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# DEVELOPMENT TABULATIONS

ZONING TABULATIONS

YARDS, COURTS, AND GAR AREAS

	DEVELOPMENT STANDARDS	PROPOSED	NOTES
LAND AREA	57,363 SF	57,363 SF	-
HEIGHT	130'	130'	-
PENTHOUSE HEIGHT	1:1 Setback	20'	-
FAR	FAR (IZ): 7.8 (447,431 SF) FAR (20% PUD INCREASE): 9.36 (536,917 SF)	7.99 FAR (458,644 SF)	-
RESIDENTIAL LOT OCCUPANCY	N/A	80% GROUND (45,852 SF) 74% LEVEL 1 (42,534 SF) 64% LEVEL 2 (36,583 SF) 69% LEVEL 3-9 (39,727 SF) 48% LEVEL 10-12 (27,307 SF) 43% LEVEL 13 (24,640 SF) 21% PENTHOUSE (12,085 SF)	-
REAR YARD	2.5" per 1' vertical distance from grade to highest point of parapet wall, but not less than 12'.	Calculated Minimum: 29' Rear yard provided: 81'	Measured from center-line of Maine Ave to the rear face of the building.
SIDE YARD (SY1)	None req'd. but if provided at least 2" wide for each 1' of height of bldg. but no less than 5'	Calculated Minimum: 21'-8" Side yard provided varies: 9'-0" MIN.	Measured from East property line. Relief/Flexibility Requested
SIDE YARD (SY2) AT LEVEL 1	None req'd. but if provided at least 2" wide for each 1' of height of bldg. but no less than 5'	Calculated Minimum: 21'-8" Side yard provided varies: 37'-10" MIN.	Measured from 9th property line.
OPEN COURT AT LEVEL 2	Min. width: 4 in./ft. of height of court, 10 ft min.	Height of court: 118'-6" Minimum width calculated: 39'-6" Width provided: 56'-0"	-
GAR	Min. green area ratio: 0.20	≥0.20	-

GROSS FLOOR AREAS

	PROPOSED
RESIDENTIAL	434,475 SF
RETAIL (1)	24,169 SF
TOTAL	458,644 SF

NOTES:

1. Applicant is requesting flexibility to convert up to 15,000 SF of retail space to residential use or any other use permitted in the MU-9A zone.

# ZONING TABULATIONS

## PARKING AND SUPPORT

CAR PARKING	REQUIRED	50% <sup>(1)</sup>	PROVIDED	CAR REQUIREMENTS METHOD OF CALCULATION
RESIDENTIAL	166	83	214	# units / 3
RETAIL	32	16	20	Retail Sq Ft * 1.33 / 1000
TOTAL	198	99	234	(Includes 16 electric vehicle charging spaces)

BIKE PARKING	Long Term		Short Term		BICYCLE REQUIREMENTS METHOD OF CALCULATION	
	REQ.	PROV.	REQ.	PROV.	Long Term	Short Term
RESIDENTIAL	108	108	25	25	# units/3 up to 50 spaces # units/6 after 50	# units/20 up to 50 spaces # units/40 after 50
RETAIL	3	3	7	7	Retail GFA / 10,000	Retail GFA / 3,500
TOTAL	111	120	32	32	(10% of long term spaces to have access to electrical outlets for charging)	

BIKE SUPPORT			BICYCLE SUPPORT METHOD OF CALCULATION	
	REQUIRED	PROVIDED		
SHOWERS	0	2	Min. 2 for non-residential use over 25,000 sq ft GFA	
LOCKERS	2	8	0.6 times the min. # of req'd non-residential LT bicycle spaces	

LOADING/SERVICE	LOADING		SERVICE		LOADING / SERVICE METHOD OF CALCULATION
	REQ.	PROV.	REQ.	PROV.	
RESIDENTIAL	1@30 ft	1	1	1 <sup>(2)</sup>	1 loading & 1 Service for more than 50 units
RETAIL	1@30 ft	1	1	1 <sup>(2)</sup>	1 loading for 5,000 to 20,000 sq ft GFA

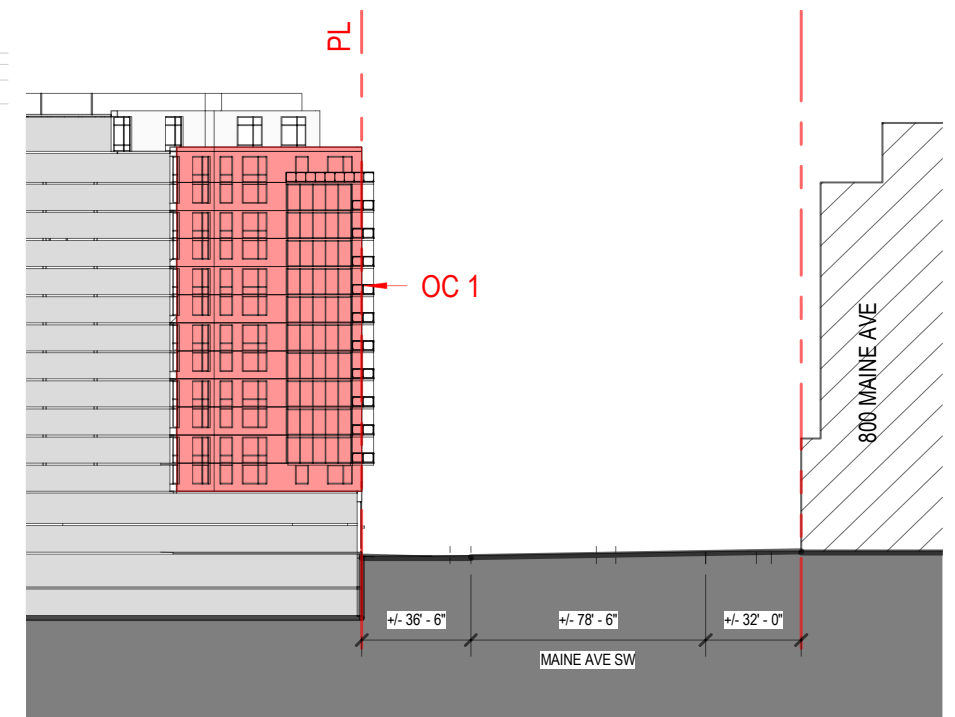
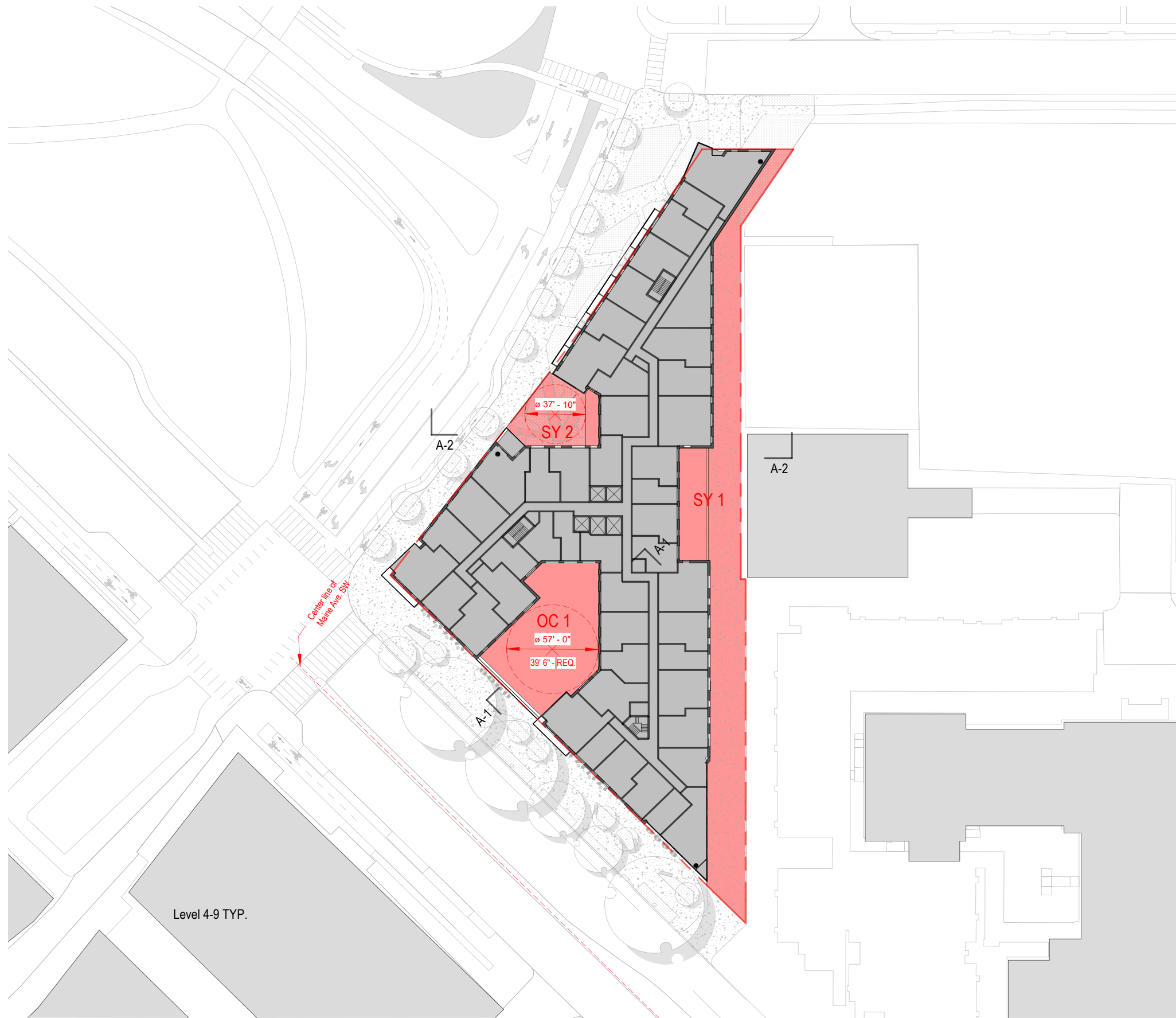
### NOTES:

1. 50% Reduction per DCMR 11 2016 - Section 702.1 - Item (a):

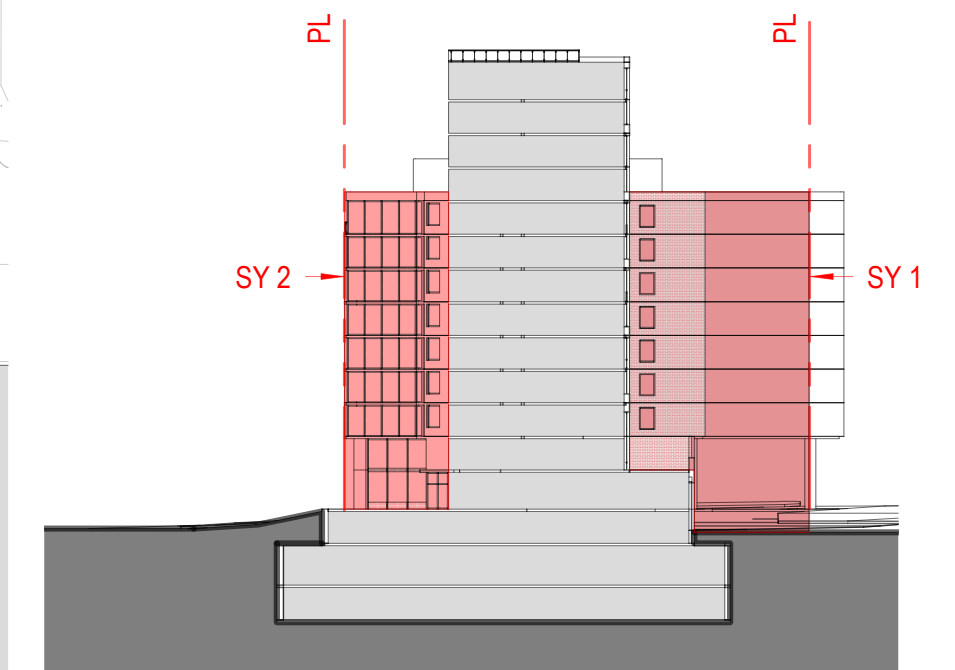
"702.1 Within any zone other than an R or RF zone, the minimum vehicle parking requirement identified in the table of Subtitle C § 701.5 shall be reduced by fifty percent (50%) for any site which is located:

(a) Within one-half mile (0.5 mi.) of a Metro rail station that is currently in operation or is one for which a construction contract has been awarded; or

2. Service space shared between residential and retail.



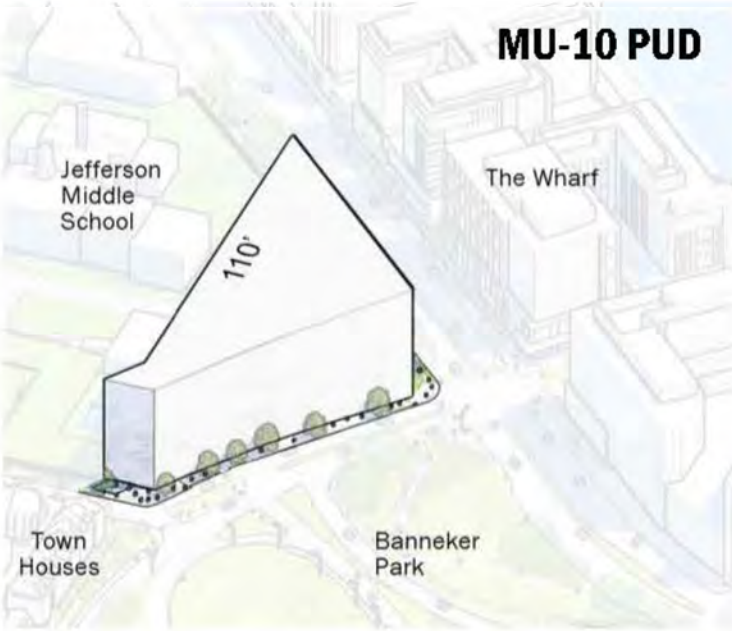
Section A-1



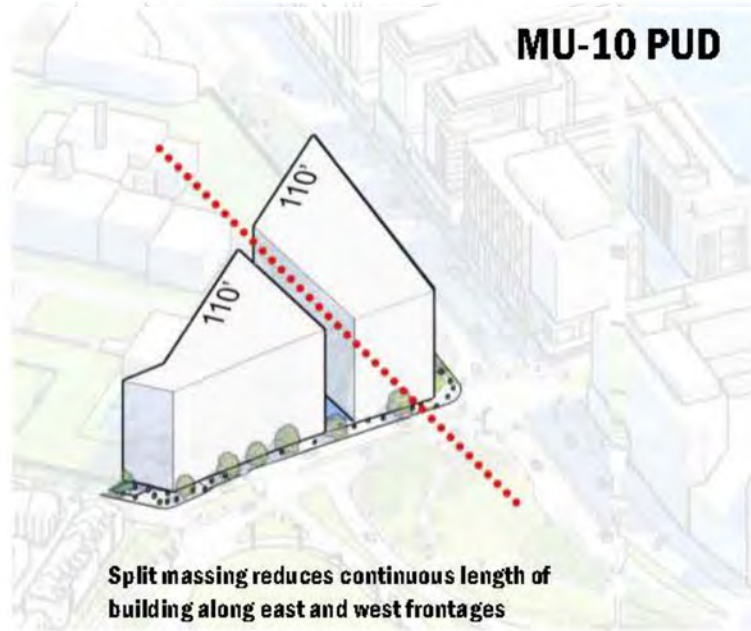
Section A-2

# CONCEPT MASSING



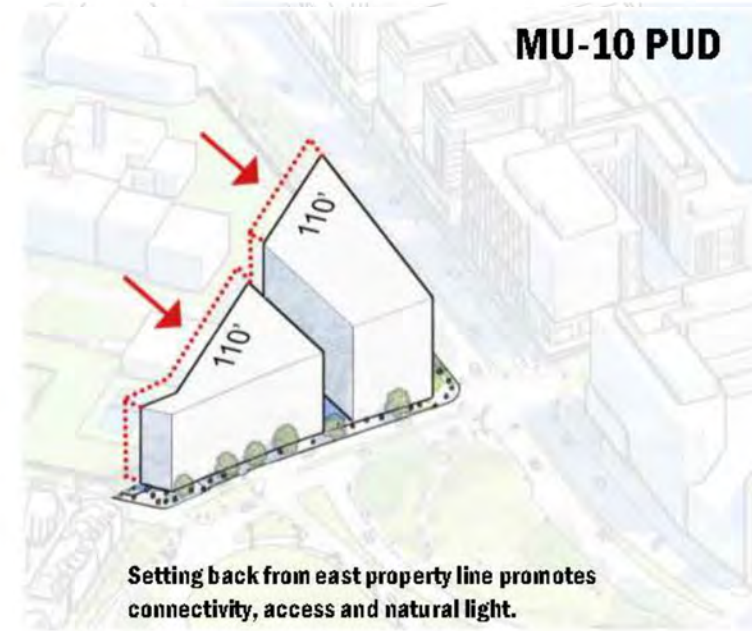


**MU-10 PUD**



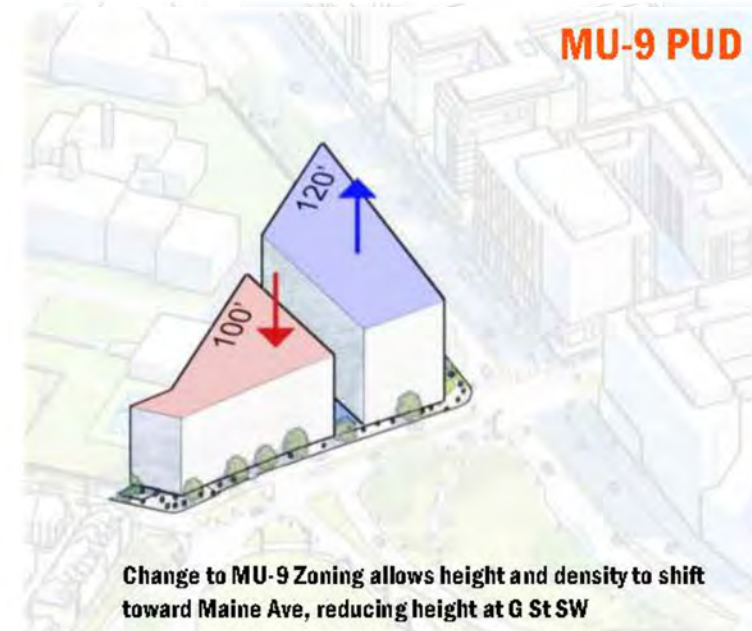
**MU-10 PUD**

Split massing reduces continuous length of building along east and west frontages



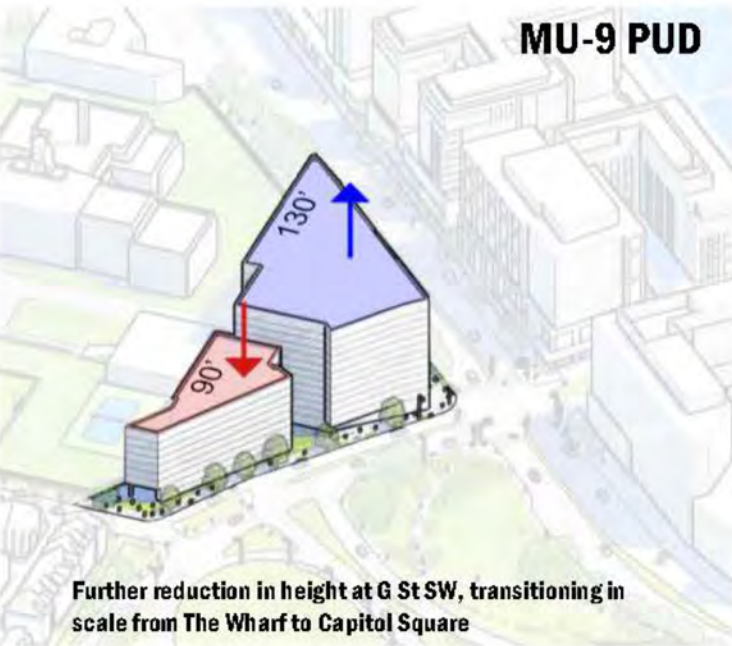
**MU-10 PUD**

Setting back from east property line promotes connectivity, access and natural light.



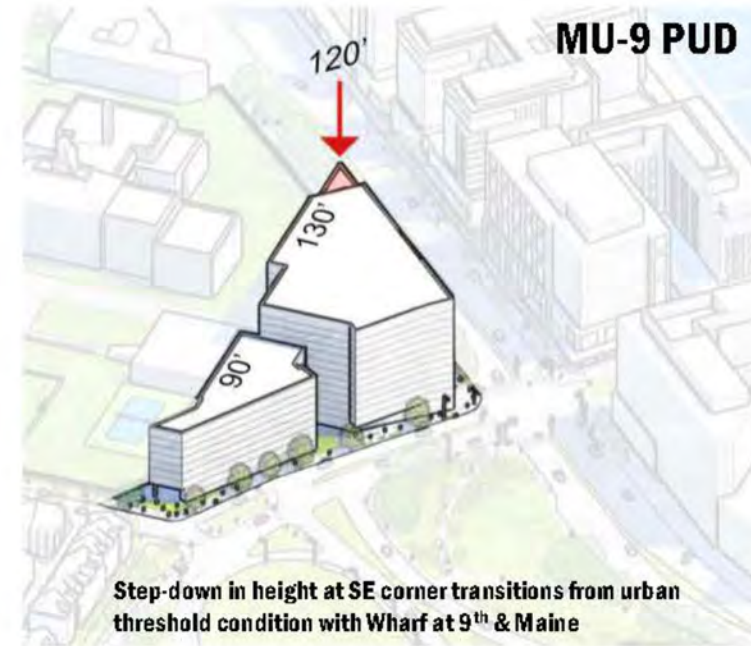
**MU-9 PUD**

Change to MU-9 Zoning allows height and density to shift toward Maine Ave, reducing height at G St SW



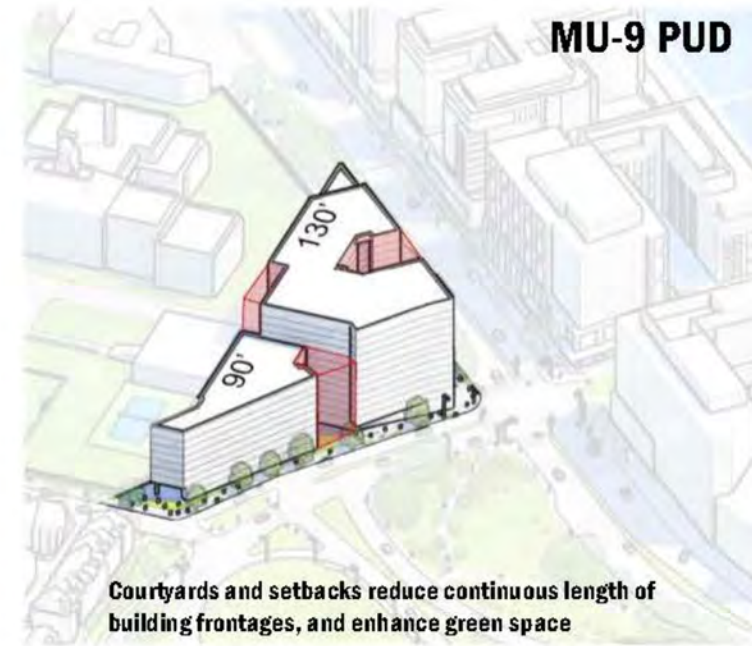
**MU-9 PUD**

Further reduction in height at G St SW, transitioning in scale from The Wharf to Capitol Square



**MU-9 PUD**

Step-down in height at SE corner transitions from urban threshold condition with Wharf at 9<sup>th</sup> & Maine



**MU-9 PUD**

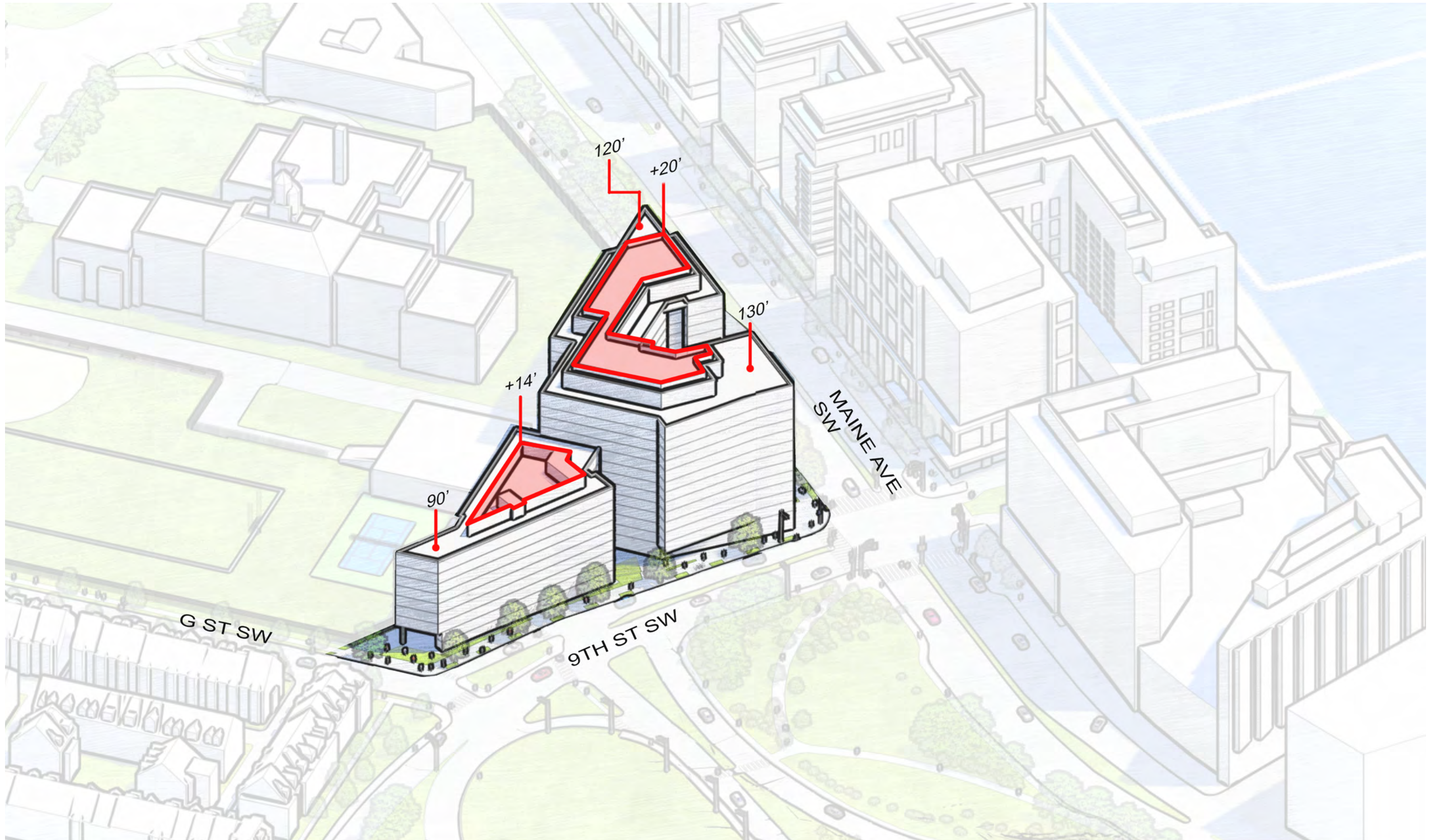
Courtyards and setbacks reduce continuous length of building frontages, and enhance green space



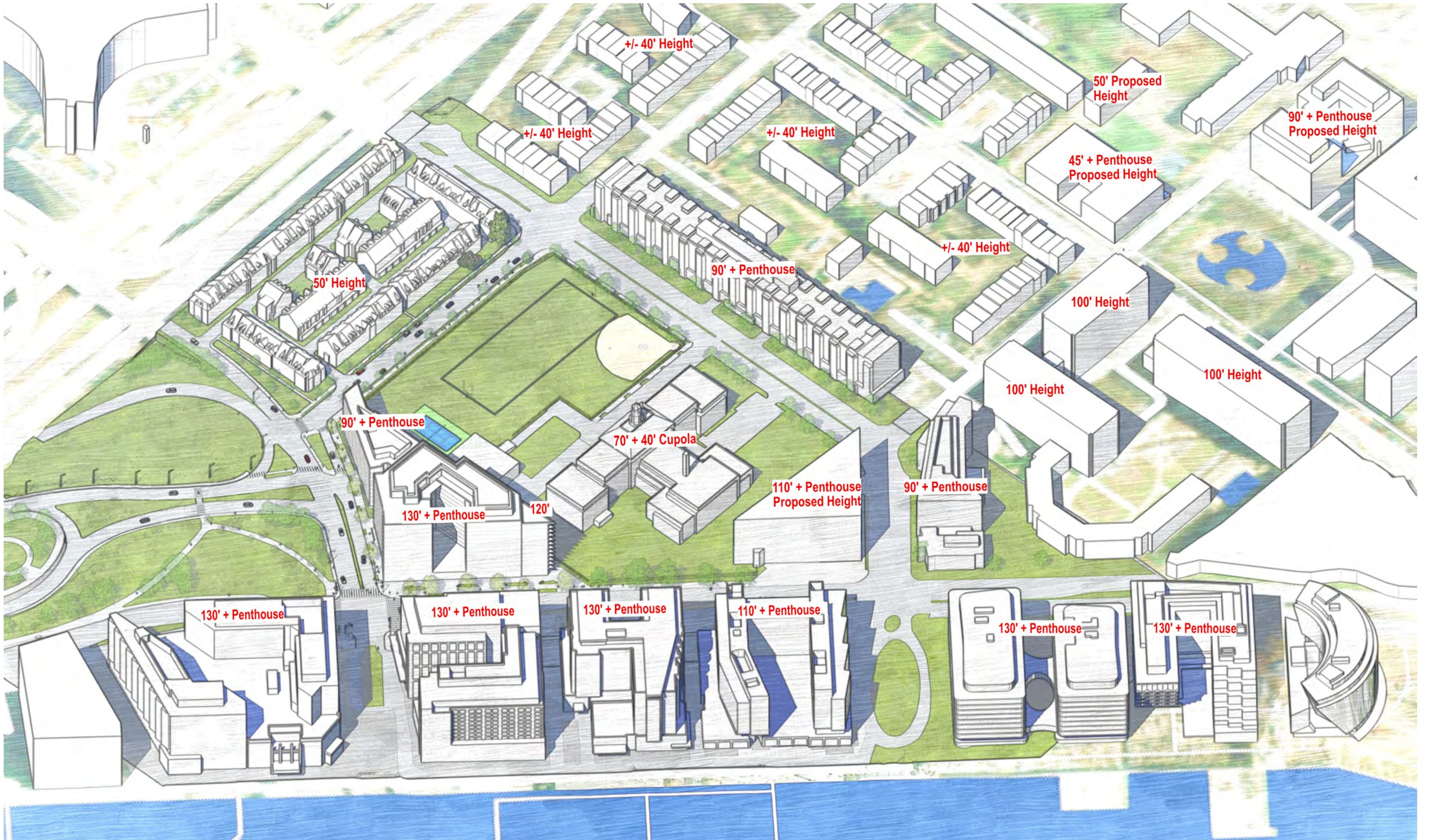
**MU-9 PUD**

Proposed massing shown with penth



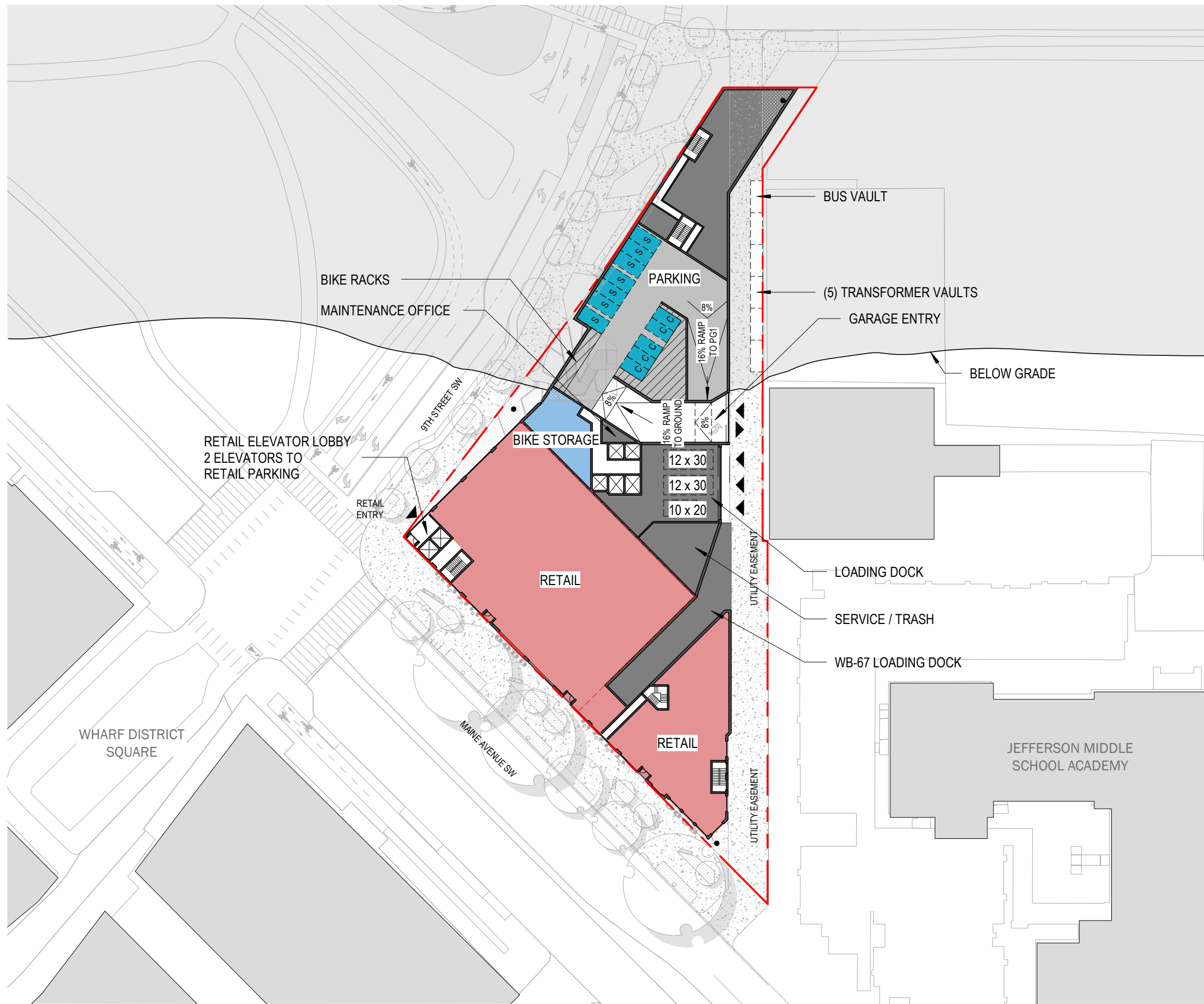








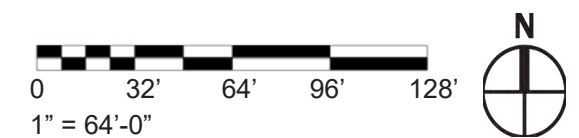
# BUILDING PLANS & SECTIONS



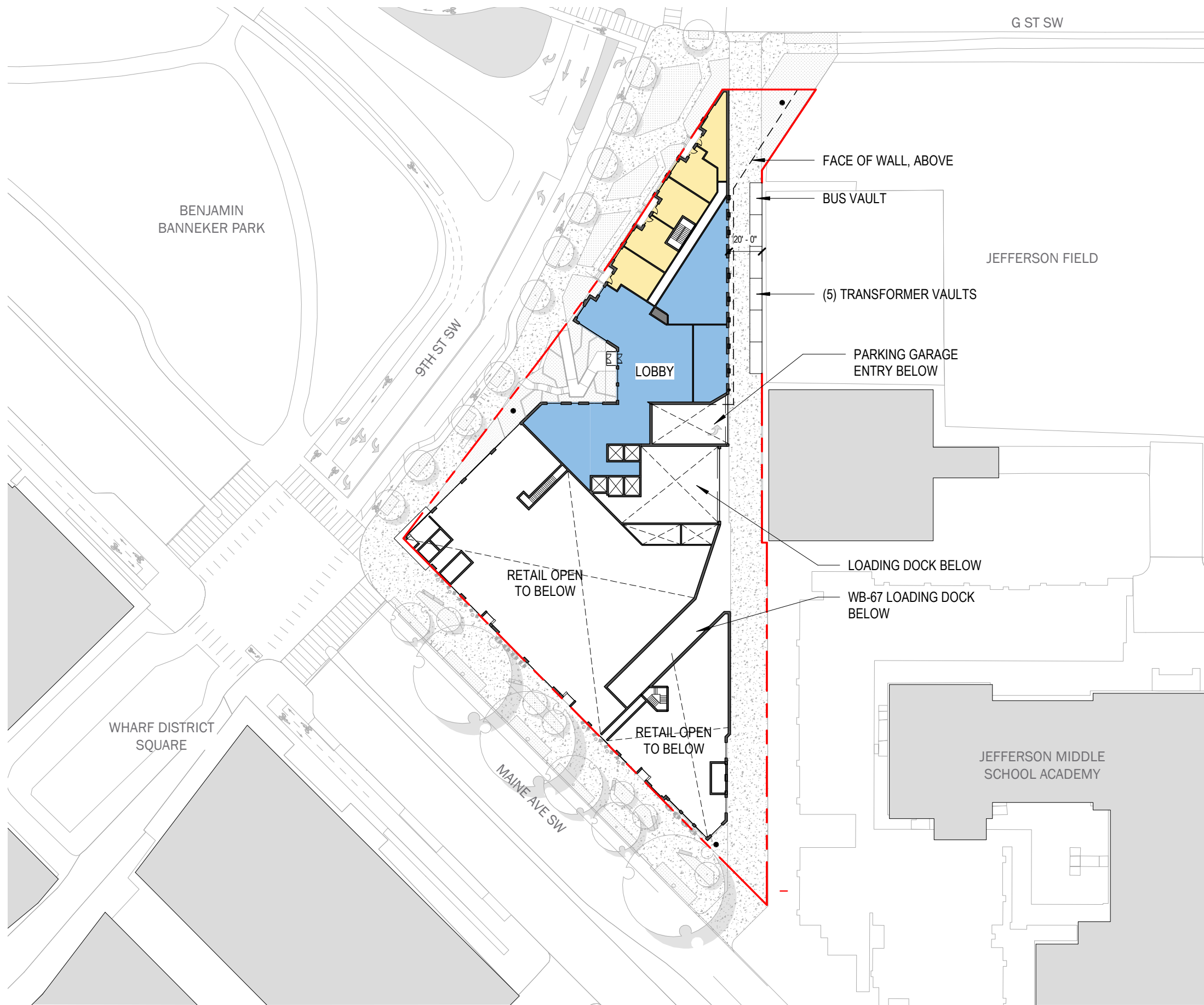
NOTES:

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2. RETAIL, COMMUNITY & AMENITY ENTRANCES MAY INCREASE, DECREASE, OR BE MODIFIED WITHIN THE AREA OF THE RETAIL & AMENITY SPACE, DEPENDING ON THE NEEDS OF THE TENANTS.
3. THE RETAIL, COMMUNITY, AND AMENITY USES SHALL BE CONSISTENT WITH THE FLEXIBILITY GRANTED IN THE FINAL ZONING COMMISSION ORDER.
4. SERVICE AREAS DISTRIBUTED AMONG BUILDING USES.

- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL
- RETAIL
- PARKING SPACE



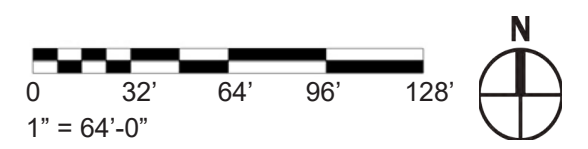


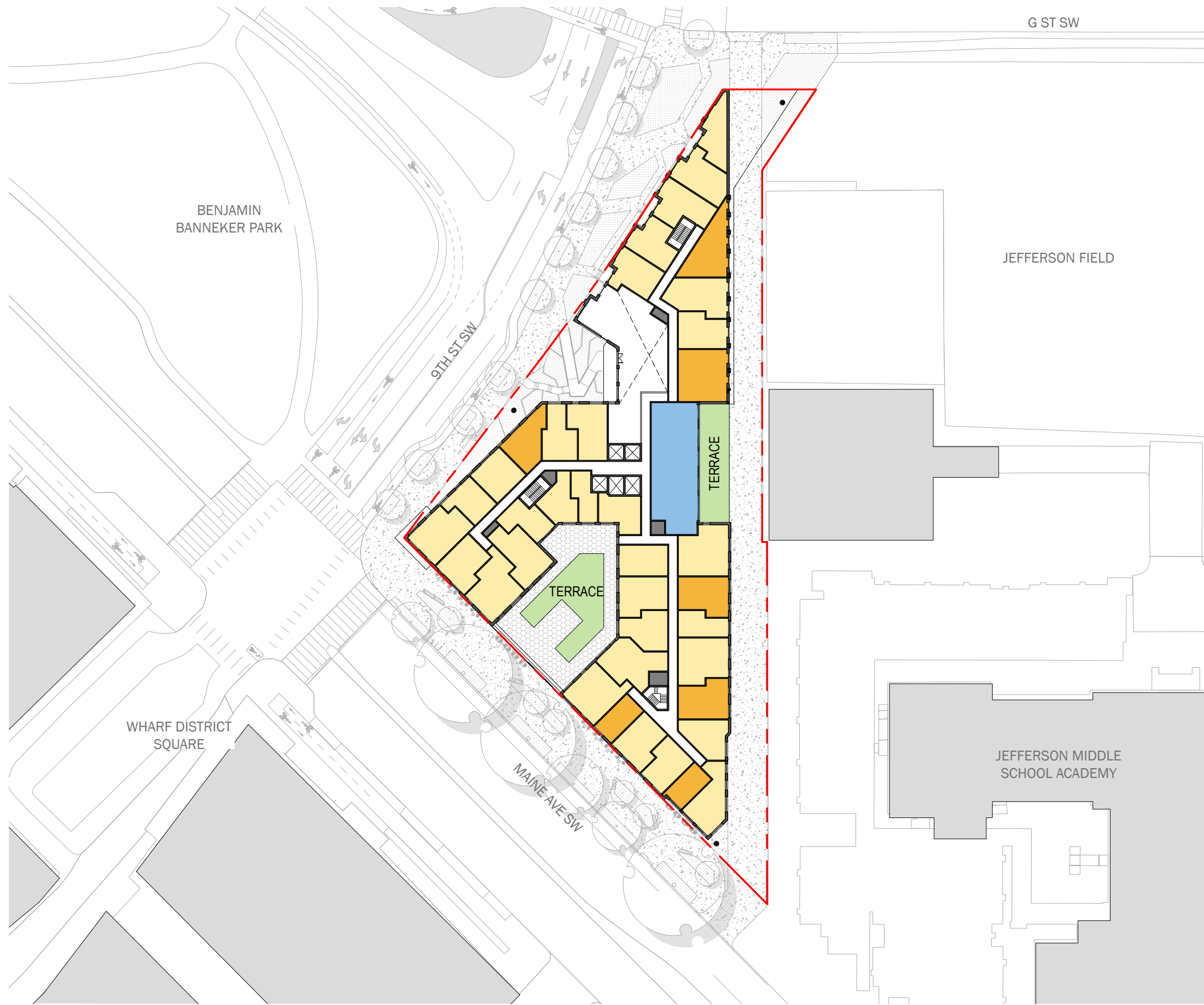


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- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL

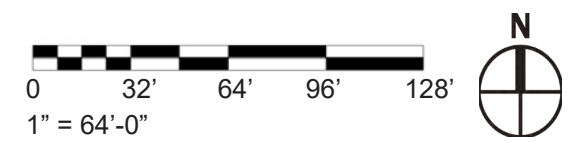




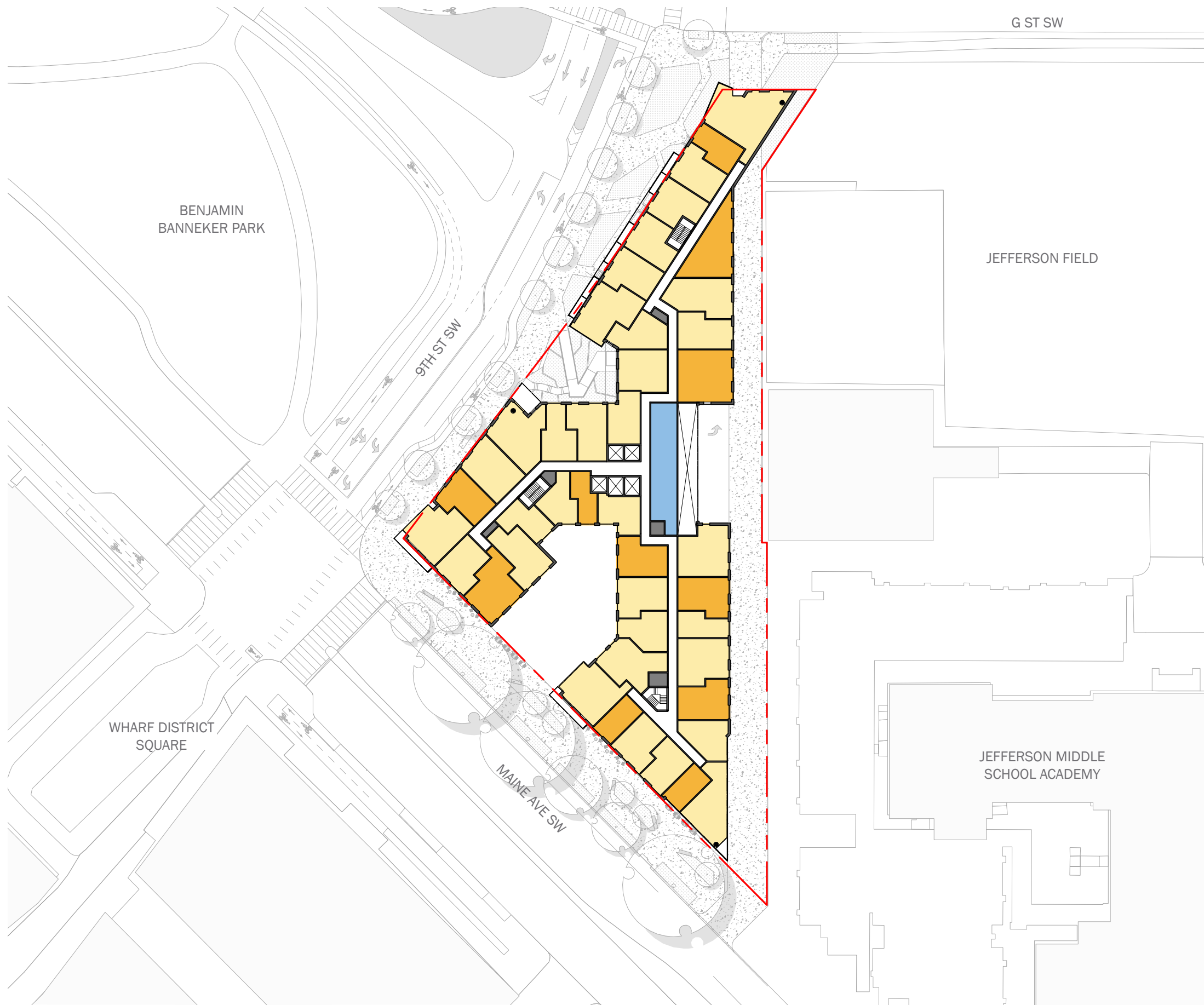
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- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL
- IZ UNIT
- LANDSCAPE



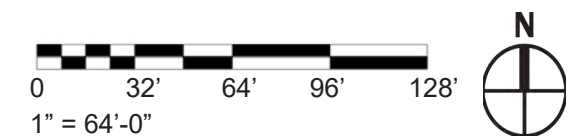


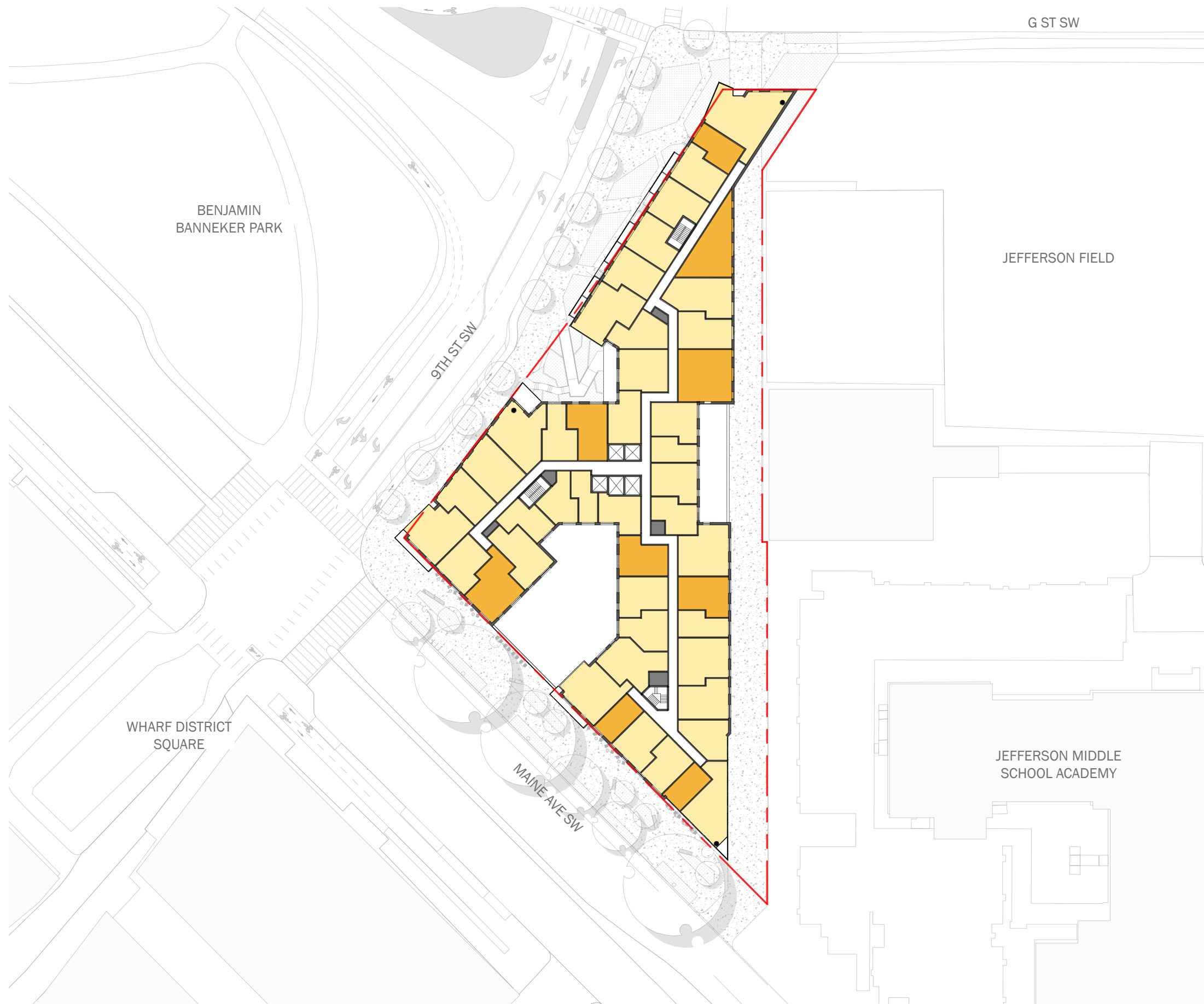


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- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL
- IZ UNIT

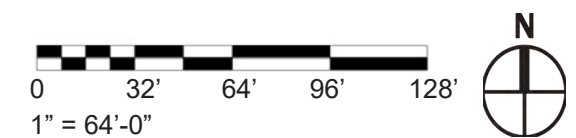




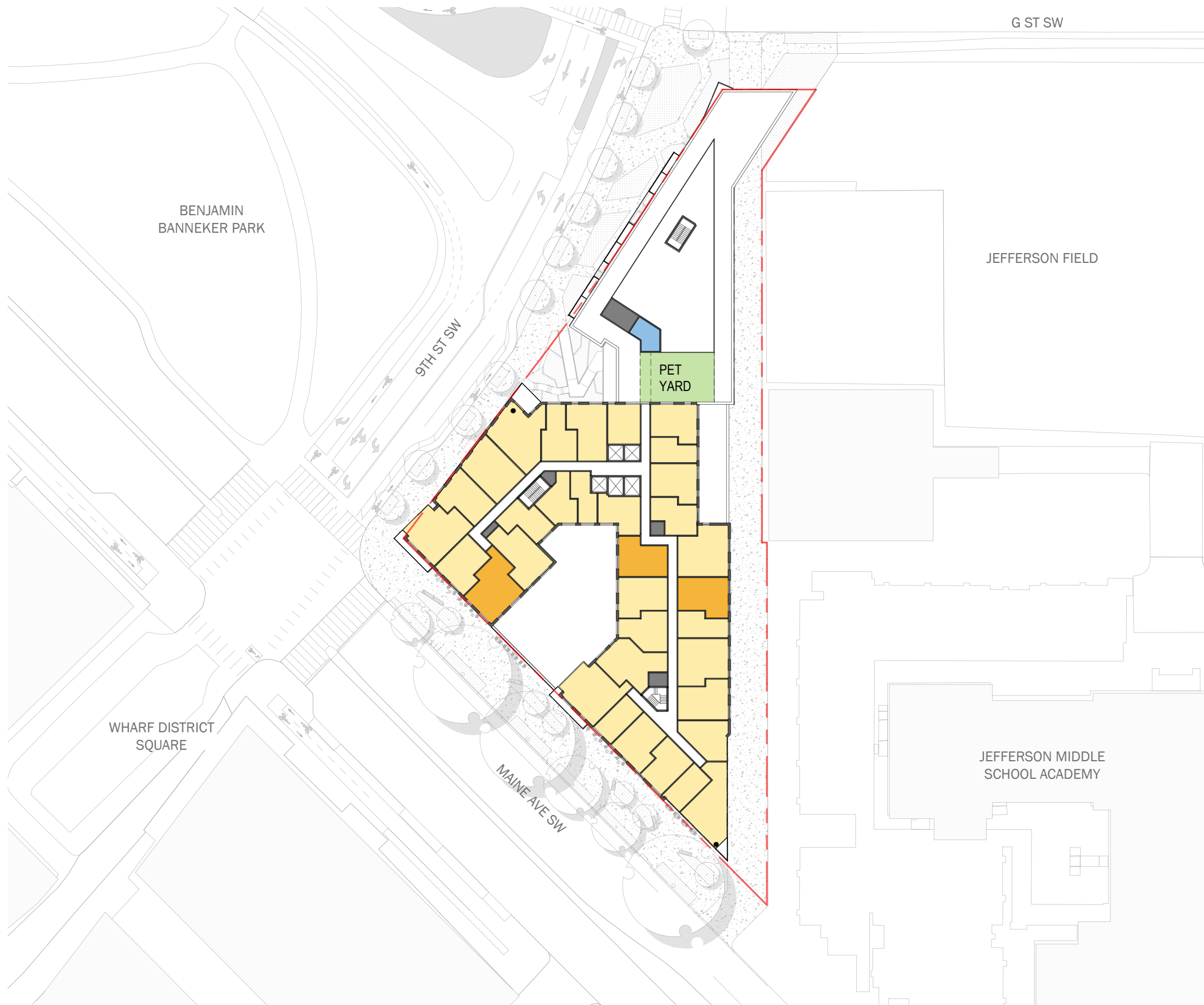
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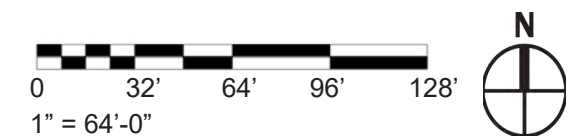


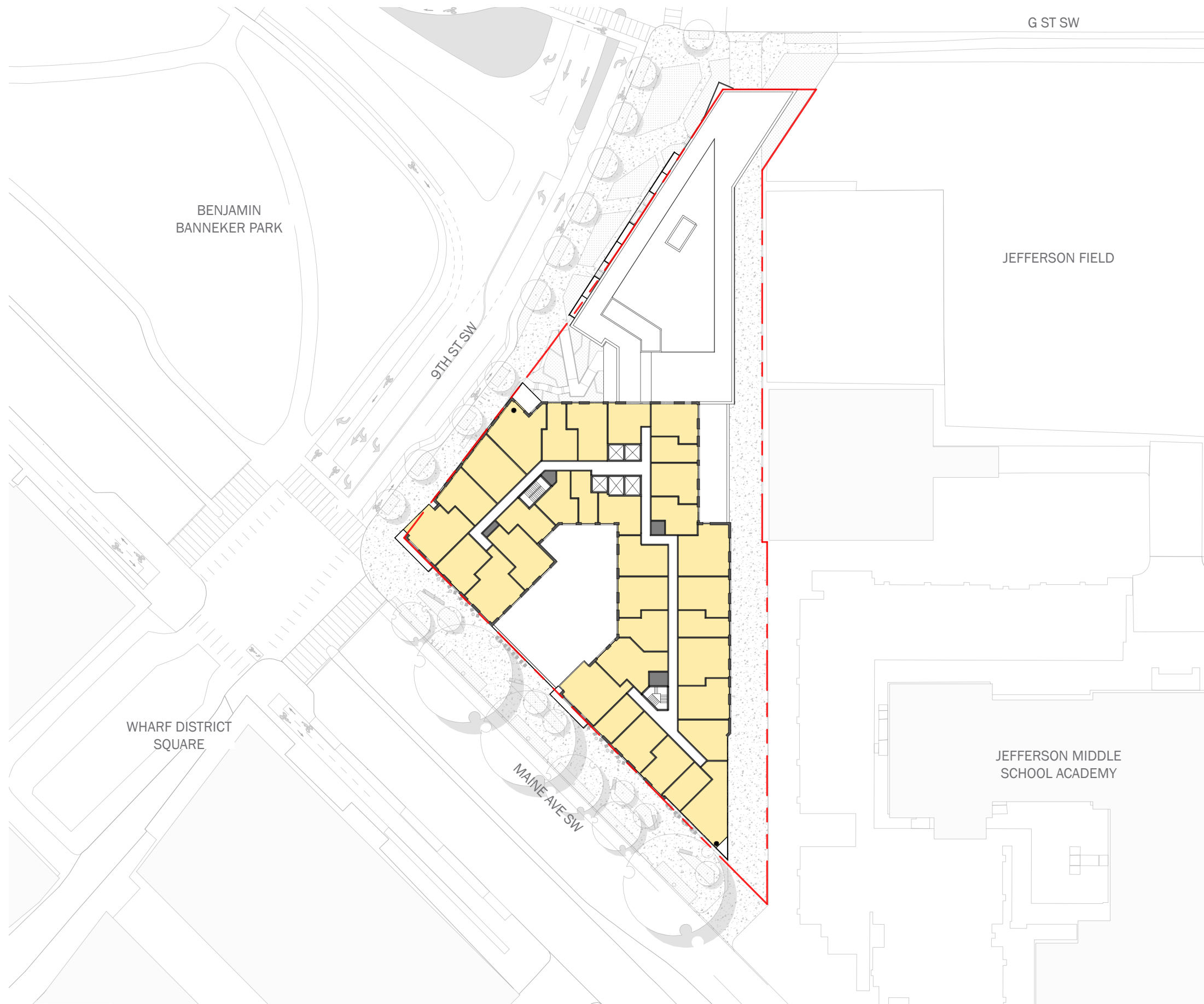


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- LANDSCAPE

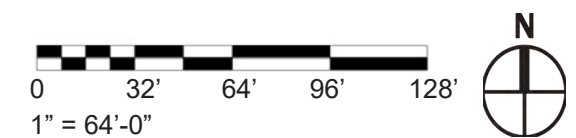


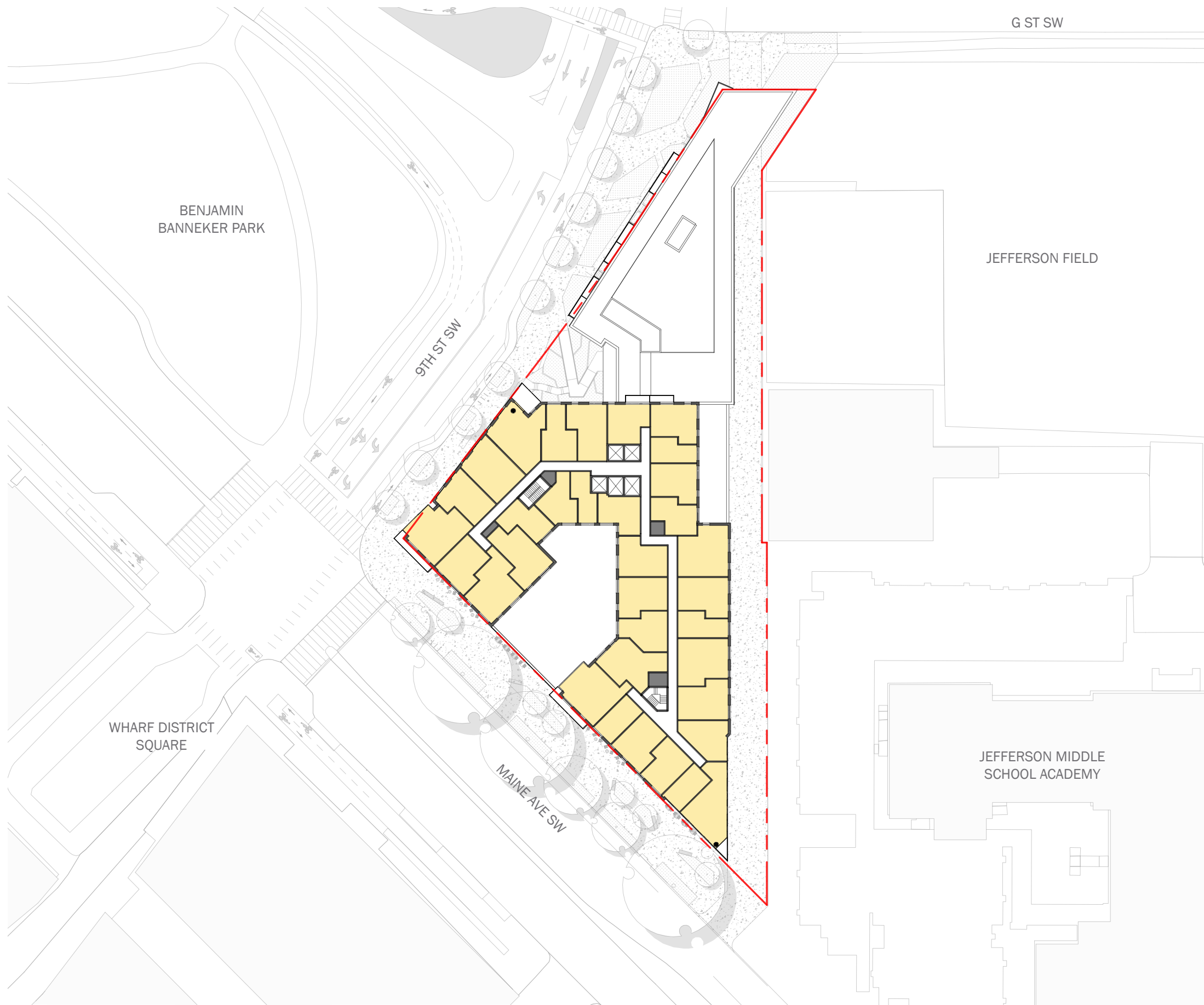


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- BUILDING SUPPORT
- RESIDENTIAL

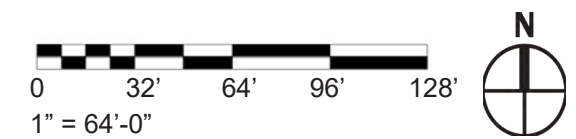




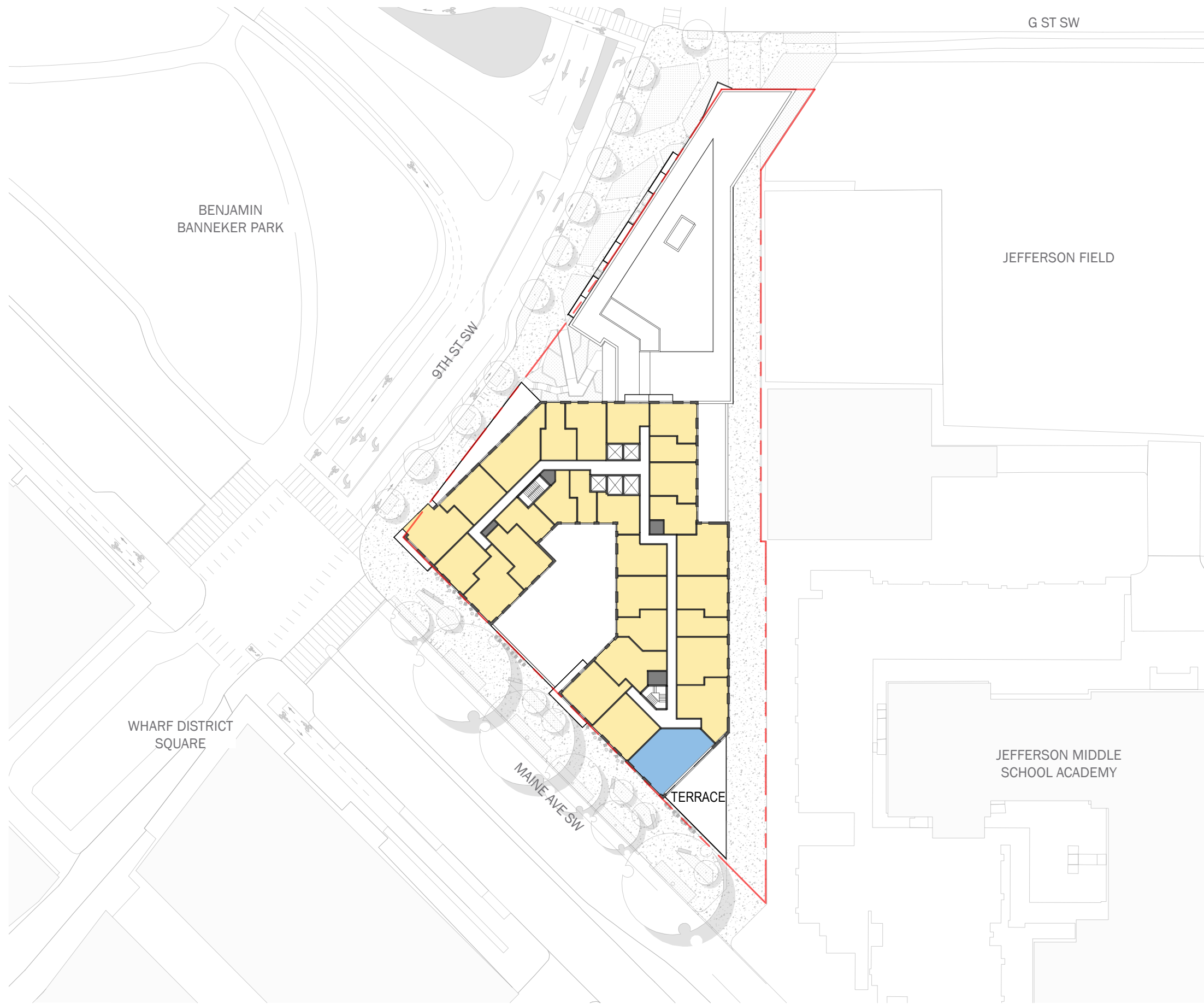
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- BUILDING SUPPORT
- RESIDENTIAL



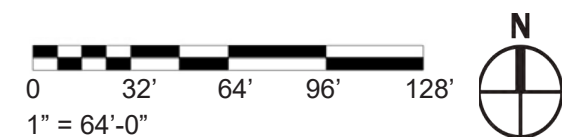


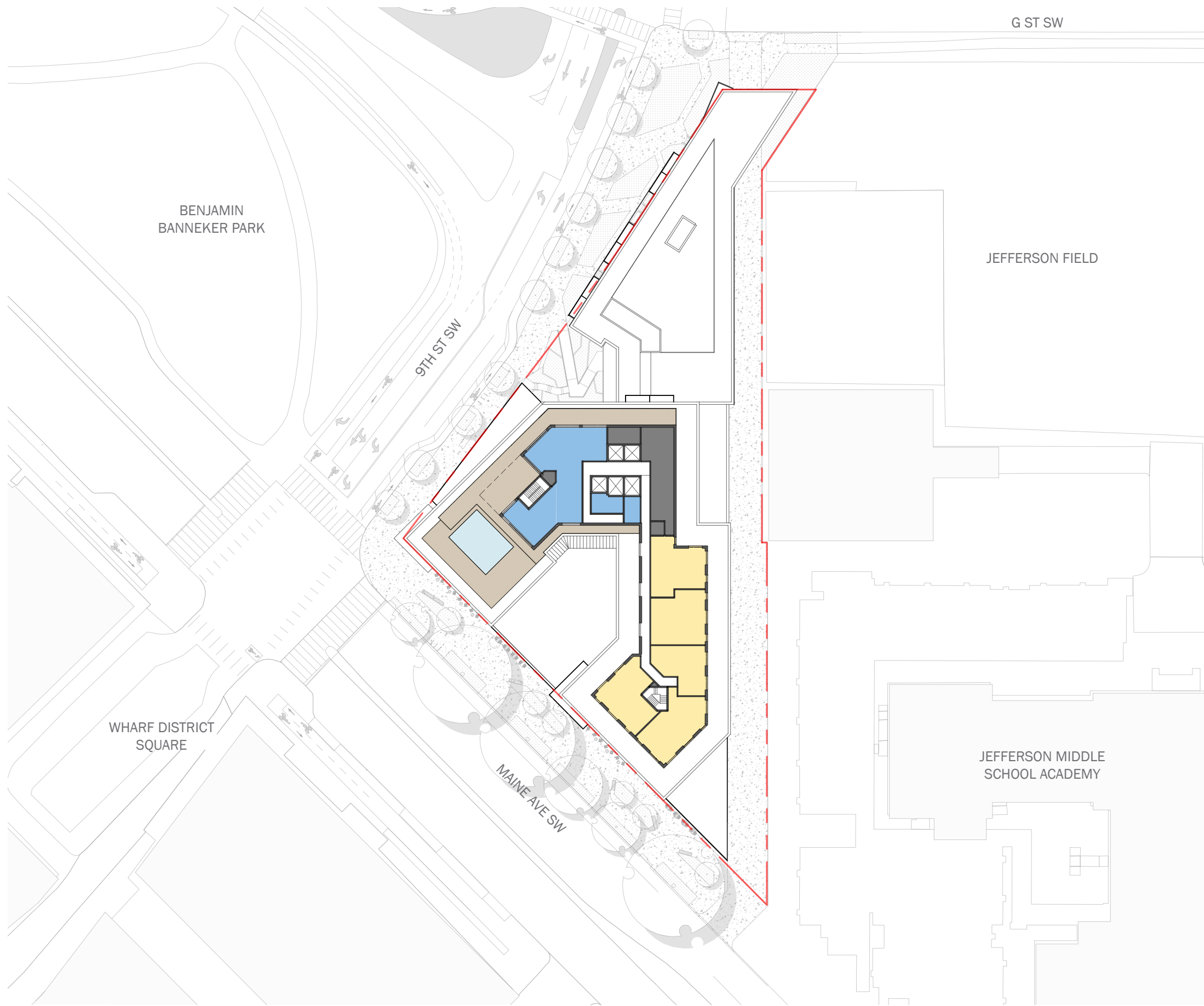


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- COMMON AREA
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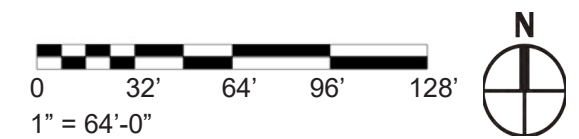


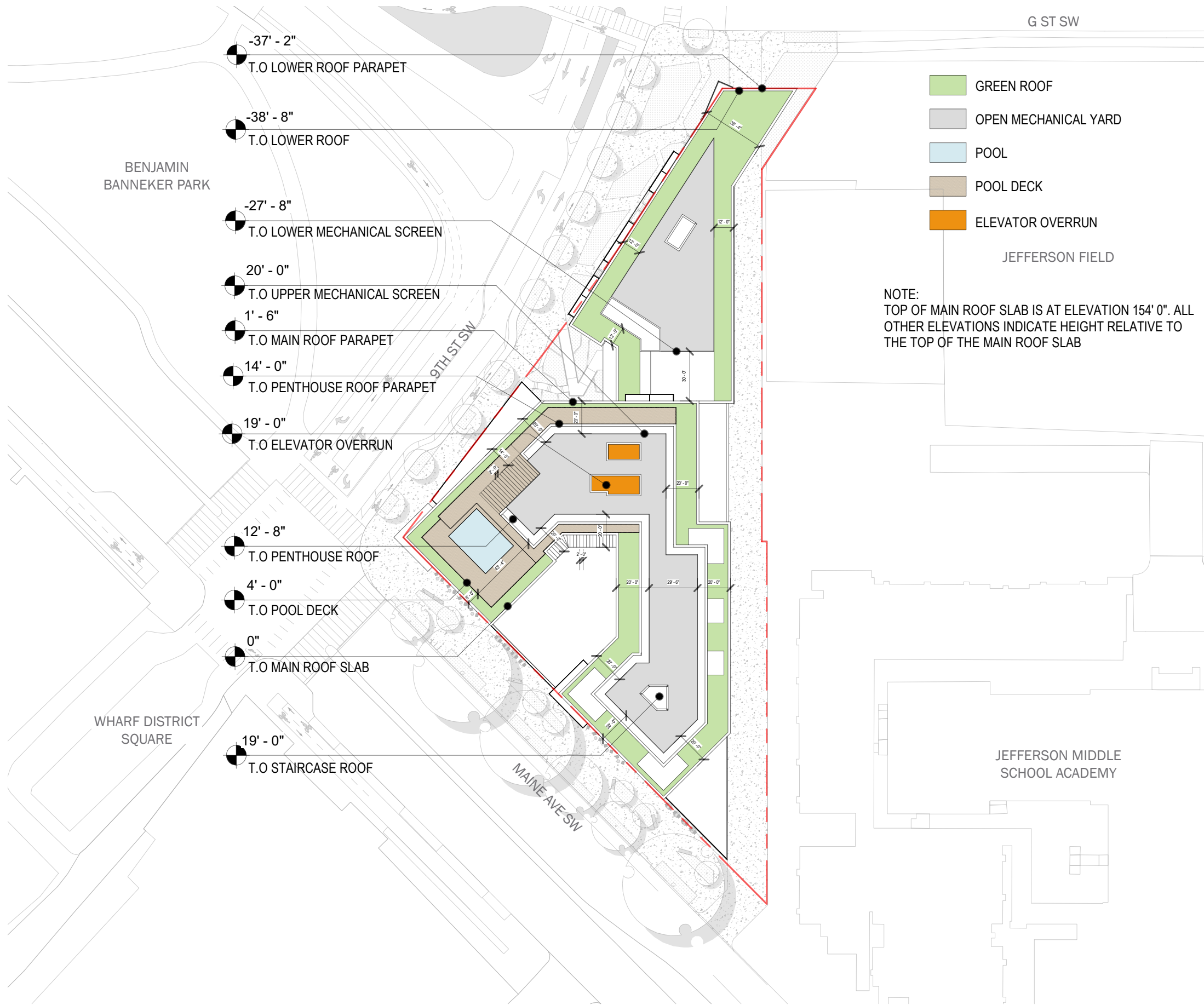


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2. THE DESIGN AND LAYOUTS OF THE POOLS AND OUTDOOR AREAS ARE PRELIMINARY AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL LAYOUTS MAY VARY.
3. ALL PENTHOUSE HABITABLE SPACE DEVOTED EXCLUSIVELY TO COMMUNAL ROOFTOP RECREATION OF AMENITY SPACE FOR THE PRIMARY USE OF RESIDENTS.
4. PROJECTIONS SHOWN ALONG MAINE AVENUE ARE SUBJECT TO CHANGE PENDING FURTHER COORDINATION WITH DDOT AND DCRA CODE OFFICIAL AS TO PERMISSIBILITY OF PROJECTIONS ALONG MAINE AVENUE UNDER DC CONSTRUCTION CODE.

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- BUILDING SUPPORT
- RESIDENTIAL



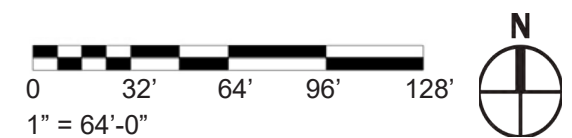


- GREEN ROOF
- OPEN MECHANICAL YARD
- POOL
- POOL DECK
- ELEVATOR OVERRUN

NOTES:

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NOTE:  
TOP OF MAIN ROOF SLAB IS AT ELEVATION 154' 0". ALL OTHER ELEVATIONS INDICATE HEIGHT RELATIVE TO THE TOP OF THE MAIN ROOF SLAB



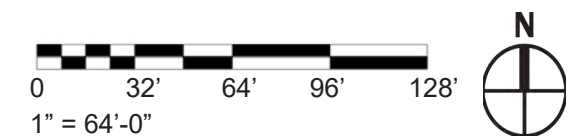


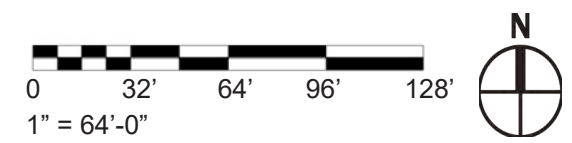
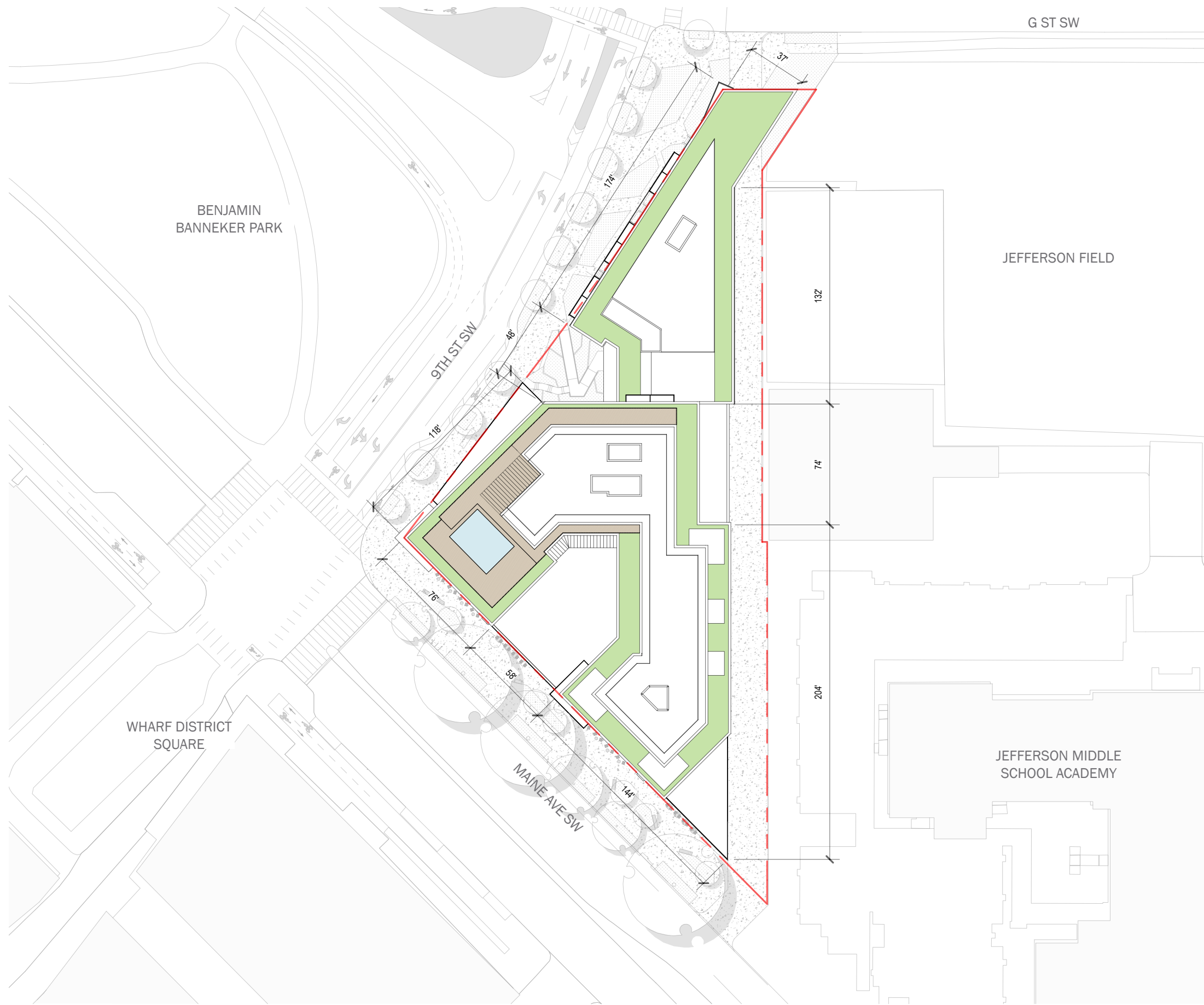


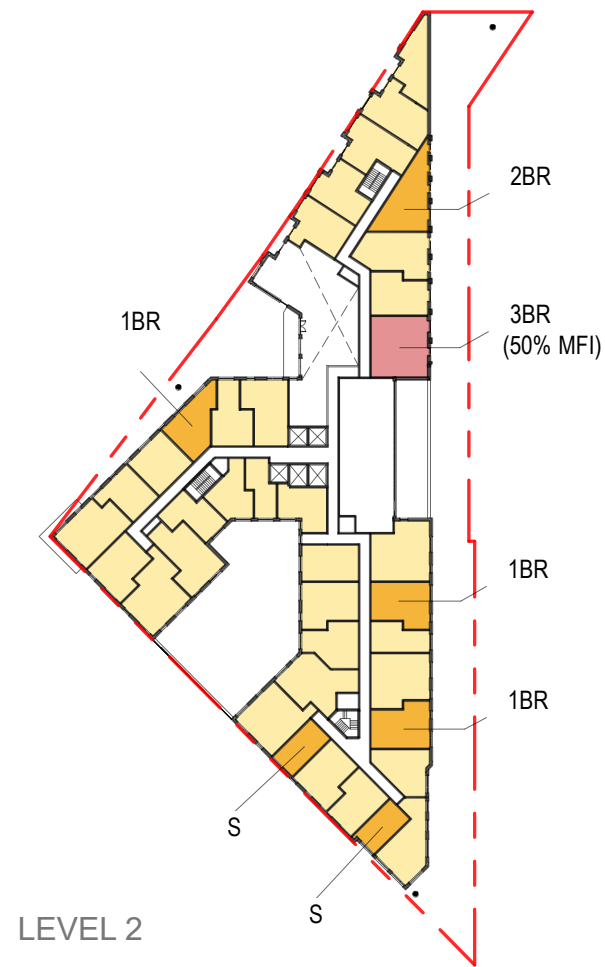
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2. ALL COMPACT SPACES DENOTED BY "C" ARE 8'-0" X 16'-0" MIN.
3. ALL OTHER SPACES (EXCEPT ACCESSIBLE) ARE 9'-0" X 18'-0" MIN.
4. ALL DRIVE AISLES (EXCEPT WHERE SPECIFIED) ARE 22'-0" TYPICAL.

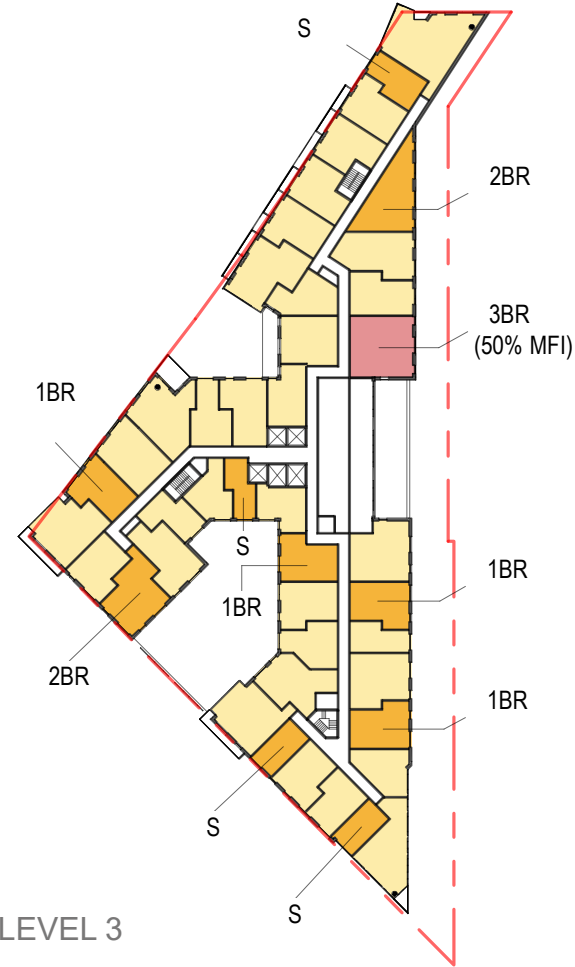
PARKING SPACE



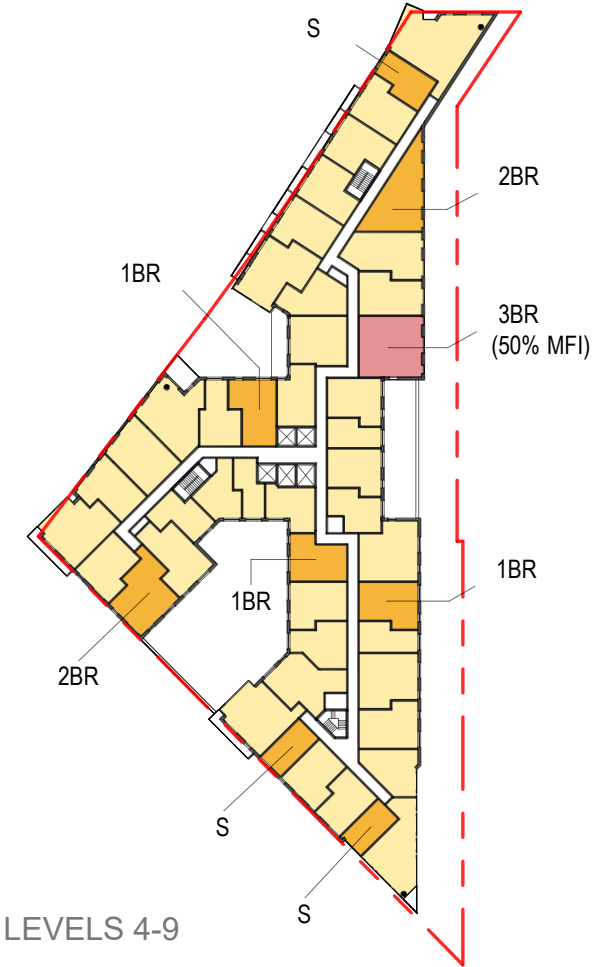




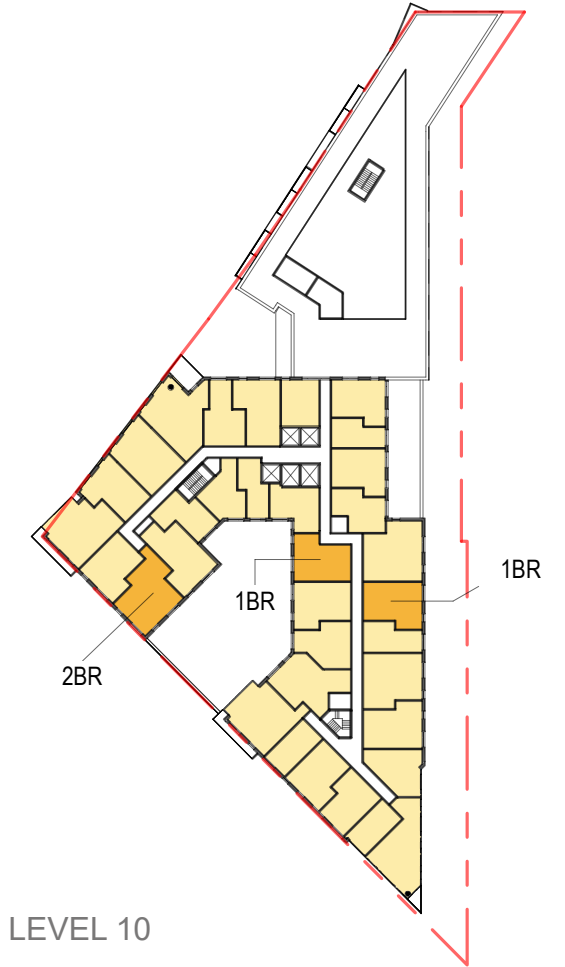
LEVEL 2



LEVEL 3



LEVELS 4-9



LEVEL 10

Inclusionary Zoning Unit Mix					
Floor	Studio	1 BR	2 BR	3 BR	Total
Level PH	0	0	0	0	0
Level 13	0	0	0	0	0
Level 12	0	0	0	0	0
Level 11	0	0	0	0	0
Level 10	0	2	1	0	3
Level 9	3	3	2	1	9
Level 8	3	3	2	1	9
Level 7	3	3	2	1	9
Level 6	3	3	2	1	9
Level 5	3	3	2	1	9
Level 4	3	3	2	1	9
Level 3	4	4	2	1	11
Level 2	2	3	1	1	7
Level 1	0	0	0	0	0
<b>Total</b>	<b>24</b>	<b>27</b>	<b>16</b>	<b>8</b>	<b>75</b>

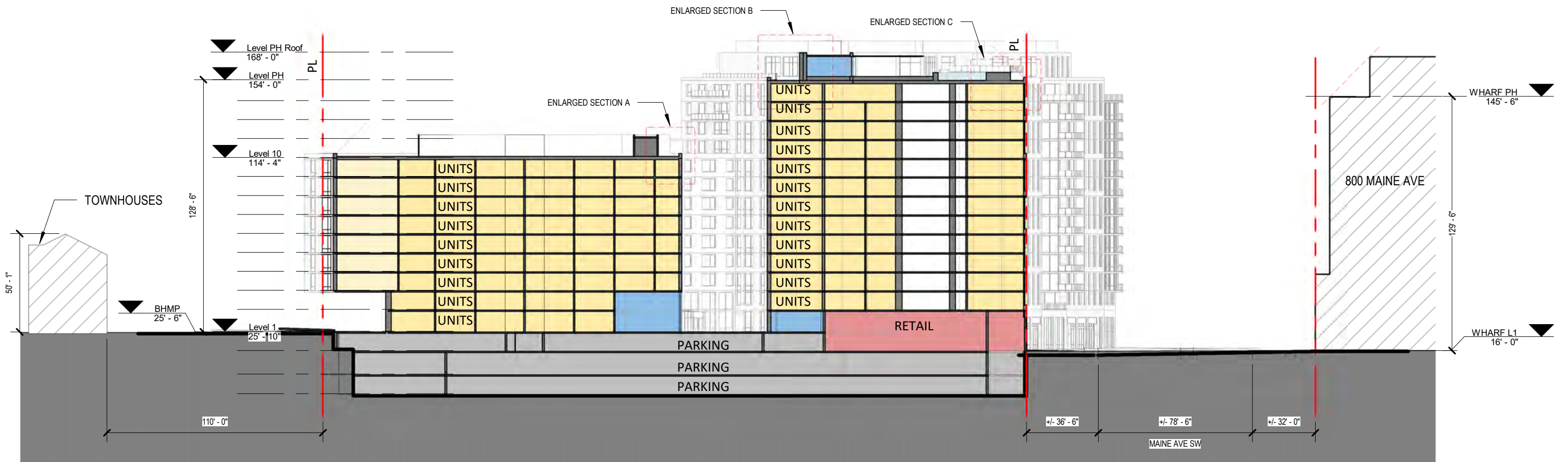
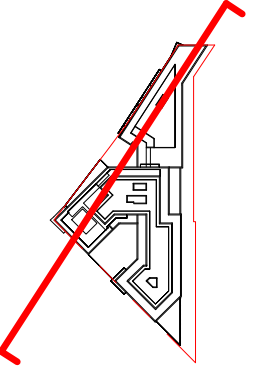
Inclusionary Zoning SQFT Requirements	
Residential GFA	434,475 SF
15% of Residential GFA for IZ	65,171 SF
Estimated Efficiency	84%
Penthouse GFA	5,334 SF
15% of Penthouse GFA for IZ	800 SF
<b>Estimated NSF to be provided for IZ</b>	<b>55,616 SF</b>

Inclusionary Zoning Unit Mix						
Unit Type	IZ Units	IZ Unit SQFT	IZ Unit %	Market Units	Market Unit %	Total Units
Studio (Studio, 1 BR-JR)	24	11,203 SF	32%	137	32%	161
1 Bedroom (1 BR, 1 BR+D)	27	19,885 SF	36%	200	47%	227
2 Bedroom (2 BR, 2 BR+L)	16	15,874 SF	21%	86	20%	102
3 Bedroom (3 BR)	8	9,036 SF	11%	0	0%	8
<b>Total</b>	<b>75</b>	<b>55,998 SF</b>		<b>423</b>		<b>498</b>



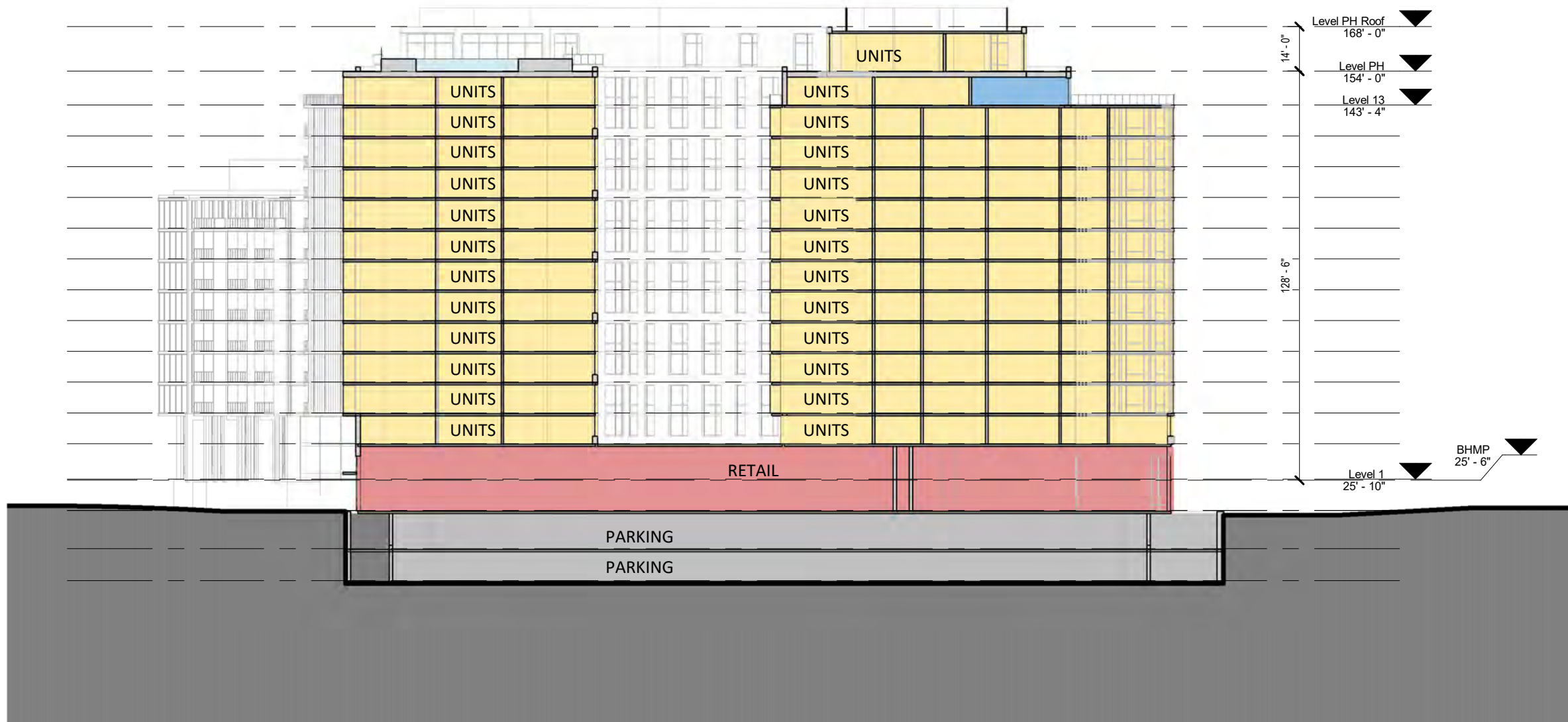
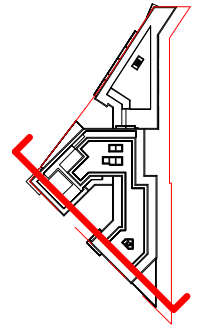
# BUILDING SECTIONS

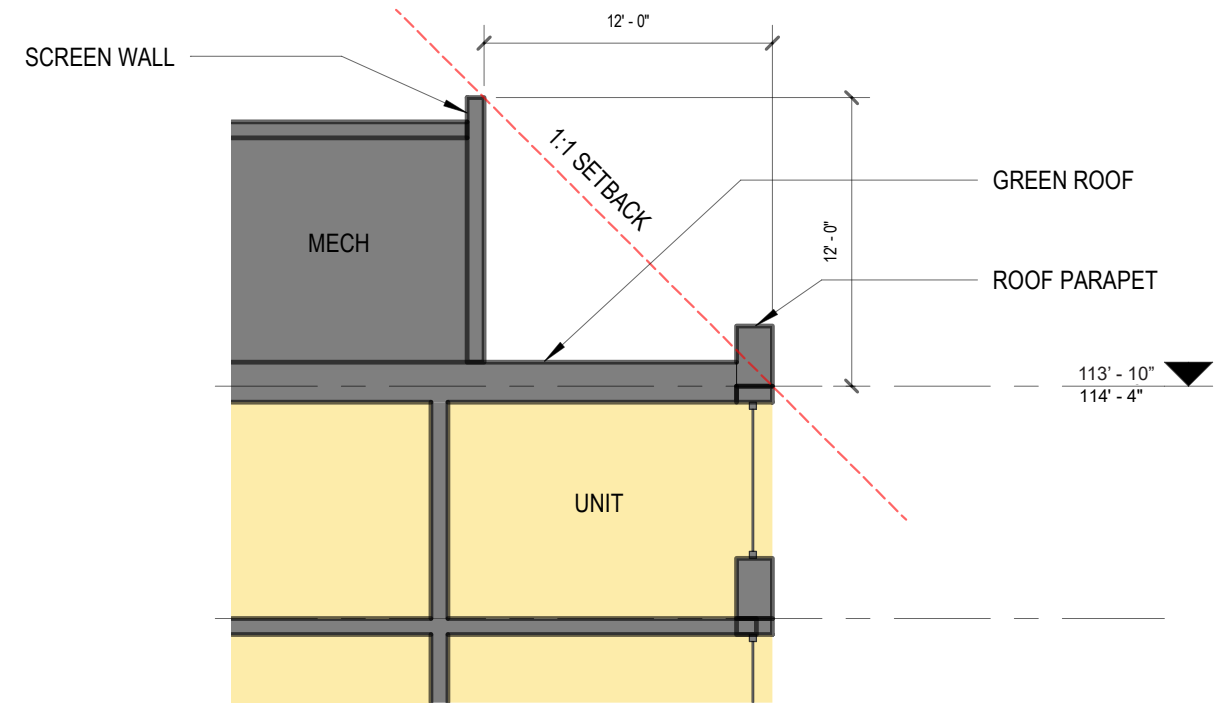
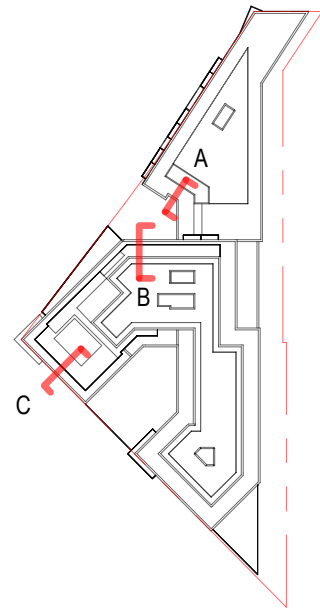
- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL
- PARKING
- RETAIL





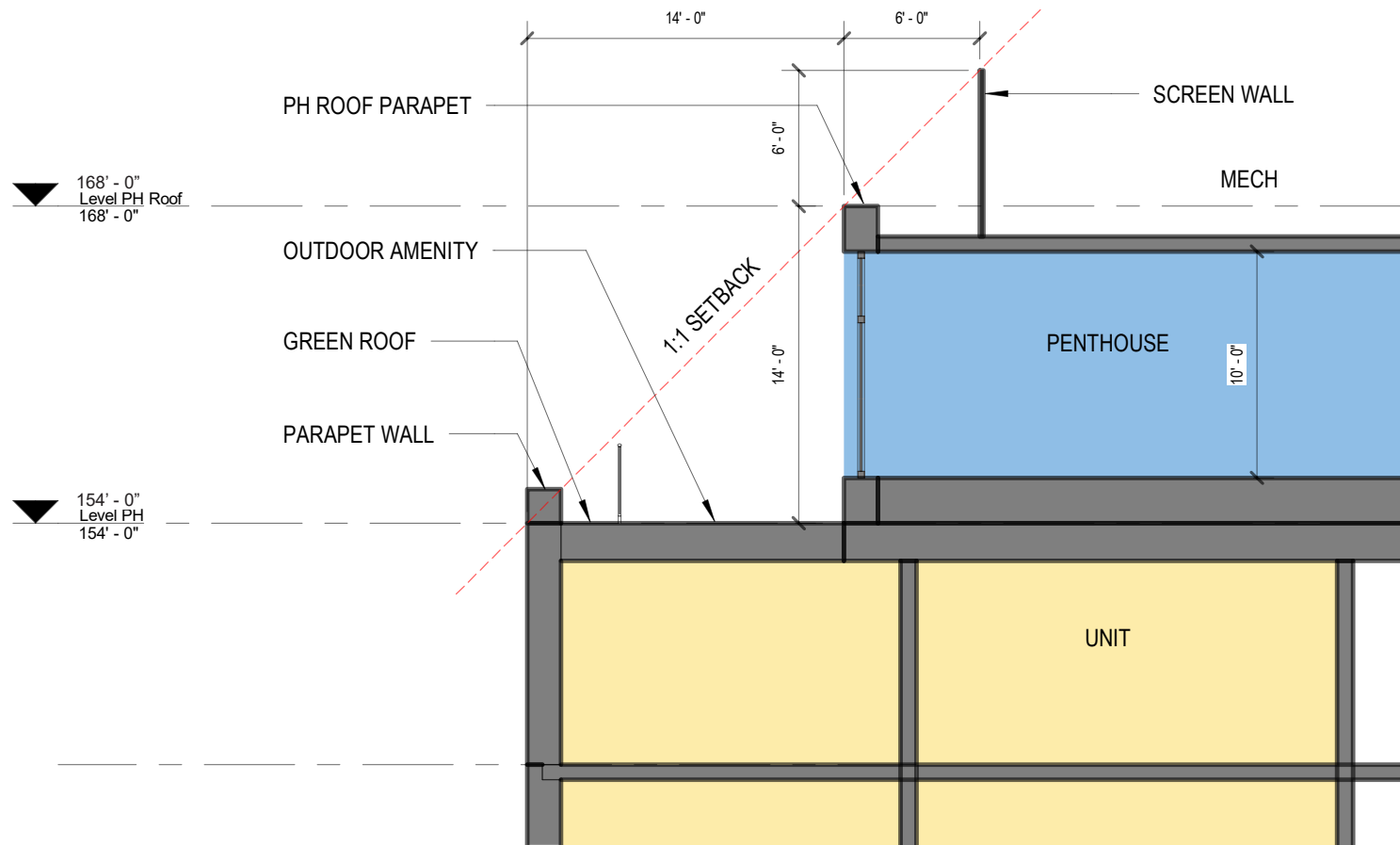
- COMMON AREA
- BUILDING SUPPORT
- RESIDENTIAL
- PARKING
- RETAIL





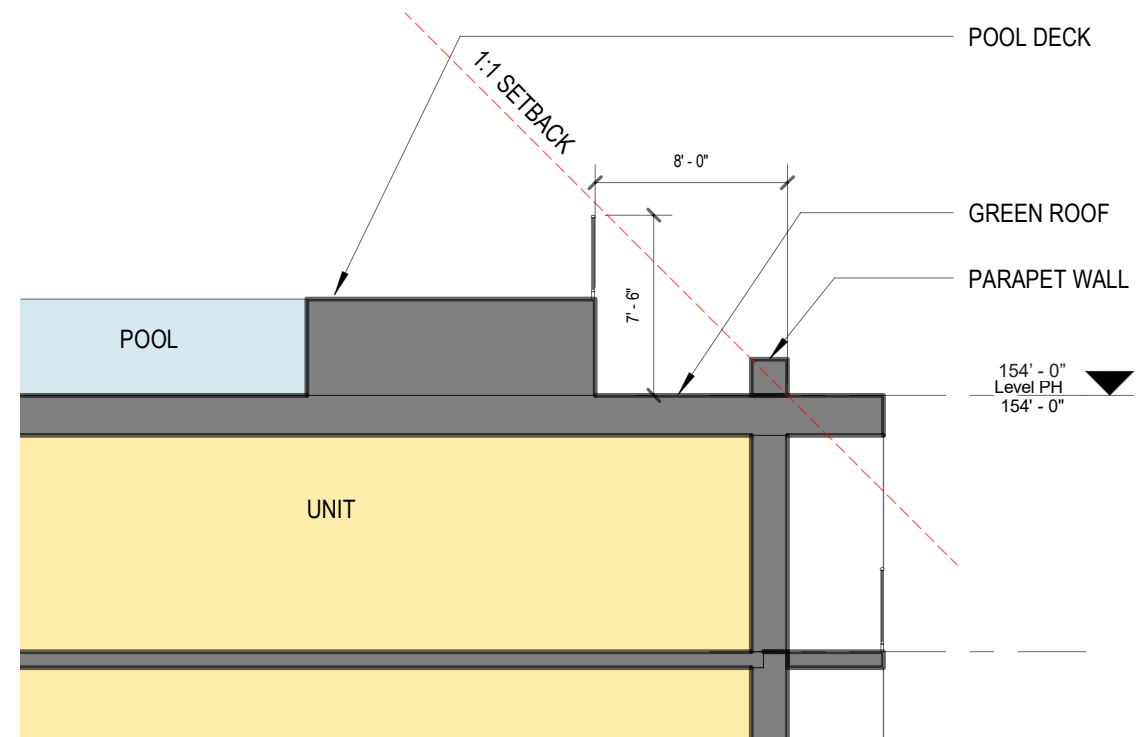
**ENLARGED SECTION A**

1/8" = 1'-0"



**ENLARGED SECTION B**

1/8" = 1'-0"



**ENLARGED SECTION C**

1/8" = 1'-0"



# EXTERIOR RENDERINGS