

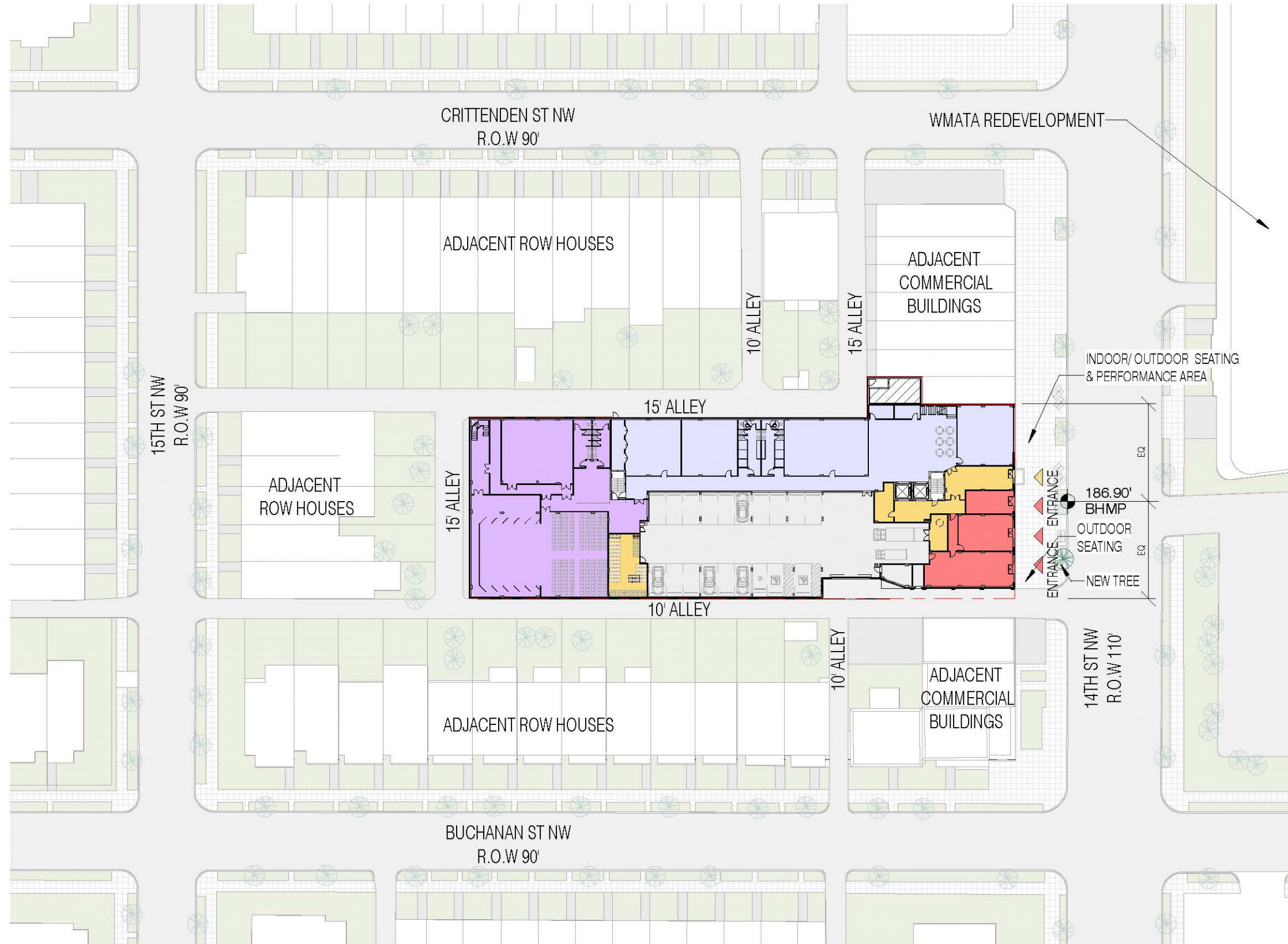
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PGN

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PUD



Site Plan

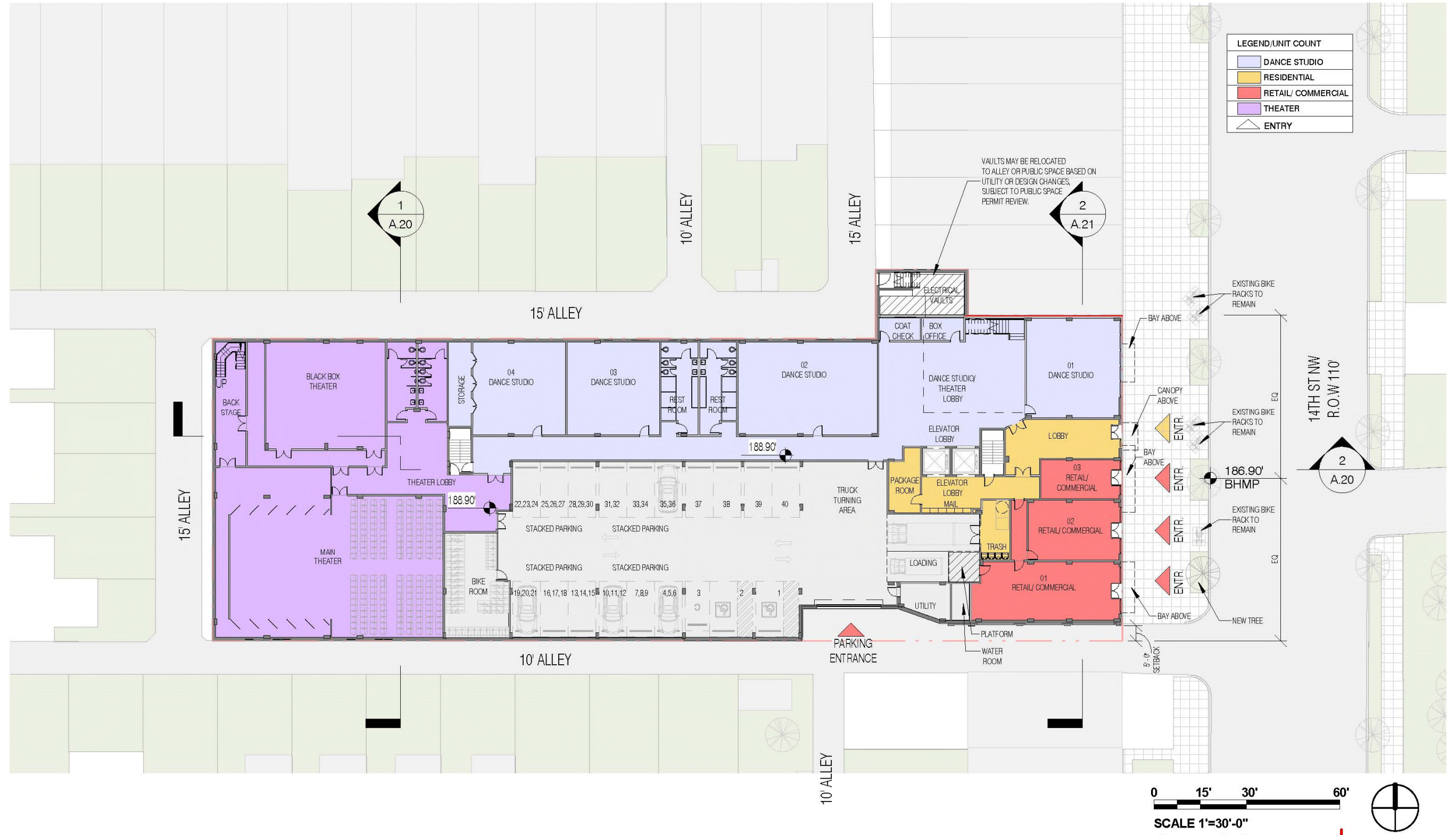
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First Floor

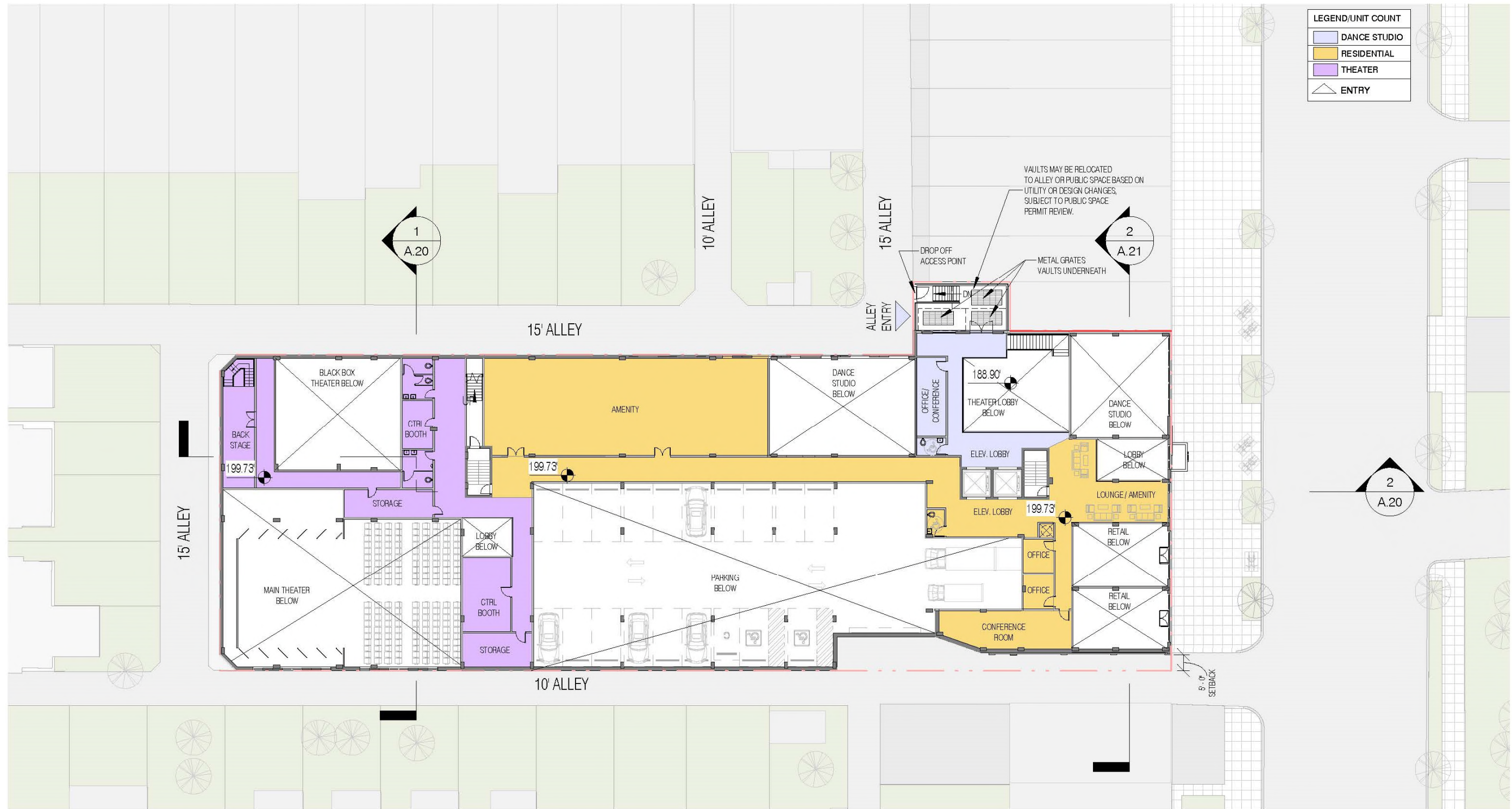
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Mezzanine Level

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LEGEND/UNIT COUNT	
1BD	9
2BD	3
3BD	6
STUDIO	4
TOTAL	22



Second Floor

14TH ST NW
R.O.W 110'

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Typical Floor

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Penthouse Level

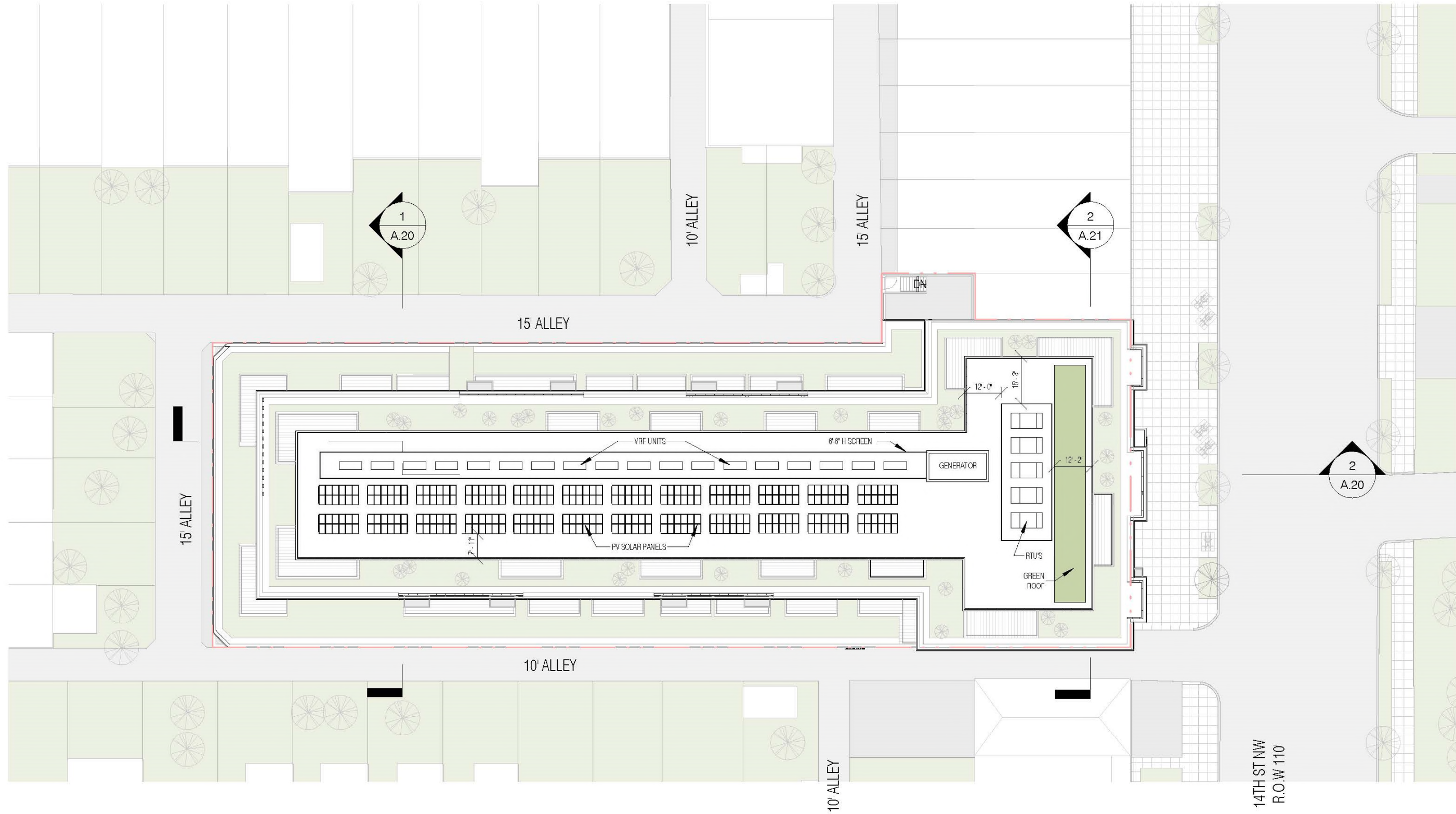
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Penthouse Roof

0 15' 30' 60'
SCALE 1'=30'-0"



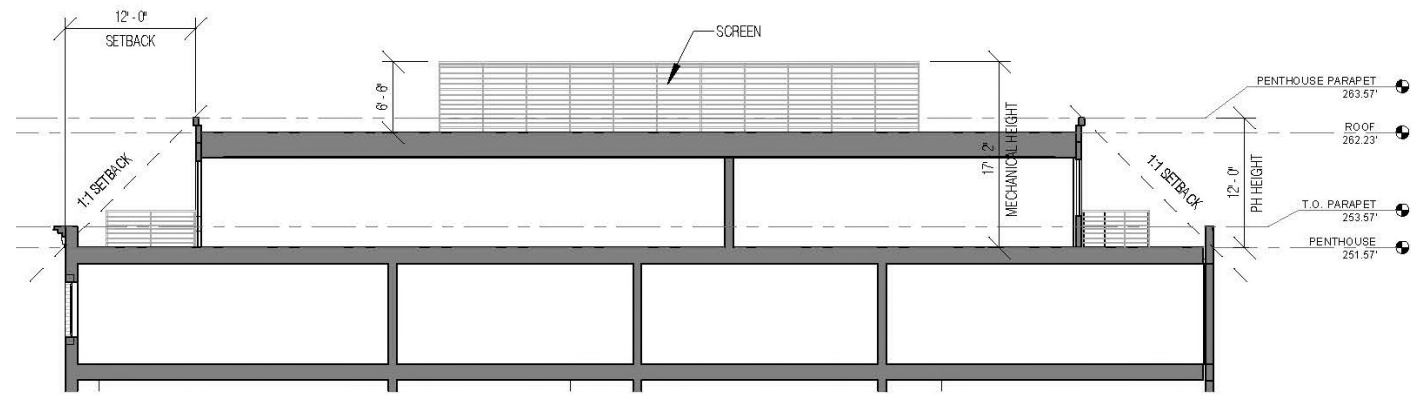
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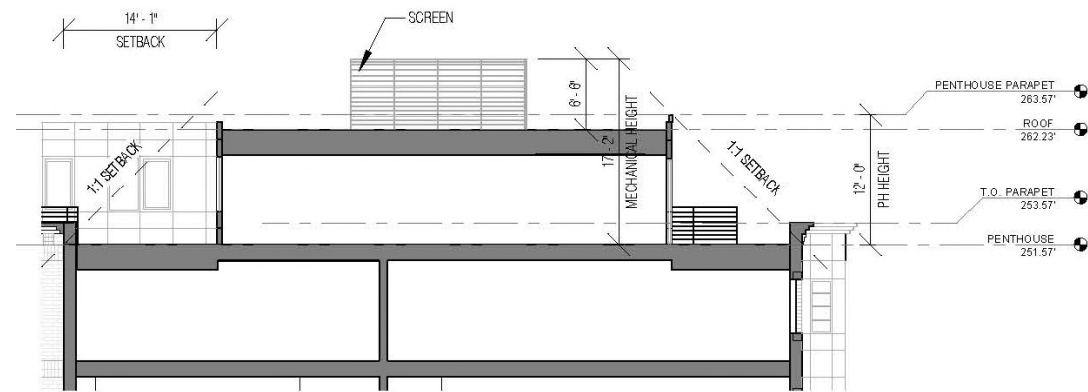
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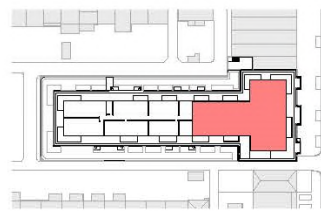
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3. ENLARGED SECTION



2. ENLARGED SECTION



KEYPLAN



1. ENLARGED PLAN



Penthouse Details

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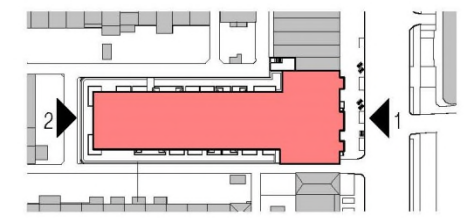
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2. WEST ELEVATION



1. EAST ELEVATION



SCALE 1"=20'-0"

KEYPLAN

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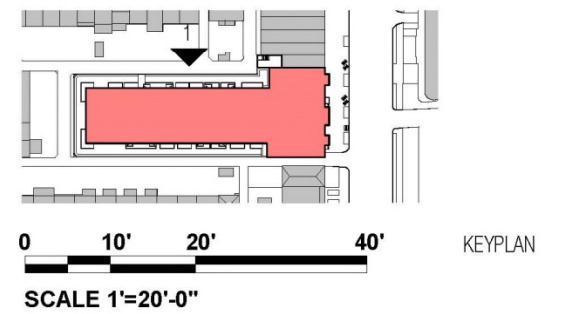
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1. NORTH ELEVATION



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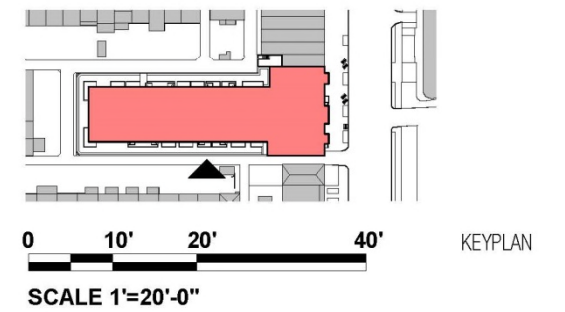
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1. SOUTH ELEVATION



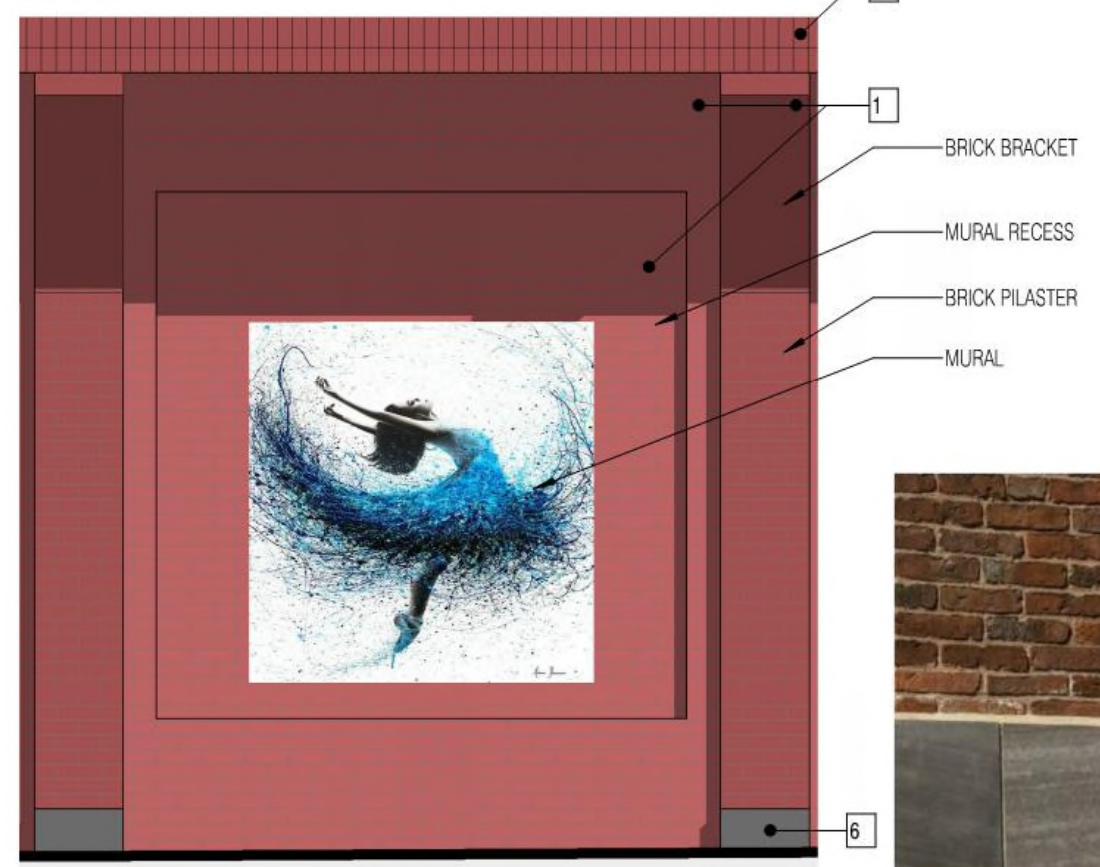
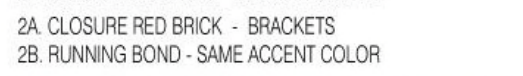
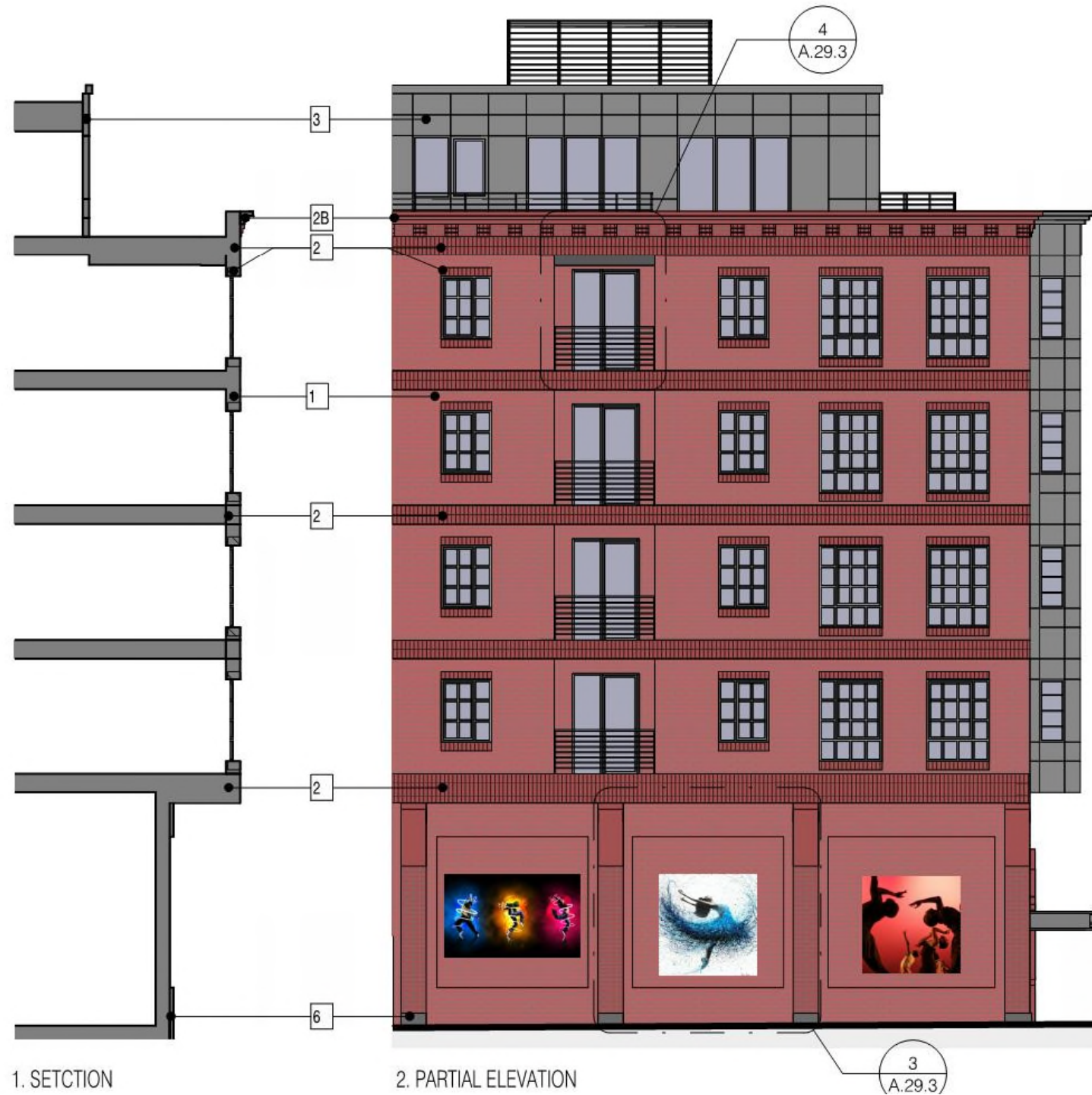
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6. STONE BASE

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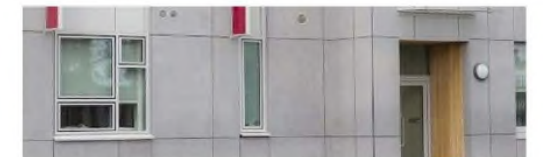
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1. UTILITY SIZE RED BRICK



2. CLOSURE RED BRICK - SOLDIER COURSE
2A. CLOSURE RED BRICK - BRACKETS
2B. RUNNING BOND - SAME ACCENT COLOR



3. CEMENTITIOUS PANELS - GREY



5. PENTHOUSE EQUIPMENT - SCREEN

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

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KEYNOTES

- 1 GREEN ROOF, DEPTH TBD
- 2 ROOF PATIO - SEE ARCHITECTURAL PLANS
- 3 PROPOSED STREET TREE / TREE BOX
- 4 EXISTING STREET TREE / TREE BOX

LEGEND

-  GREEN ROOF AREA (SEE SWM PLAN) TO COMPLY WITH DOEE REQUIREMENTS.
-  ON-SITE PERMEABLE PAVING (SEE SWM PLAN) TO COMPLY WITH DOEE SWM REQUIREMENTS.
-  CONCRETE PAVEMENT



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INTENSIVE AND EXTENSIVE DROUGHT TOLERANT GREEN ROOF



INTENSIVE GREEN ROOF PLANTED WITH PERENNIALS



EXTENSIVE GREEN ROOF PLANTED WITH SEDUM MAT

STREET TREE ALONG 14TH STREET



PROPOSED STREET TREE / TREE BOX

PERENNIALS FOR INTENSIVE GREEN ROOF



NASSELLA



ECHINACEA



ORNAMENTAL ONION

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Sustainable Strategy

- EGC+
- Rooftop Solar Array
- Sewer heat recovery
- Construction waste
- Goal of Net Zero
- Life Cycle Analysis



Design Presentation

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Changes in Response to OP

- Enhanced cornice detail
- Addition of arched supports at alley setback
- Revision to operable storefront

PGN

Response to FEMS

- Fire hydrant and hose distance diagram
- Fire suppression NFPA 13 Sprinkler and Standpipe
- Fire Truck movement

G/S

Construction Approach

- No permanent closure of alleys
- Staging will be from 14th Street

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Transportation Presentation

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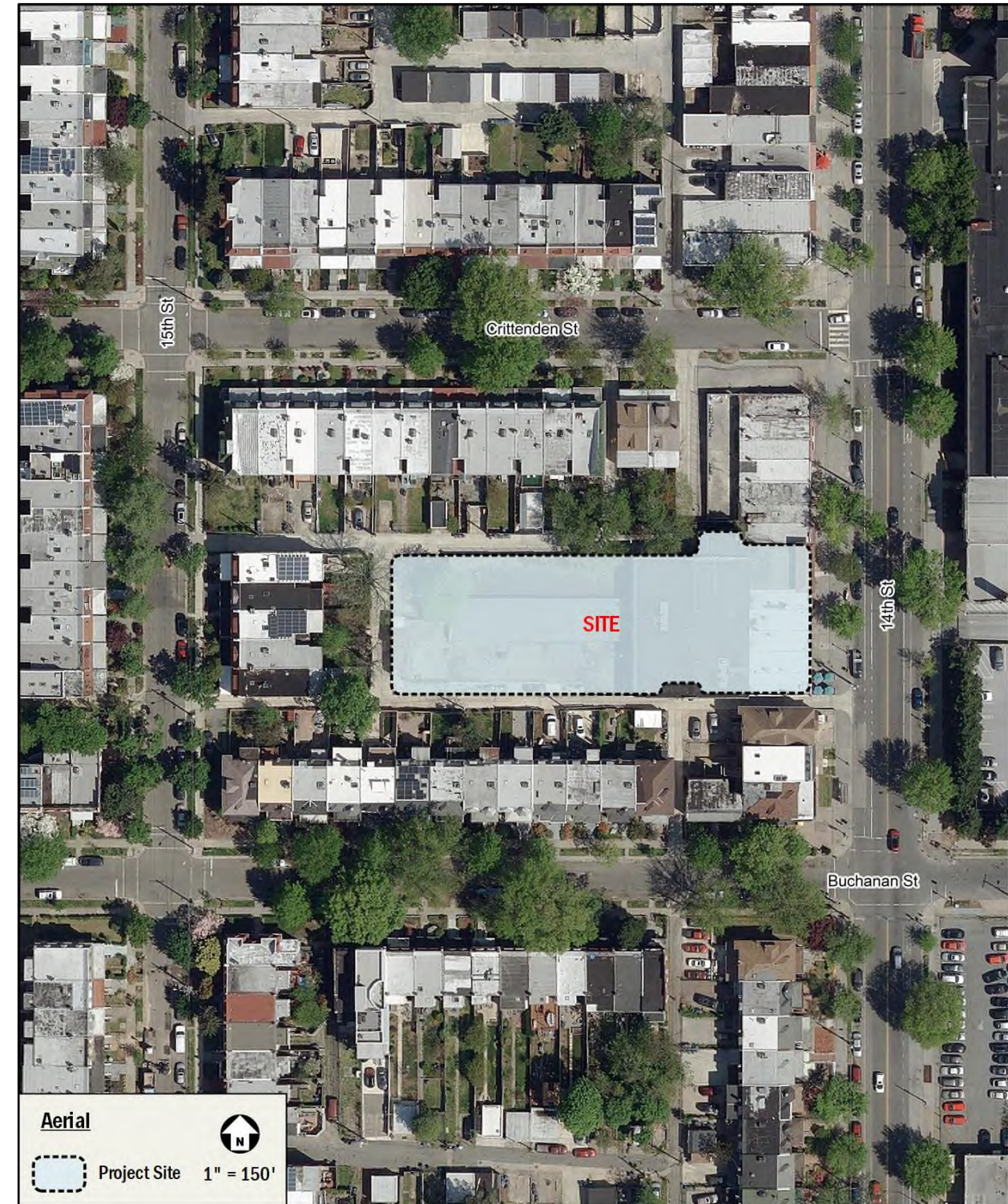
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Project Overview

- 101 du, 1,888 sf retail & 9,459 sf dance studio w/ 10,847 sf of rental theater space
- 40 vehicular parking spaces (Exceeds ZR16 minimum)
- Bike parking: 47 long-term, 10 short-term (Exceeds ZR16 minimum)
- Loading: One (1) loading berth, one (1) service/delivery space with garage, as required
- DDOT report is in support of the project with TDM Plan and LMP



Trip Generation

- 14 total AM peak hour trips and 48 total PM peak hour trips
 - Not including reduction for existing retail uses
 - Below 25 peak hour peak direction threshold for vehicular analyses.

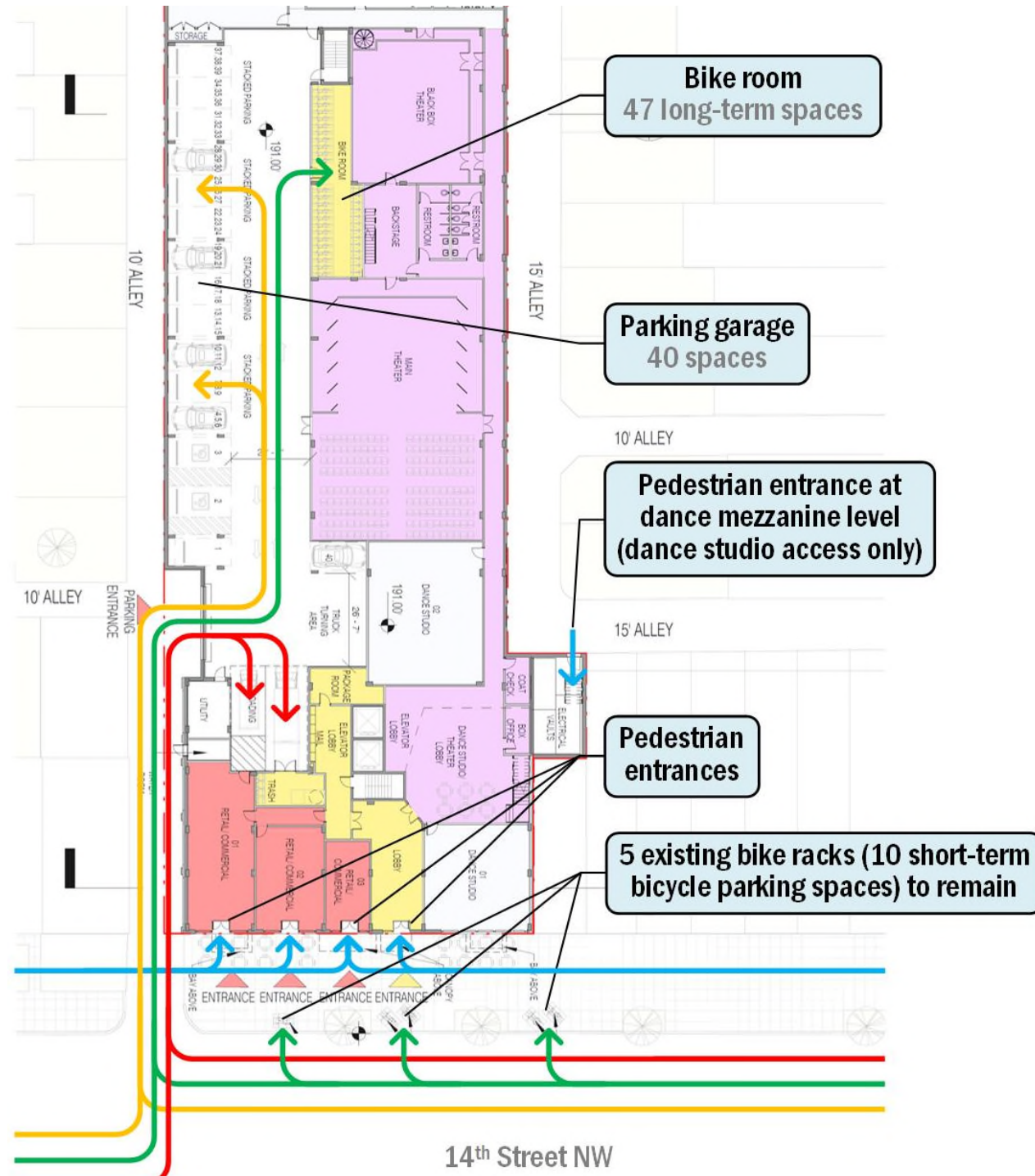
Mode	Land Use	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Auto (veh/hr)	Residential	3	10	13	9	6	15
	Retail	1	0	1	1	2	3
	Theater	--	--	--	4	6	10
	Dance Studio	--	--	--	10	10	20
	Total	4	10	14	24	24	48

4608-4618 14th Street NW

Parking

- 28 parking spaces required – 40 parking spaces provided
 - The 4600 block of 14th Street NW is not currently eligible for RPP and the site is located near Priority Bus Corridors (14th St & 16th St). Therefore, the site is eligible for a reduction in the ZR16 parking requirement of 50%.
 - 55 parking spaces required before applying 50 percent reduction
 - The 4600 block of 14th Street NW was previously eligible for RPP but eligibility was removed through coordination with DDOT as part of this project. The single remaining residence to the south of the alley will retain its eligibility.
- **While parking relief is not needed with the recent removal of the RPP eligibility, the DDOT report did supports the CTR findings that sufficient on-street parking is available in the area and supported the previously sought relief**
 - A parking occupancy study was included with the Transportation Statement
 - 60-64% on Saturday & 66-68% on Weekday
 - RPP area to the west is generally well utilized with limited availability during peak periods. However, the area to the east with unrestricted parking has more availability during peak periods

Site Plan & Circulation



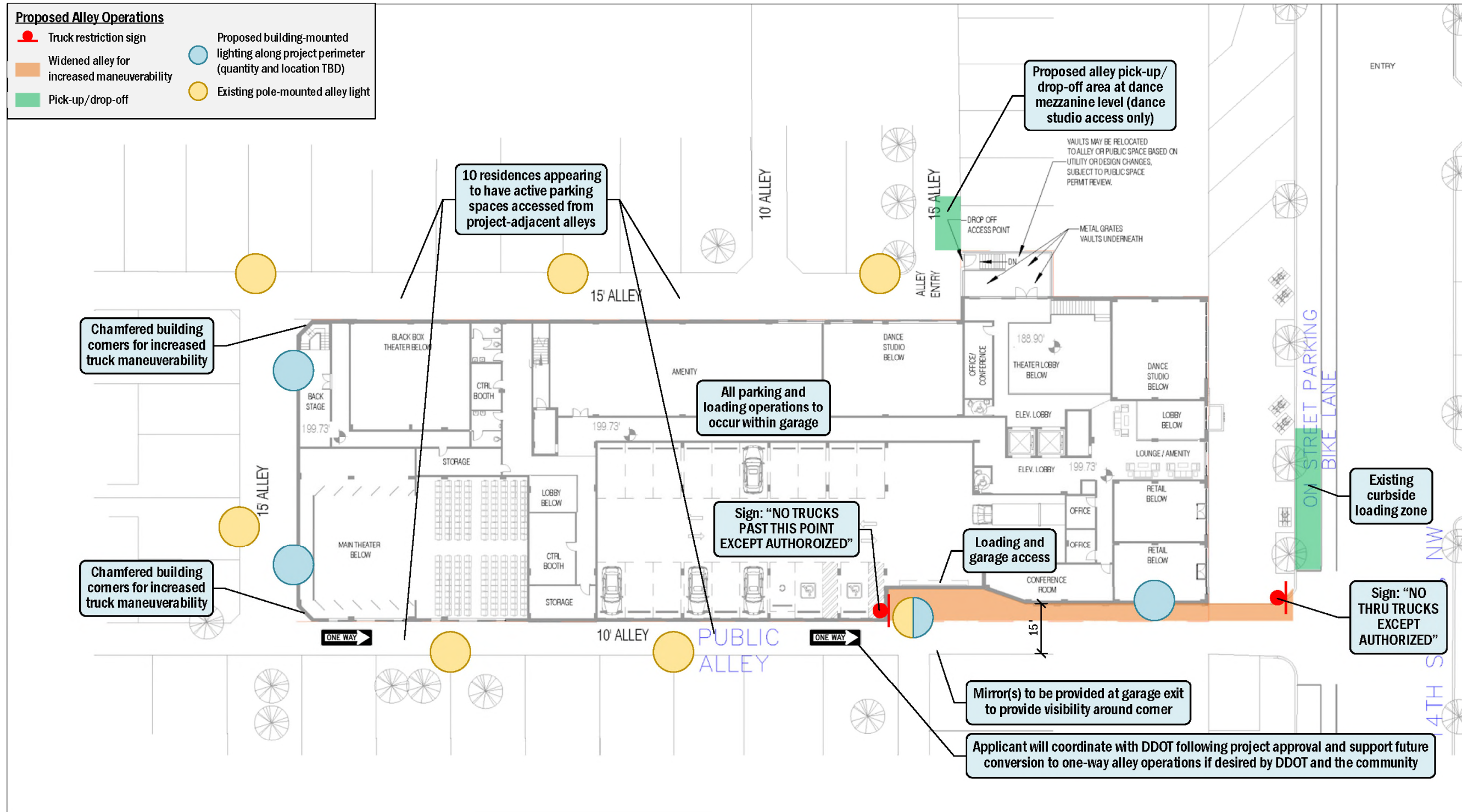
Proposed Site Plan & Circulation

- Pedestrian
- Bicycle
- Vehicle
- Loading

Not to Scale

4608-4618 14th Street NW

Surrounding Alley



4608-4618 14th Street NW

Transportation Commitments

- Robust TDM plan consistent with DDOT's 2022 Guidelines
 - Includes pedestrian and bicycle improvements at the 14th Street & Crittenden Street intersection, to include:
 - Expansion of existing Capital Bikeshare station from 11 to 19 docks
 - ADA ramps upgraded on all legs of intersection
 - New high-visibility crosswalk on north leg of intersection
 - Assessment of condition and restriping (if needed) of existing crossings
 - Curb extensions on all legs of intersection, including removing parking from middle of intersection
- Loading Management Plan to regulate loading activities on site
 - Ensure smooth operation of the loading facilities
 - Follow up and coordinate with DDOT one-year after building opening to assess alley operations to identify if additional operational improvements are necessary, including signage, striping and potential conversion to one-way operations.

4608-4618 14th Street NW

DDOT Conditions

- DDOT report supports the application with the following conditions:
 - Implement TDM Plan for the life of the project
 - Implement Loading Management Plan for the life of the project
 - One year after Certificate of Occupancy issuance, evaluate efficiency and safety of vehicles and trucks in alley, implement any changes required by DDOT (e.g. directionality, signage, striping, flexposts)