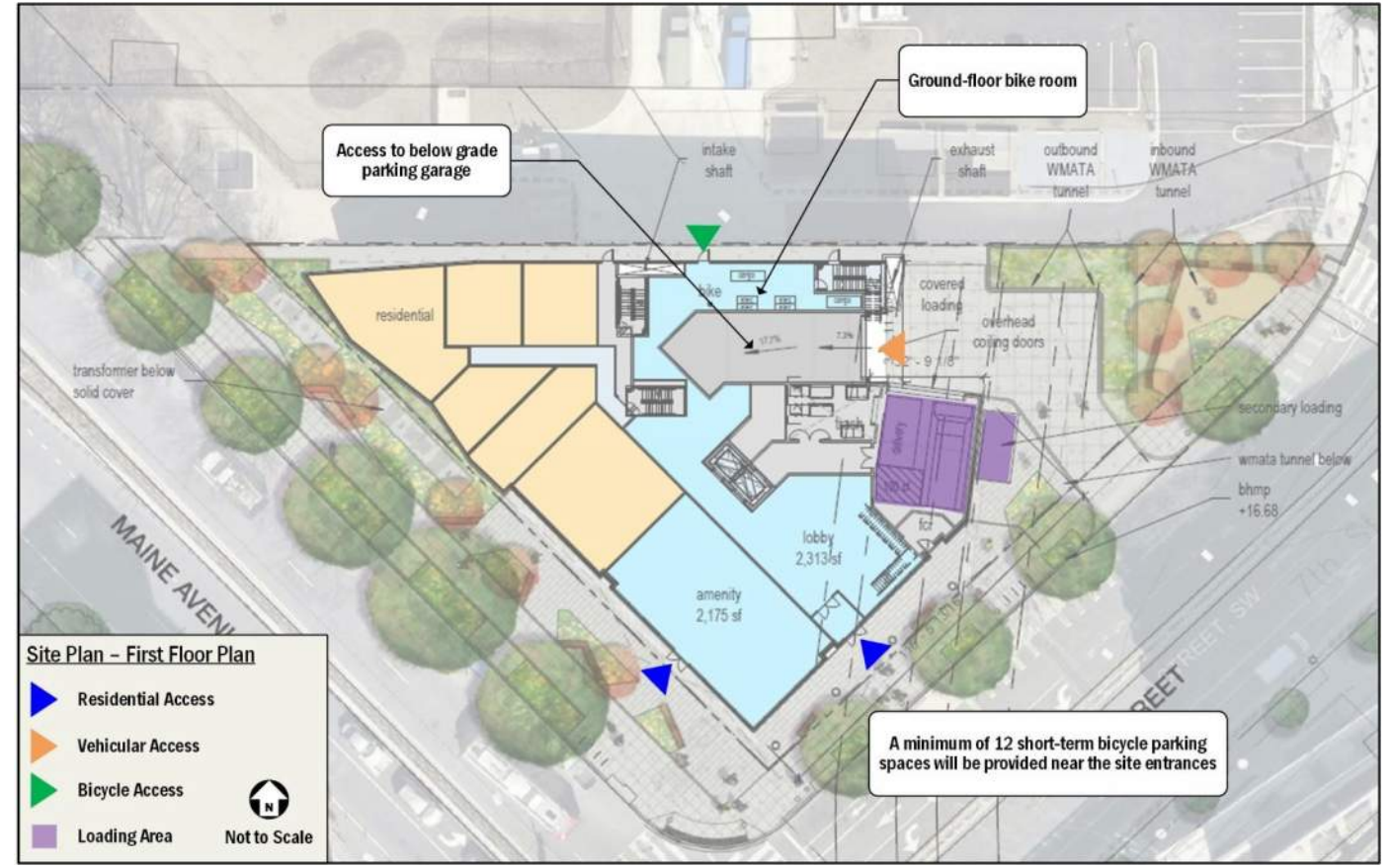
Parking

Vehicle Parking

- 78 spaces (64 required)
 - 8 electric vehicle charging spaces

Bicycle Parking

- Long-Term: 84 spaces (65 required*)
 - 4 cargo/tandem spaces
 - 9 spaces with electrical outlets
- Short-Term: 12 spaces (10 required)



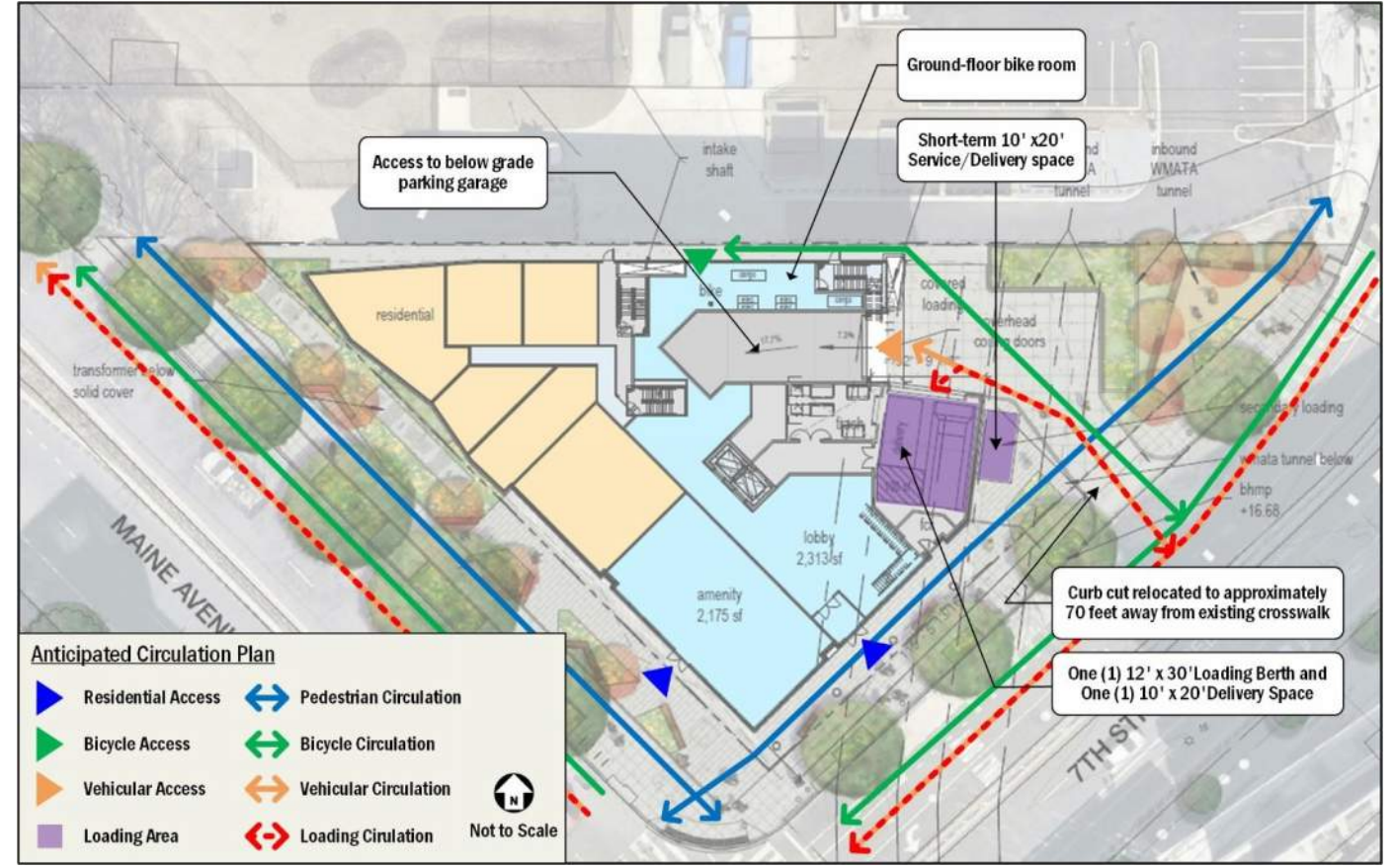
*65 required by DCMR, 58 required by zoning

Loading

Loading

- Ground floor loading facilities
- One (1) 30' loading berth
- Two (2) 20' service/delivery spaces
- Head in/head out access from 7th St

Updated development program results in no retail related deliveries (overall decrease in expected number of deliveries)



Loading Management Plan

- Designates loading manager
 - Coordinate/schedule loading activities
 - Distribute suggested truck routing maps and other flyer materials
 - Work with community/neighbors to resolve conflicts
- Requires residents to use loading area for deliveries and move-in/move-out
- Restricts delivery trucks over 30 feet in length from serving the site

Vehicular Trip Generation Comparison

Mode	Land Use	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Saturday Peak Hour (veh/hr)		
		In	Out	Total	In	Out	Total	In	Out	Total
Auto	Residential	3	6	9	6	4	10	8	7	15
	Existing Office	-17	-2	-19	-3	-17	-20	-3	-2	-5
	Total	-14	4	-10	3	-13	-10	5	5	10

- Methodology and assumptions based on local and national standards
- Vetted and approved by DDOT
- Compared to existing conditions, the proposed development program will result in 10 fewer vehicular trips in the AM, 10 fewer vehicular trips in the PM, and 10 additional vehicular trips in the Saturday peak hours.

Program	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Saturday Peak Hour (veh/hr)		
	In	Out	Total	In	Out	Total	In	Out	Total
Revised Program Auto Trips	3	6	9	6	4	10	8	7	15
CTR (8.1.2022) Auto Trips	4	6	10	7	7	14	9	10	19
Total	-1	0	-1	-1	-3	-4	-1	-3	-4

- The updated development program generates slightly fewer vehicle trips across all peak hours compared to the 8.1.2022 CTR.

Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Provide TDM materials and Loading Management Plan (LMP) to new residents and employees
 - Includes an offer of a SmarTrip card and a complimentary Capital Bikeshare coupon good for a free ride
- Exceed zoning requirements for bicycle parking
- Accommodate non-traditional sized bicycles (cargo, tandem, kids' bikes, etc.)
- Unbundle cost of vehicle parking from lease/purchase agreement
- Install electric vehicle (EV) charging stations

DDOT Coordination

Comprehensive Transportation Review (CTR)

- Development meets criteria for Low Impact Development Exemption for CTR and TIA
- Scoping document finalized July 7, 2022
- Multimodal assessment performed
 - Trip generation analysis accepted by DDOT
 - Transportation Demand Management (TDM) Plan accepted by DDOT
- Submitted supplemental memo reflecting updated development program to DDOT on November 2, 2022

DDOT no objection with conditions:

- Implement the TDM Plan as proposed in the CTR with one (1) revision – **Agree**
 - **Revision** – *State the specific minimum number of long-term bicycle parking spaces to be provided as horizontal on the floor, cargo/tandem-sized, and served by electrical outlets (currently cited as percentages) in final Order*
- Design/fund/construct a protected bike lane on the west side of 7th St between I St and Maine Ave with any infrastructure deemed necessary by DDOT to manage bus-bike conflicts prior to issuance of Certificate of Occupancy – **Agree**



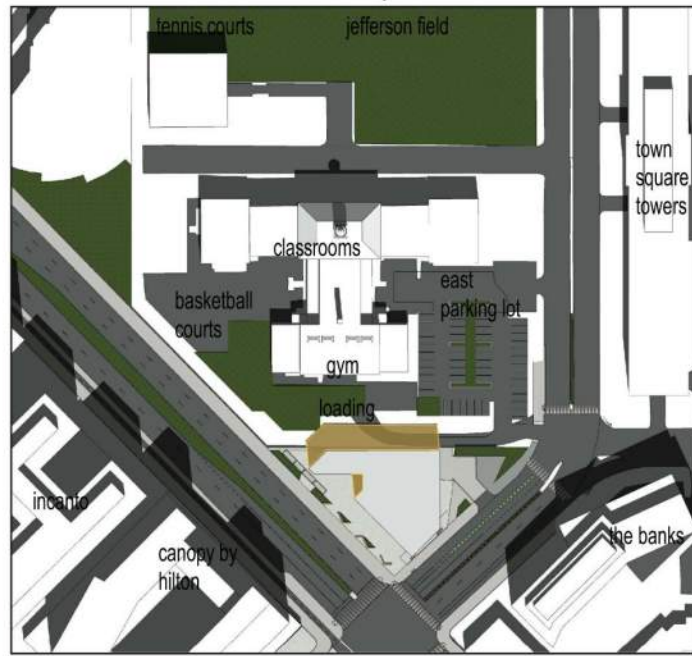
Thank You

existing

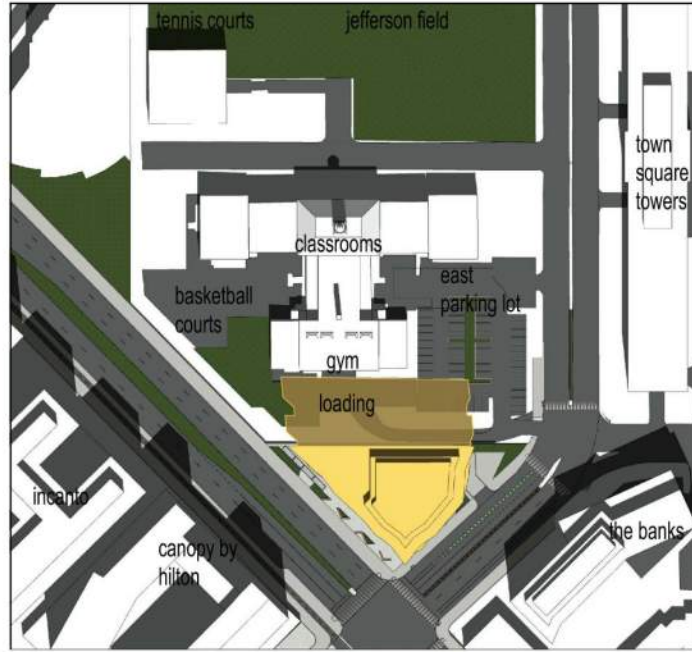
9:00 am

12:00 pm

3:00 pm



proposed max height 110'

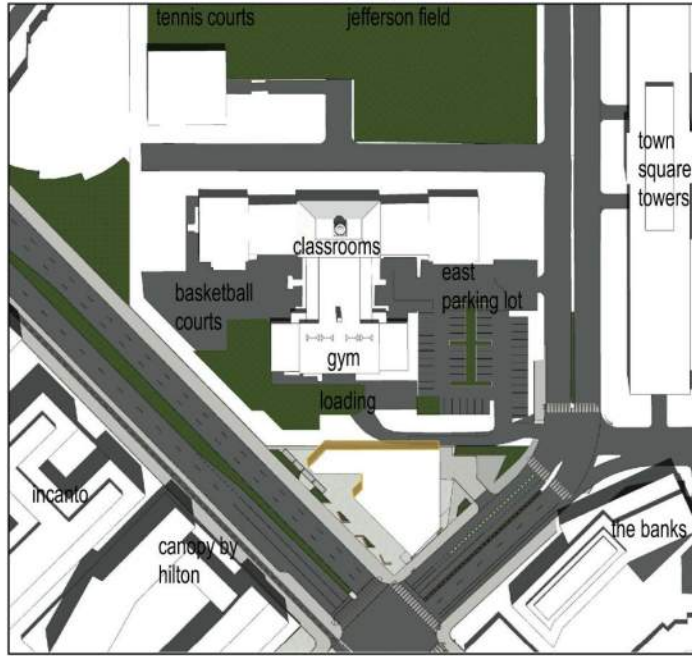
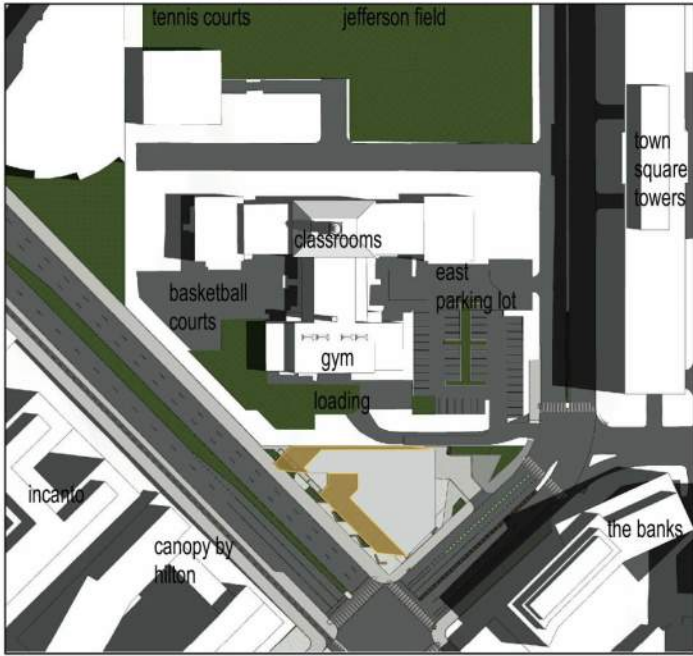


existing

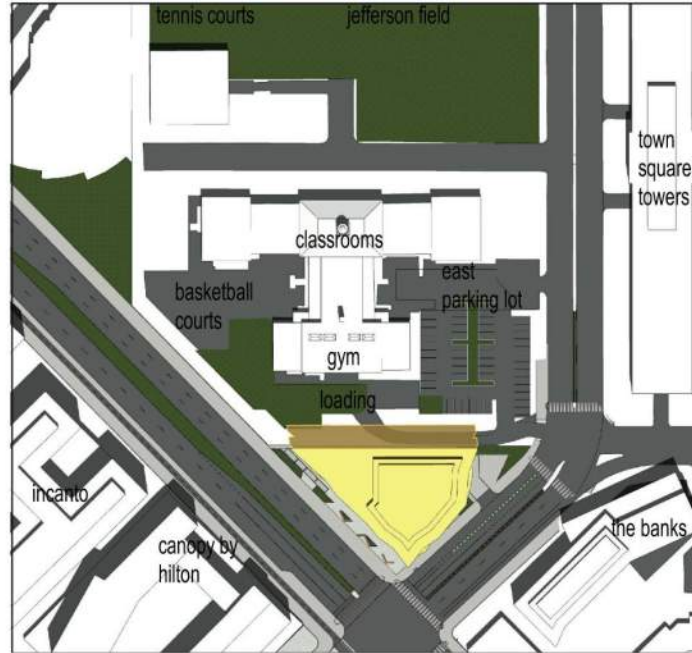
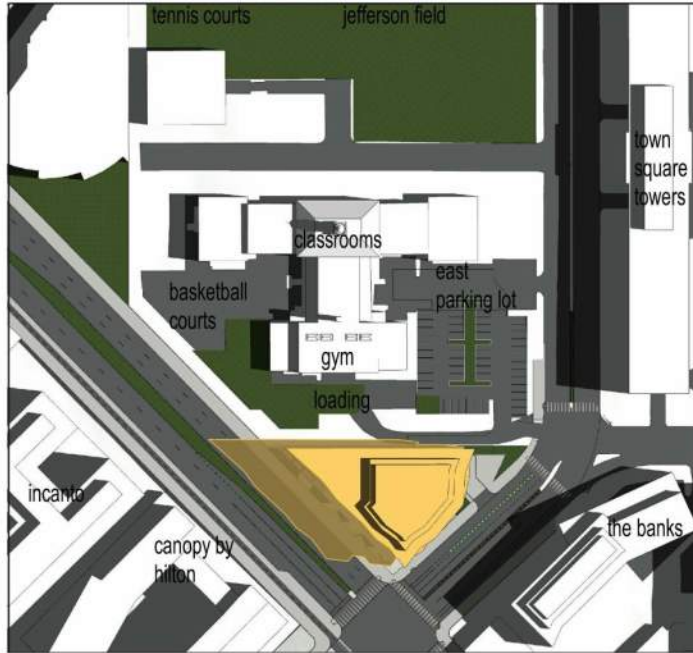
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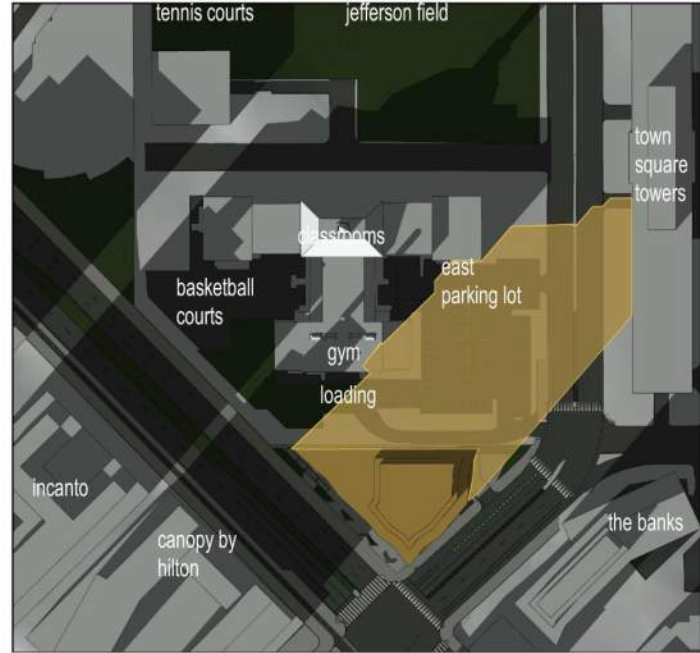
proposed max height 110'



existing



proposed max height 110'

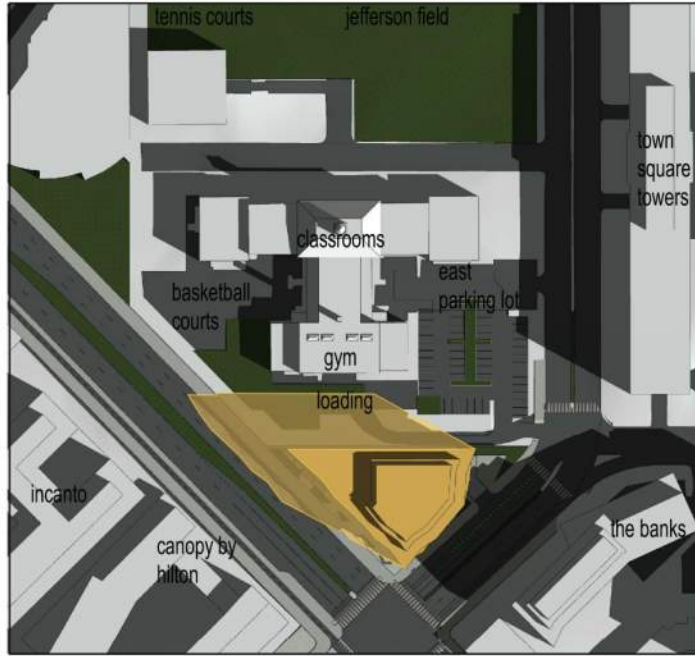


90' tall PUD

9:00 am

12:00 pm

3:00 pm



new massing 110'

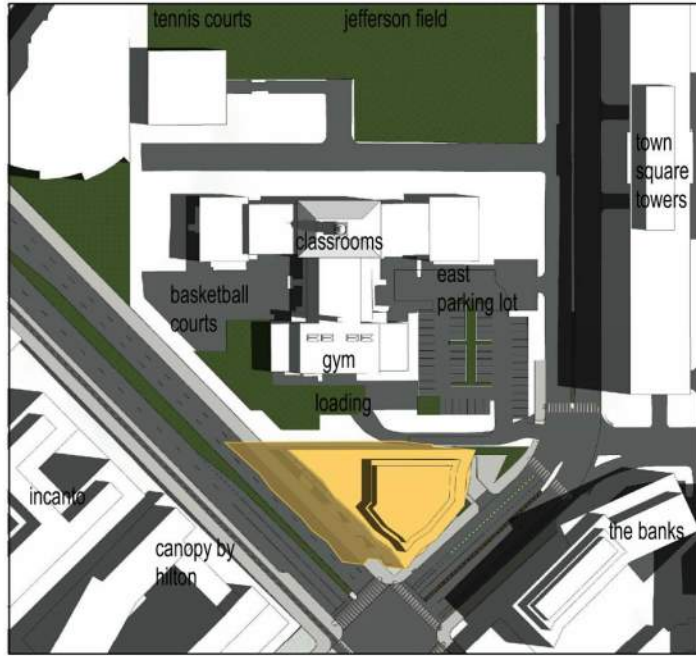


90' tall PUD

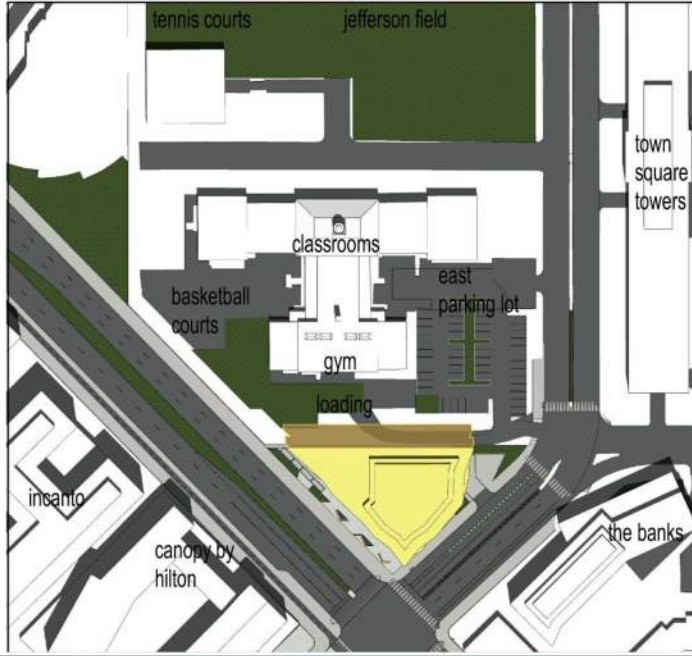
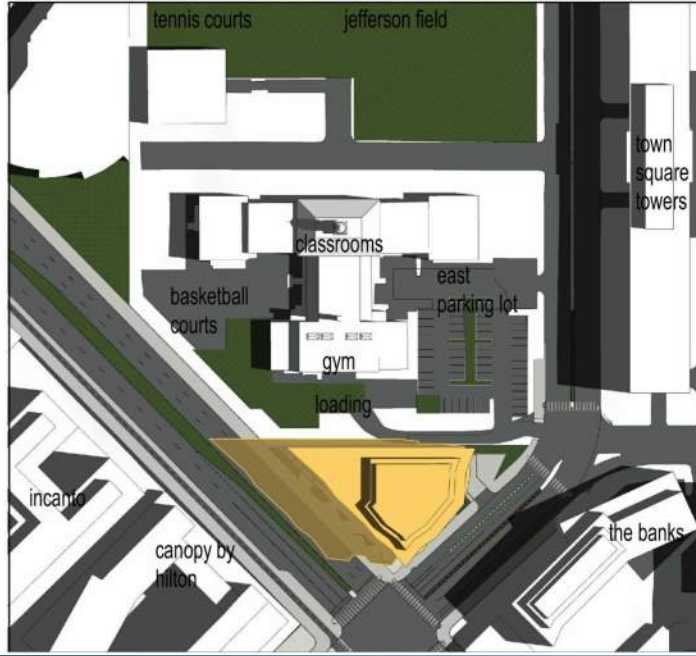
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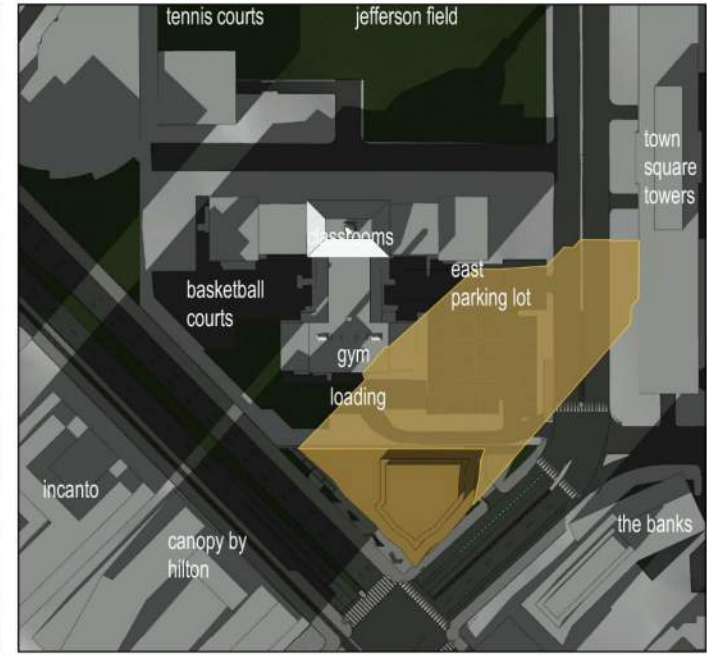
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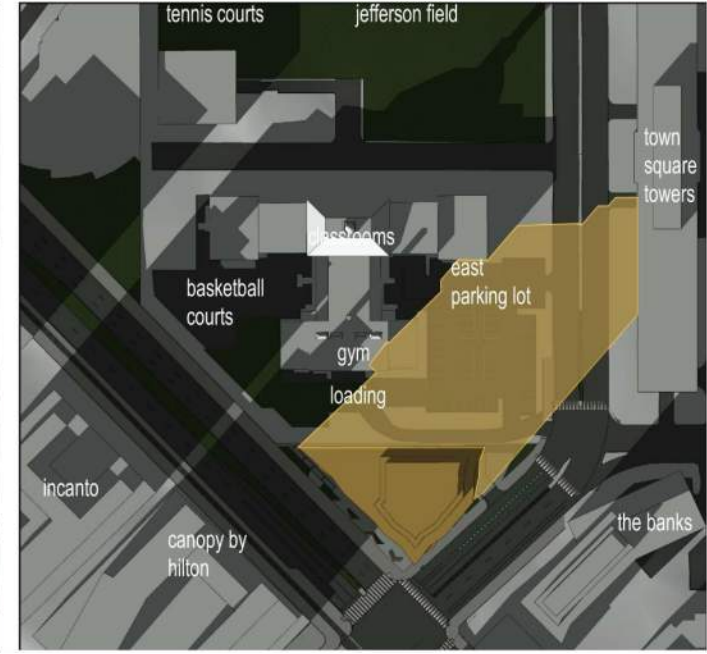
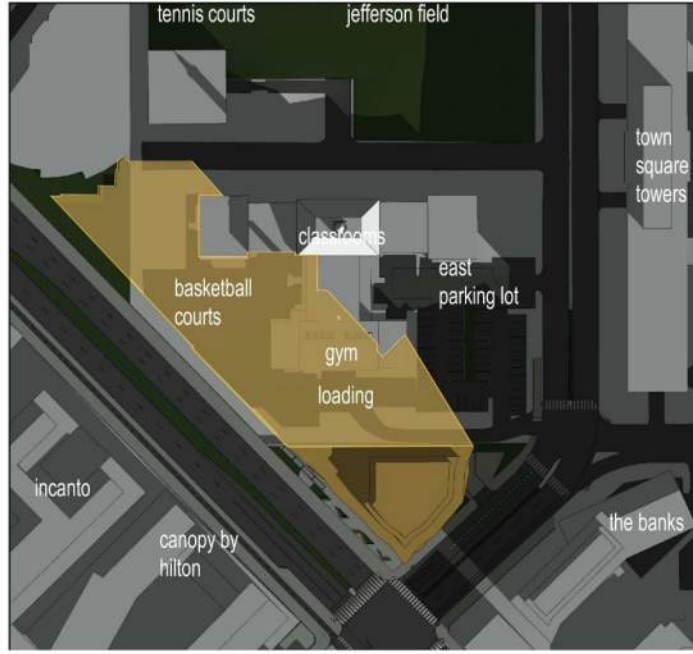
new massing 110'



90' tall PUD



new massing 110'



Multimodal Trip Generation

Mode	Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Auto	Residential	3	6	9	6	4	10	8	7	15
	<i>Existing Office</i>	-17	-2	-19	-3	-17	-20	-3	-2	-5
	Total	-14	4	-10	3	-13	-10	5	5	10
Transit	Residential	10	19	29	19	14	33	25	26	51
	<i>Existing Office</i>	-25	-4	-29	-6	-24	-30	-4	-4	-8
	Total	-15	15	0	13	-10	3	21	22	43
Bike	Residential	1	2	3	2	1	3	2	3	5
	<i>Existing Office</i>	-3	0	-3	-1	-2	-3	0	-1	-1
	Total	-2	2	0	1	-1	0	2	2	4
Walk	Residential	3	7	10	6	6	12	9	9	18
	<i>Existing Office</i>	-2	0	-2	0	-2	-2	0	-1	-1
	Total	1	7	8	6	4	10	9	8	17

Mechanical Penthouse Floor Plan



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