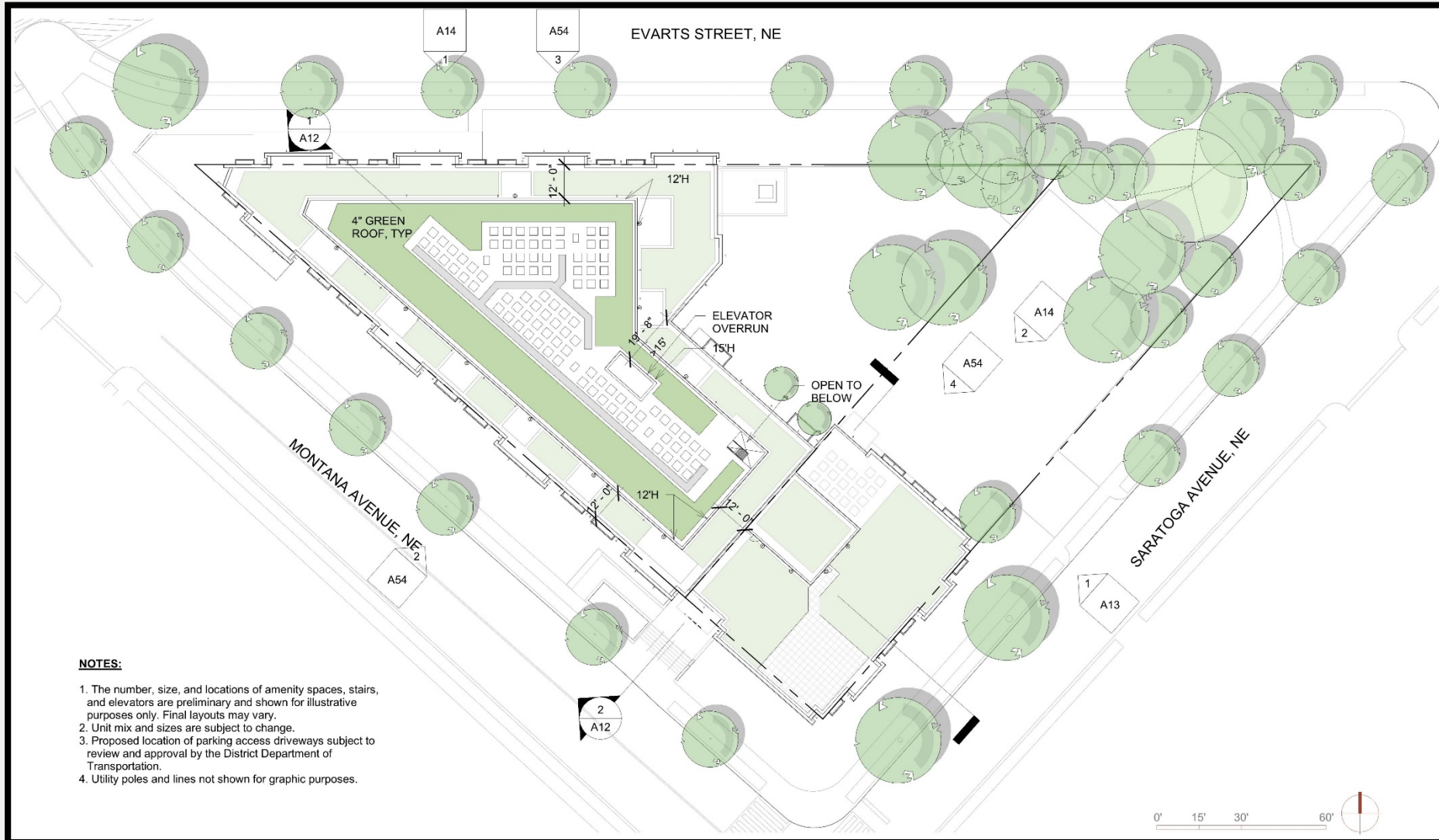
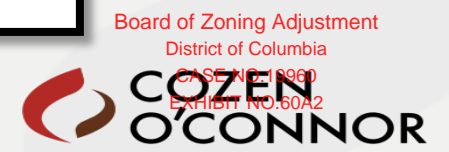


Penthouse Roof

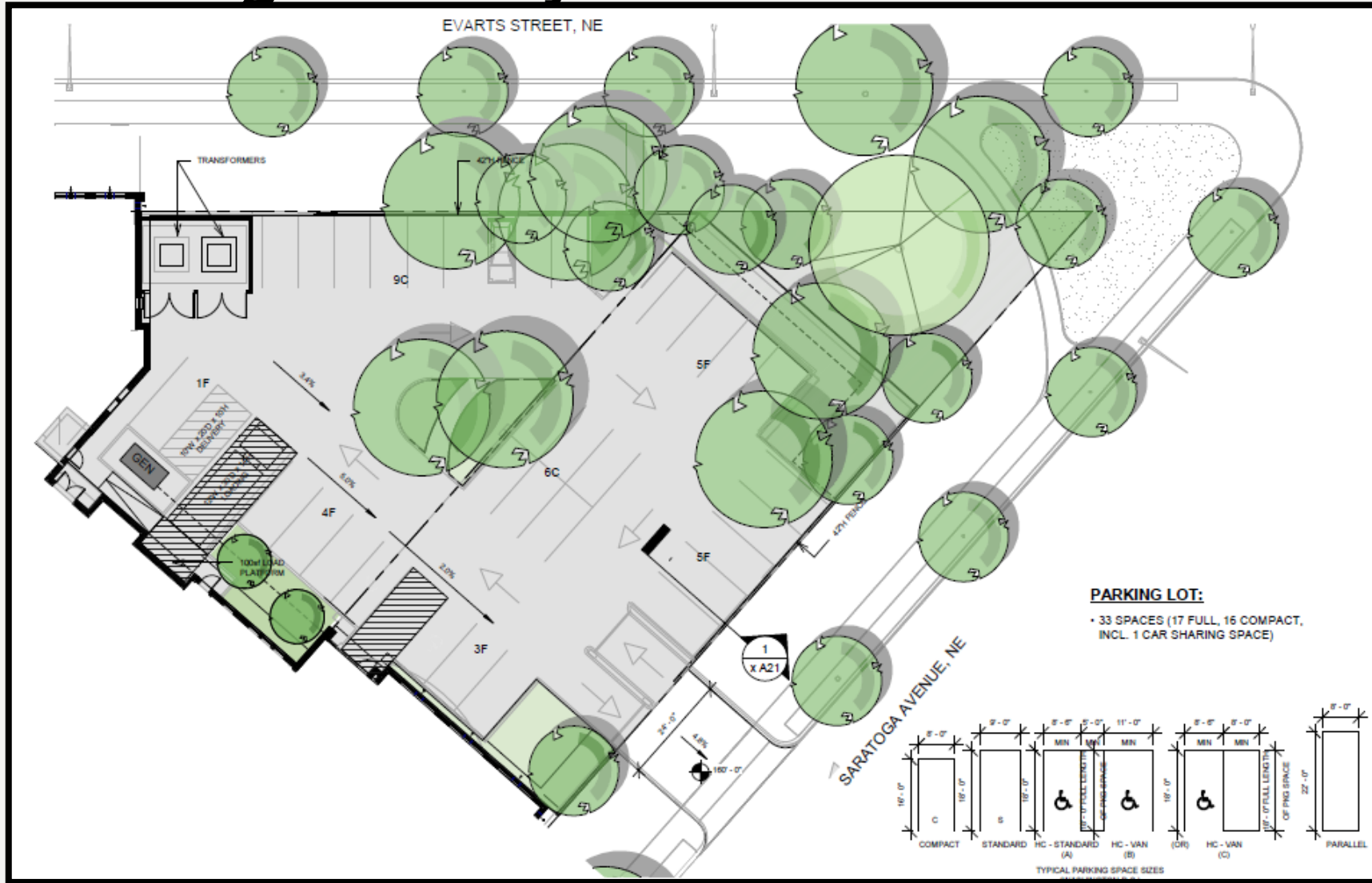


NOTES:

- 1. The number, size, and locations of amenity spaces, stairs, and elevators are preliminary and shown for illustrative purposes only. Final layouts may vary.
- 2. Unit mix and sizes are subject to change.
- 3. Proposed location of parking access driveways subject to review and approval by the District Department of Transportation.
- 4. Utility poles and lines not shown for graphic purposes.



Parking Lot Layout



mauricewalters | architect

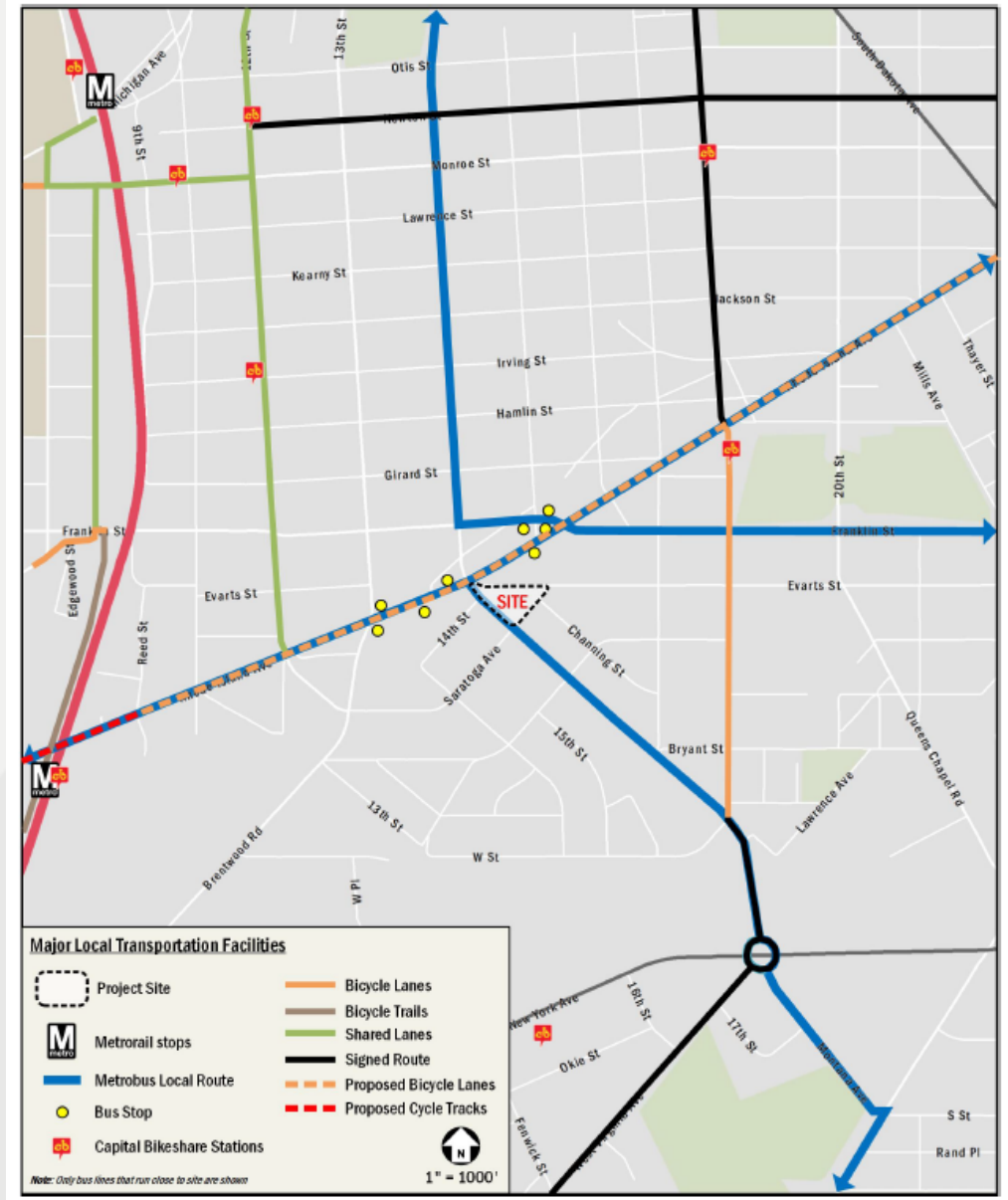


Landscape Plan



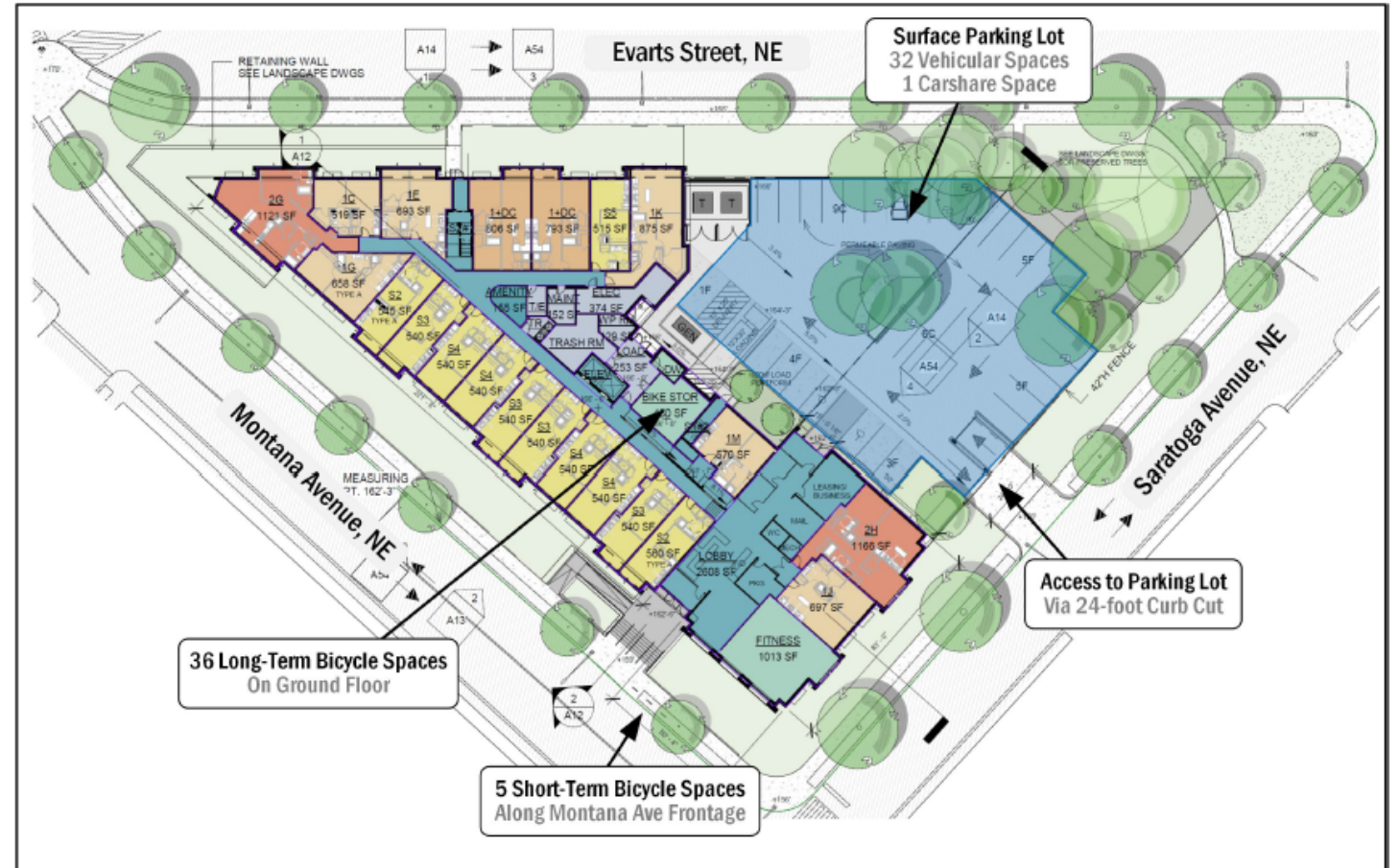
Site Location

- Metrorail (Red Line)
 - Rhode Island Ave-Brentwood Metrorail Station (0.7 miles)
- Metrobus
 - 83, 86 , B8, B9, D8, G8, G9, H6, H8, H9 , P6 , S41, T14, T18
- Bicycle Facilities
 - Bicycle lanes and signed routes along 18th Street
 - Shared bicycle lanes along 12th Street
- Capital Bikeshare
 - 0.5 miles to nearest
 - 8 stations within 1 mile

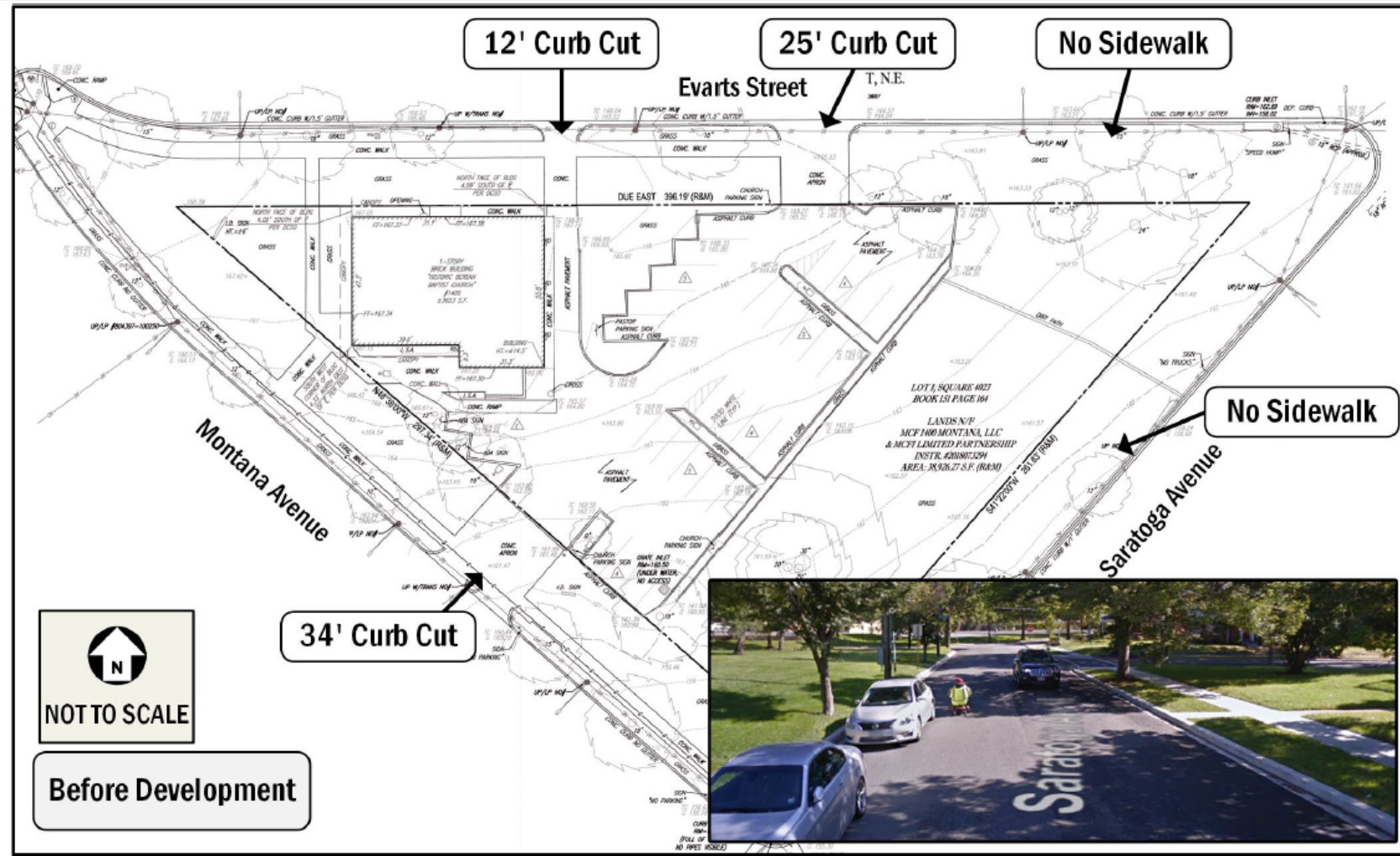


Vehicle and Bicycle Parking

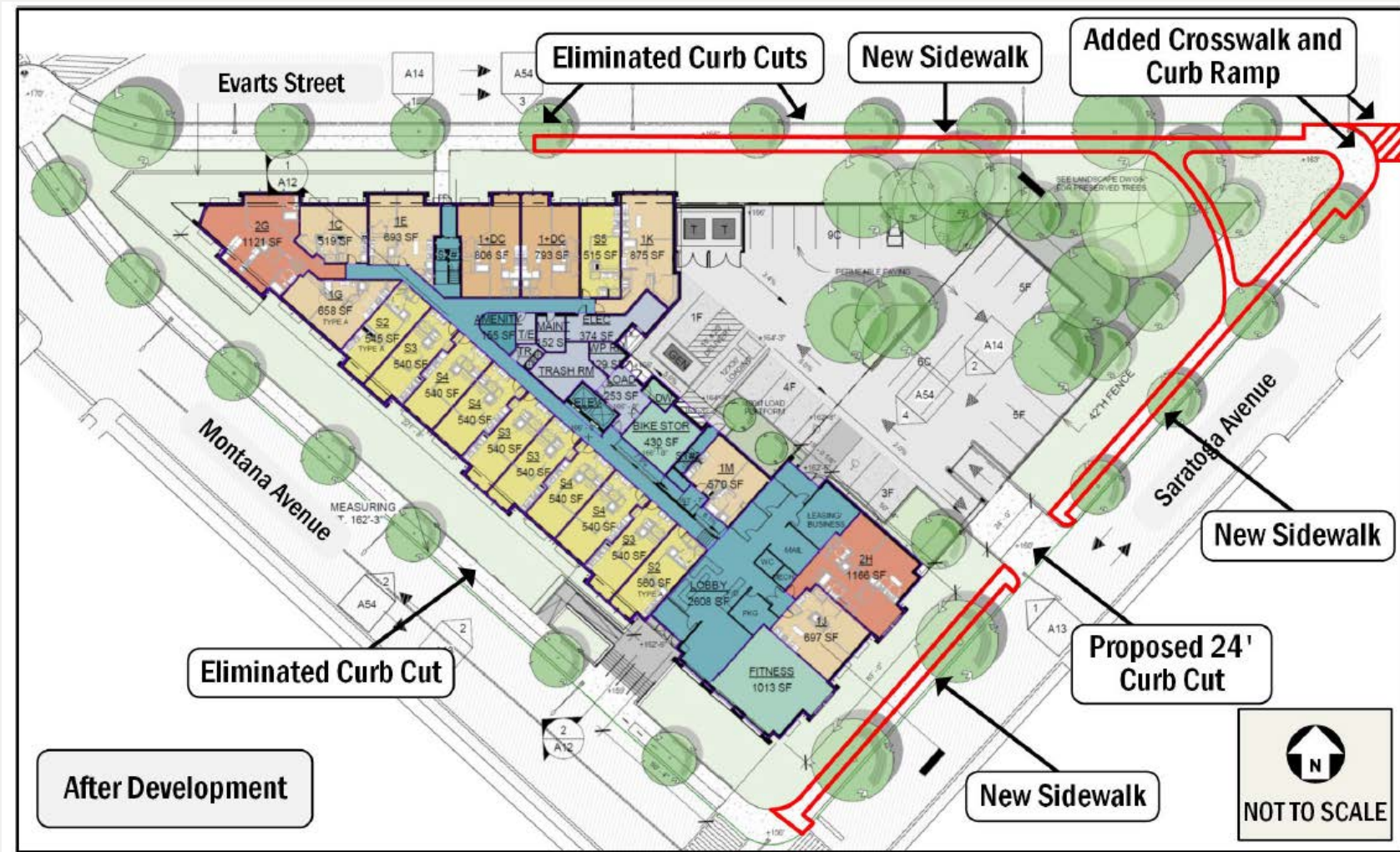
- 35 parking spaces required by zoning regulations
- Proposed Parking Supply
 - 33 vehicular spaces
 - 1 dedicated carshare space
 - 36 long-term bicycle parking spaces
 - All located on ground floor
 - 5 short-term bicycle parking spaces
- Meets zoning requirements and serves practical demand of the site



Existing Site Plan Elements

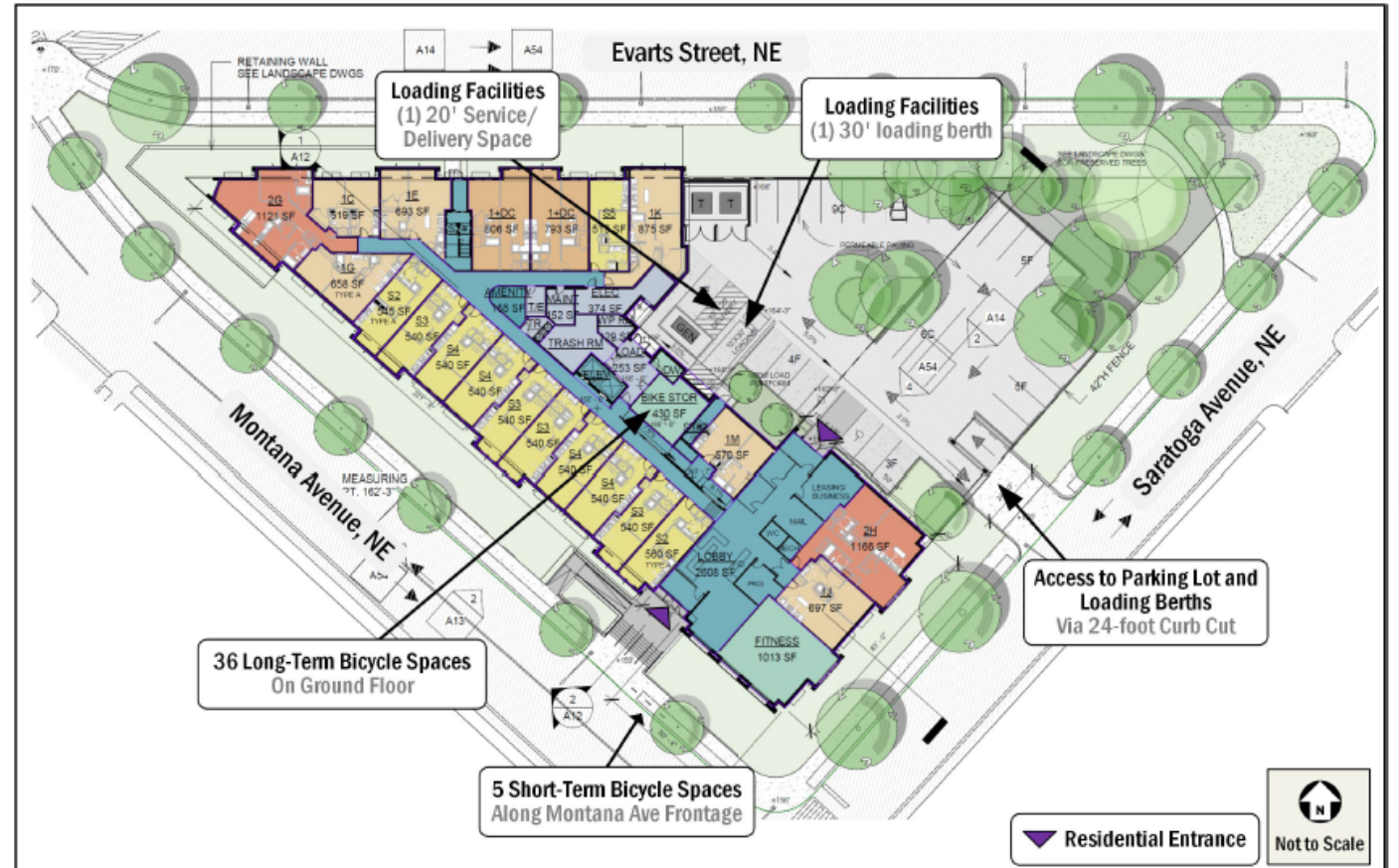


Improved Site Plan Elements



Access and Loading

- Met with DDOT early in site planning
- Truck routing to/from Rhode Island Avenue
- Loading and trash trucks will access from Saratoga Avenue
- Proposed Loading Facilities
 - One 30' loading berth
 - One 20' service/delivery space
- Meets zoning requirements and practical needs of the site



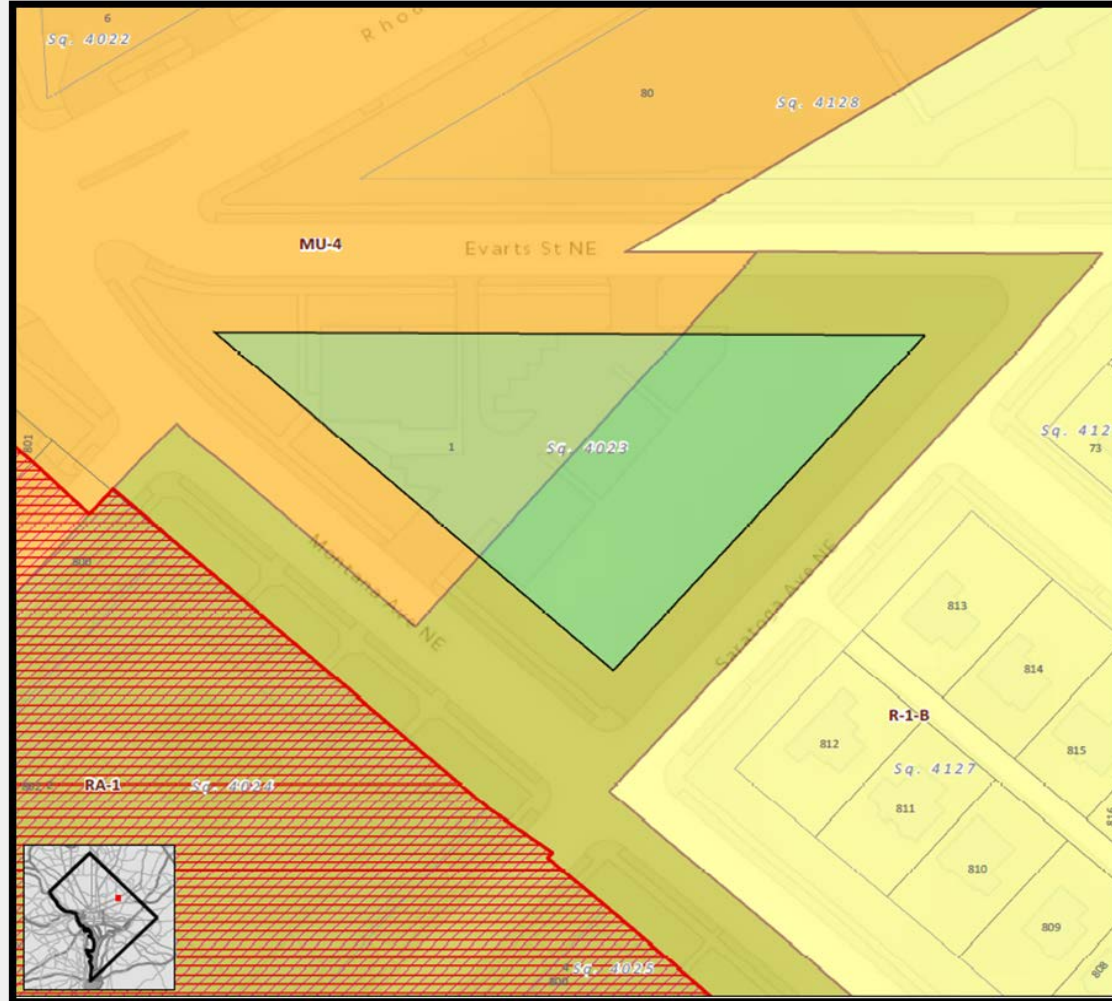
Comprehensive Transportation Review and DDOT Coordination

- DDOT Scoping
 - Multimodal Transportation Assessment performed
 - Minimal changes to day-to-day activity
 - Minimal vehicle trips to/from site
 - No vehicular capacity analysis required
- Overall Findings
 - Project will not have detrimental impact
 - Transportation-related site plan elements result in improvements to the site over existing conditions
 - Sufficient TDM plan
- DDOT supportive of BZA relief
- Curb cut approved by Public Space Committee

Transportation Demand Management (TDM)

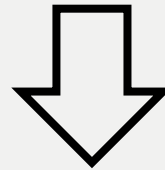
- Proposed TDM Strategies
 - TDM Leader
 - Residential Welcome Package materials
 - Long- and Short-term bicycle parking that meet zoning requirements
 - 36 long-term spaces located on ground floor (roll-in) bike room
 - 5 short-term spaces
 - Bicycle repair station
 - Unbundled cost of residential parking

Land Use and Planning

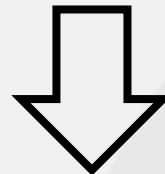


Relationship between Subtitle A § 101.2 Considerations and the Zone Plan

Subtitle A § 101.2 Considerations “character”,
“suitability”, “stability of land values”



Zone Plan (General Provisions and Purpose and
Intent Statements)



Permitted uses and Development Standards

Consistent with



- Considerations implicitly reflected in Zone plan
- Harmony with the Zone plan inherently satisfies Subtitle A § 101.2

Intent of the RA-1 Zone

- RA Zones**
- Urban residential development** (Subtitle F § 100.1)
- Moderate- or high density residential areas suitable for multiple dwelling unit development. (Subtitle F § 100.2)
- Flexibility-allows all types of residential development; (Subtitle F § 100.3(b))
- Stable residential areas-a variety of urban residential neighborhoods; (Subtitle F § 100.3(c))
- Walkable living environment; (Subtitle F § 100.3(d))
- Compatibility between the location of new buildings or construction and the existing neighborhood; (Subtitle F § 100.3(f))
- RA-1 zone:**
 - Flexibility of design- permits all types of urban residential development if they conform to the height, density, and area requirements established for these districts; (Subtitle F § 300.1(a))
 - Low- to moderate-density development, including detached dwellings, rowhouses, and low-rise apartments (Subtitle F § 300.2)

Intent of the MU Zones

- Provide for mixed-use developments-**multiple dwelling unit residential development at varying densities.** (Subtitle G § 100.1)
- Provide for a varied mix of **residential**, employment, retail, service, and other related uses at appropriate densities and scale throughout the city; (Subtitle G § 100.3(b))
- Reflect a variety of building types, including, a vertical mixture of residential and nonresidential uses, **buildings made up entirely of residential uses;** (Subtitle G § 100.3(c))
- Encourage safe and efficient conditions for pedestrian and motor vehicle movement;** (Subtitle G § 100.3(d))
- Ensure that infill development is **compatible with the prevailing development pattern** within the zone and surrounding areas; (Subtitle G § 100.3(e))
- Ensure that buildings and developments **support active use of public transportation and safety of public spaces.** (Subtitle G § 100.3(g))
- Buildings may be **entirely residential**, or may be a mixture of non-residential and residential uses (Subtitle G § 100.4)