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September 13, 2016

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VIA HAND DELIVERY

Jennifer Steingasser
D.C. Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

Re: Large Tract Review Application
Square 4268
Lots 2, 5, 6, 8, 10, 11, 12, 14, 800, 801, 804, 811, 815
Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, 153/153

Dear Ms. Steingasser:

Pursuant to 10 DCMR Chapter 23, we submit the following large tract review application materials on behalf of Jemal's Schaeffer's, L.L.C. (the "Applicant"). The Applicant seeks to redevelop the above-referenced property with a mixed-use project consisting of nine separate buildings comprised of residential, retail, hotel, entertainment, and open space uses. Large tract review is required because the proposal is a development with 50,000 square feet or more of gross floor area. Consistent with 10 DCMR § 2301.3, eight copies of the application package are enclosed, including the following materials:

- Completed Certification Form (10 DCMR § 2301.3(a));
- Letter of authorization from the Applicant and the individual owners of the subject property (10 DCMR § 2301.3(b));
- A map showing the location of the proposed project and the existing zoning of the site (10 DCMR § 2301.3(c));
- Applicant's statement (10 DCMR § 2301.3(d), (e), and (i));
- A general site development plan (10 DCMR § 2301.3(f)), typical floor plans (10 DCMR § 2301.3(h)), and a general circulation plan (10 DCMR § 2301.3(g)); and
- Vehicular trip generation, trip assessment, and capacity analysis (10 DCMR § 2301.3(j)).

Also enclosed is a list of property owners within 200 feet of the subject site, and mailing labels (10 DCMR § 2306.2(c)).

With these materials, we respectfully request the Office of Planning to begin its review including referral of the application to all applicable District government agencies and departments. We look forward to working with you on this project.

Respectfully,

HOLLAND & KNIGHT LLP


Norman M. Glasgow, Jr.
Jessica R. Bloomfield

Enclosures

cc: Karen Thomas, D.C. Office of Planning (via Hand Delivery, w/ enclosures)
Advisory Neighborhood Commission 5C (via U.S. Mail, w/ enclosures)
Commissioner Jacqueline Manning, SMD 5C04 (via U.S. Mail, w/ enclosures)

**SUBMISSION FOR LARGE TRACT REVIEW
BY THE
DISTRICT OF COLUMBIA
OFFICE OF PLANNING**

**Application of Jemal's Schaeffer's, L.L.C.
1830 Bladensburg Road, NE
(Square 4268)**

September 13, 2016

Submitted by, on behalf of the Applicant:

Holland & Knight LLP
800 17th Street, NW
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Norman M. Glasgow, Jr., Esq.
Jessica R. Bloomfield, Esq.

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DEVELOPMENT TEAM

Developer: Jemal's Schaeffer's, L.L.C.
c/o Douglas Development Corporation
702 H Street, N.W., Suite 400
Washington, DC 20001

Architect: Antunovich Associates
Courthouse Plaza I
2200 Clarendon Blvd. Suite 1150
Arlington, Virginia 22201

Traffic Consultant: Gorove/Slade Associates, Inc.
1140 Connecticut Avenue, NW
Suite 600
Washington, DC 20036

Civil Engineer: Wiles Mensch Corporation
11860 Sunrise Valley Drive, Suite 200
Reston, Virginia 20191

Land Use Counsel: Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, D.C. 20006

LIST OF EXHIBITS

| | |
|------------------|--|
| Exhibit A | Architectural Plans and Elevations, General Circulation Plan |
| Exhibit B | Context Maps |
| Exhibit C | Photographs of Subject Property showing existing conditions |
| Exhibit D | Zoning Map |
| Exhibit E | Comprehensive Plan Future Land Use Map |
| Exhibit F | Comprehensive Plan Generalized Policy Map |
| Exhibit G | Comprehensive Transportation Review Report |
| Exhibit H | ANC 5C Letter in Support of 2015 Text Amendment Application for the Subject Property (ZC Case No. 14-16) |
| Exhibit I | Completed Certification Form |
| Exhibit J | Letters of Authorization |
| Exhibit K | List of Property Owners within 200 feet of the Subject Property |

I. INTRODUCTION

This statement and supporting documentation is submitted on behalf of Jemal's Schaeffer's, L.L.C. (the "Applicant") to the District of Columbia Office of Planning for large tract review of the proposed development at 1830 Bladensburg Road, NE (Lots 2, 5, 6, 8, 10, 11, 12, 14, 800, 801, 804, 811, and 815, and Parcels 153/26, 153/83, 153/105, 153/113, 153/123, 153/150, 153/152, and 153/153 in Square 4268) (the "Subject Property"). The Subject Property consists of approximately 698,458 square feet of land area (16 acres) and is generally triangular in shape. As shown on the Architectural Plans and Elevations attached hereto as Exhibit A, the Applicant proposes to develop the Subject Property with a mixed-use project consisting of nine individual buildings comprised of residential, retail, hotel, entertainment, and open space uses.

This application is submitted in accordance with subsection 2300.1(a) of Title 10 of the District of Columbia Municipal Regulations ("DCMR"). Subsection 2300.1 states that the Office of Planning shall ensure that there is established a coordinated interagency review process in the District of Columbia to do the following:

- a. Review, prior to the filing of applications for building or construction permits, all large tract development projects comprising three (3) acres or more and any commercial or mixed-use commercial development of fifty thousand square feet (50,000 sf) or more gross floor area (above grade) and cellar area (below grade);
- b. Review, in the case of large tract development of ten (10) acres or more, all applications for subdivision authorizations and for multiple building covenants under § 108.7 of the District of Columbia Building Code (DCMR Title 12); and comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning, such review is necessary; and
- c. Review requests for subdivisions of tracts and land comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning such review is necessary.

As set forth below, this application meets the standards for large tract review and approval pursuant to 11 DCMR § 2301.3. In accordance with the provisions of 10 DCMR, Chapter 23, the

Applicant respectfully requests the Office of Planning to proceed with its review, refer the application to District agencies as necessary, and issue a report on the application.

II. DESCRIPTION OF THE SUBJECT PROPERTY AND SURROUNDING AREA

A. Subject Property

The Subject Property consists of approximately 698,458 square feet of land area (16 acres) in Square 4268 in the northeast quadrant of the District. As shown on the context maps attached as Exhibit B, Square 4268 is generally triangular in shape and is bounded by New York Avenue, NE to the north, Bladensburg Road, NE to the east, and Montana Avenue, NE to the west. The Subject Property comprises almost the entire land area of Square 4268, except for Lot 816 and Parcel 153/111 in the northeast corner of the Square. The prior use of the Subject Property was for automotive-related uses. However, as shown on the existing photographs attached as Exhibit C, the Subject Property has since been cleared and graded. The Subject Property slopes up approximately 40 feet from north to south.

The Subject Property has long been an underutilized gateway into the District and has been the subject of past failed development proposals. An initial redevelopment proposal for the Subject Property was brought forward as a planned unit development (“PUD”) and related Zoning Map amendment from the C-M-1 District to the CR District in Zoning Commission Case No. 06-15. The District of Columbia Zoning Commission (“Zoning Commission”) approved the PUD with almost 3.5 million square feet of development in eight 110 foot tall buildings. The approved PUD Order No. 06-15 is dated February 12, 2007; however, the previous owner who filed the case did not apply for building or construction permits and the PUD Order has since expired.

B. Surrounding Area

The Subject Property is located within the Ivy City neighborhood of the District. It is generally surrounded by production, distribution, and repair uses on all sides (PDR-1 through PDR-4), with

residential uses to the southeast (RA-1 and R-1-B) and southwest (RF-1). The CSX and Metrorail tracks are located across New York Avenue to the north; the National Arboretum is located to the southeast; and the Mount Olivet Cemetery is located to the southwest. Farther northeast along Bladensburg Road, and east along New York Avenue, are retail, service, and industrial uses.

Several Metrobus routes travel along the roads surrounding the Subject Property, including the B2 route (which runs along Bladensburg Road, N.E.), and the D3, D4, and E2 routes (which run along West Virginia and New York Avenues). The closest Metrorail stations to the Subject Property are the Rhode Island and the NoMa-Gallaudet University Stations, which both serve the Red Line.

C. Zoning

As shown on the Zoning Map attached as Exhibit D, the Subject Property is zoned MU-5-B under the 2016 Zoning Regulations (“ZR16”). Pursuant to Z.C. Order No. 14-16, dated March 30, 2015, and effective on April 24, 2015, the Zoning Commission approved text and Zoning Map amendments for the Subject Property that created and implemented the C-2-B-1 District (under the 1958 Zoning Regulations (“ZR58”). The C-2-B-1 District is identical in all respects to the C-2-B District under ZR58, except that instead of 65 feet, the matter-of-right building height limit is 75 feet. The additional height was intended to allow property owners to take advantage of certain moderate-to-medium designations in the Comprehensive Plan as well as changes in the Building Code. *See* Exhibit 8 of Z.C. Case No. 14-16, Office of Planning Public Hearing Report, dated February 2, 2015.

The C-2-B-1 District converts to the MU-5-B under ZR16. The MU-5 Districts are intended to (i) permit medium-density, compact mixed-use development with an emphasis on residential use; (ii) provide facilities for shopping and business needs, housing, and mixed-uses for large segments of the District of Columbia outside of the central core; and (iii) be located on arterial streets, in uptown and regional centers, and at rapid transit stops. Subtitle G § 400.4. The maximum permitted building height in the MU-5-B District is 75 feet; the maximum density is 4.2 floor area ratio (“FAR”) with IZ, with a

maximum of 1.5 FAR for non-residential use; and the maximum percentage of lot occupancy is 80%. Subtitle G §§ 402.1, 403.1, 404.1. The minimum rear yard depth is 15 feet; a side yard is not required. Subtitle G §§ 405.2 and 406.1. The minimum required green area ratio (“GAR”) is 0.3. Subtitle G § 407.1.

D. Future Land Use and Generalized Policy Maps

As shown on Exhibit E, the Comprehensive Plan Future Land Use Map (January 2013) places the Subject Property within the mixed-use Medium Density Residential and Moderate Density Commercial land use categories. The Medium Density Residential category is “used to define neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use... The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space.” 10A DCMR § 225.5. The Moderate Density Commercial category is “used to define shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.” 10A DCMR § 225.9.

As shown on Exhibit F, the Comprehensive Plan Generalized Policy Map (January 2013) describes the Subject Property as a Land Use Change Area. Land Use Change Areas “include many of the city’s large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated to undergo redevelopment. Together they represent much of the city’s supply of vacant and underutilized land.” 11 DCMR § 223.10. The guiding philosophy in the Land Use Change Areas is to “encourage and facilitate new development... [m]any of these areas have

the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks, and civic facilities.” *Id.* Moreover, as Land Use Change Areas are redeveloped, “the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods.” *Id.*

E. Ward 5 Industrial Land Transformation Study

In rezoning the Subject Property to the C-2-B-1 District, the Office of Planning reviewed the Ward 5 Industrial Land Transformation Study (“ILTS”), which was released in August, 2014. The ILTS examines industrially zoned land in order to make recommendations about how that resource should be best utilized in the future. The ILTS acknowledges that certain sites, including the Subject Property, are best suited to a change to other uses. The study notes that the Subject Property is planned for a mix of uses, and states that this area should serve as a gateway to Ward 5 and the District. *See* ILTS at 54 and 123.

III. DESIGN OF PROPOSED DEVELOPMENT

As shown on the architectural drawings attached as Exhibit A, the Subject Property will be developed with nine new buildings, which will collectively provide approximately 1,100,395 square feet of gross floor area, not including parking or loading. Of that, approximately 543,956 square feet of gross floor area will be devoted to residential use (approximately 652 multi-family units and 18 row dwellings); approximately 408,989 square feet of gross floor area will be devoted to retail and service uses; approximately 96,832 square feet of gross floor area will be devoted to a hotel (approximately 160 keys); and approximately 50,618 square feet will be devoted to entertainment uses. The remaining gross floor area will be devoted to parking and loading. The project will be located on a single record lot.

The Subject Property is located in an exciting new mixed-use destination at the gateway to the District along the highly traveled New York Avenue, NE. The innovative master plan for the Subject

Property incorporates a broad range of uses, including new residential units, first-class retail space, hotel rooms, restaurant and service facilities, an entertainment venue, and convenient on-site parking to accommodate residents, visitors, and employees. In developing the master plan for the Subject Property, the Applicant envisioned a vibrant new mixed-use and walkable community in an emerging neighborhood that has been long starved for excitement and entertainment.

As show on the Architectural Plans and Elevations, the nine buildings will be developed as follows:

1. Building 1 will be located in the northwest portion of the Subject Property with frontage on New York Avenue and Montana Avenue. Building 1 will be comprised of 220 residential units, 217,097 square feet of retail use, 1,798 parking spaces, and significant below-grade loading facilities and utility infrastructure that will accommodate loading needs for all nine buildings within the project site. Building 1 will have a maximum height of approximately 74 feet.
2. Building 2 will be located to the east of Building 1, with frontage on New York Avenue and on the new north-south private street. Building 2 will be comprised of approximately 4,100 square feet of retail use and 160 hotel rooms. Building 2 will have a maximum height of approximately 58.5 feet.
3. Building 3 will have frontage on Bladensburg Road and on a new east-west private street, and will be comprised of 60 residential units and approximately 12,916 square feet of retail use. Building 3 will have a maximum height of approximately 68.5 feet.
4. Building 4 will be located along Montana Avenue and will be comprised of 135 residential units and approximately 33,894 square feet of retail use. Building 4 will have a maximum height of approximately 74.5 feet.
5. Building 5 will be located in the center of the Subject Property with frontage on the new east-west street. Building 5 will be comprised of approximately 8,035 square feet of retail space and will have a maximum height of approximately 20.5 feet.
6. Building 6 will be located directly to the east of Building 5 and will have frontage on the new east-west street. Building 6 will be comprised of approximately 43,030 square feet of retail use and a maximum height of approximately 60 feet.
7. Building 7 will be located directly to the east of Building 6 and will also have frontage on the new east-west street. Building 7 will be comprised of approximately 46,394 square feet of retail use and will have a maximum height of approximately 60 feet.

8. Building 8 will be located to the east of Building 7 with frontage on Bladensburg Road to the east and the new private east-west street to the north. Building 8 will be comprised of 153 residential units and approximately 31,813 square feet of retail use. Building 8 will have a maximum height of approximately 68.5 feet.
9. Building 9 will be located at the southern-most portion of the Subject Property with frontage on Bladensburg Road and Montana Avenue. Building 9 will be comprised of 102 residential units, approximately 200 parking spaces, approximately 11,710 square feet of retail use, and approximately 50,618 square feet of entertainment use. Building 9 will have a maximum height of approximately 66.5 feet.

The overall residential density for the project is approximately 0.96 FAR, where 4.2 FAR is permitted with IZ. The overall non-residential density for the project is approximately 1.17 FAR, where 1.5 FAR is permitted. The overall project will contain approximately 2,015 total parking spaces and enough loading facilities to serve the mix of residential, retail/service, hotel, and entertainment uses. Maximum building heights do not exceed 75 feet, which is the maximum height permitted in the MU-5-B District.

The site layout is designed around a large public plaza that is intended to be shared and enjoyed by the entire neighborhood and city. The project architect emphasized the importance of the public realm through the creation of pedestrian-friendly open spaces, pocket parks, and public amenities, which animate the Subject Property and create natural connections between the individual buildings. The proposed landscape design is intended to activate the streets, enhance the quality of the natural environment, and provide strong regional character to the development, creating a rustic yet urban environment that celebrates the Subject Property and its unique location within the District. The Applicant also proposes to provide a new private street in the center of the Subject Property, running east-west and connecting Bladensburg Road to Montana Avenue. A second north-south street is proposed to connect the new east-west street to New York Avenue to the north. As a result, the project is a natural extension of the existing urban street system, thus creating new connections between three important pedestrian and vehicular corridors and linking the Subject Property to the rest of the city.

Construction of the project will be completed in two phases. Construction of Phase I is anticipated to begin in August, 2017 and will include development of new roads and infrastructure across the Subject Property and construction of Buildings 1, 3, 5, and 9. Landlord and tenant work for Phase I is planned to begin in April, 2019. Construction of Phase II is anticipated to begin in June, 2019 and will include construction of Buildings 2, 4, 6, 7, and 8. Landlord and tenant work for Phase II is planned to begin in June, 2021. Completion of the entire project is expected in January, 2024.

IV. CONSISTENCY WITH ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA

The project is currently designed to meet all applicable requirements of the MU-5-B District, including building height, density, and lot occupancy, and also conforms to the applicable parking, setback, GAR, and other physical requirements of ZR16. The only exception is that the project does not comply with Subtitle C § 901.3 of the Zoning Regulations, since not all loading facilities for the project will be located (a) within the building or structure they are intended to serve; (b) within the rear yard of the building they are intended to serve; or (c) within a court or side yard of the building they are intended to serve. The Applicant will seek relief from the Board of Zoning Adjustment to provide the loading facilities as proposed.

V. CONSISTENCY WITH THE COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

As discussed in detail below, the proposed development at the Subject Property is not inconsistent with the policies set forth in the citywide and area elements of the Comprehensive Plan for the National Capital: District Elements. In fact, this project directly implements the Comprehensive Plan's objectives for this site with a vibrant mixed-use development.

A. Purposes of the Comprehensive Plan

The D.C. Code provides that the District Elements of the Comprehensive Plan are designed to:

- a. Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;

- b. Guide executive and legislative decisions on matters affecting the District and its citizens;
- c. Promote economic growth and jobs for District residents;
- d. Guide private and public development in order to achieve District and community goals;
- e. Maintain and enhance the natural and architectural assets of the District; and
- f. Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District. (D.C. Code § 1–306.01(b)(2014)).

The project has been designed with consideration given to these general purposes and the specific policies contained within the Comprehensive Plan intended to carry out these purposes.

B. Compliance with the Citywide Elements of the Comprehensive Plan

The project is not inconsistent with the citywide elements of the Comprehensive Plan, as set forth below.

i. Framework Element

The Comprehensive Plan’s Framework Element establishes the foundation for the various elements of the Plan by discussing the major factors that are driving change in the city, including demographic shifts, economic and technological change, fiscal constraints, and challenges in governance between federal and local issues. The Framework Element also describes expected growth projections in areas such as population, households, and jobs. This element also discusses how the District expects to address or accommodate the expected growth according to a set of 36 underlying guiding principles which are grouped into the following five sections: Managing Growth and Change; Creating Successful Neighborhoods; Increasing Access to Education and Employment; Connecting the City; and Building Green and Healthy Communities. These principles guided the creation of policies contained within the various elements of the Comprehensive Plan, as well as the development of the Generalized Policy Map, which highlights the places where much of the District’s growth is expected

to occur, and the Future Land Use Map, which shows the general character and distribution of recommended and planned land uses. In designing the project, the Applicant relied on the Generalized Policy Map, the Future Land Use Map, and the Zoning Regulations and map to create an appropriate layout and mix of uses on the Subject Property. The Applicant also took into consideration a number of the guiding principles of the Comprehensive Plan, such as those listed below:

- Managing growth by reserving sites for future development and considering infrastructure capacity; encouraging redevelopment and infill opportunities along corridors (10 DCMR § 217);
- Protecting neighborhood integrity and character; improving safety and security (10 DCMR § 218);
- Reinforcing the city’s “great streets” as an element of Washington’s design through transportation, streetscape, and economic development (10 DCMR §§ 220); and
- Improving environmental sustainability (10 DCMR § 221).

To assist the District of Columbia government in carrying out the scope of the requested Large Tract Review, as defined in 10 DCMR 2302.1, the following sections of this report will discuss the proposed development’s relationship to various citywide and area-specific elements of the Comprehensive Plan.

ii. Land Use Element

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to:

Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries.

10 DCMR § 302.1. The project is not inconsistent with the following specific policies

articulated in the Land Use Element:

1. *Policy LU-1.2.2: Mix of Uses on Large Sites* - Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses.
2. *Policy LU-1.2.6: New Neighborhoods and the Urban Fabric* - On those large sites that are redeveloped as new neighborhoods (such as Reservation 13), integrate new development into the fabric of the city to the greatest extent feasible. Incorporate extensions of the city street grid, public access and circulation improvements, new public open spaces, and building intensities and massing that complement adjacent developed areas. Such sites should not be developed as self-contained communities, isolated or gated from their surroundings.
3. *Policy LU-1.4.1: Infill Development* – Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern.
4. *Policy LU-2.4.6: Scale and Design of New Commercial Uses* - Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas.
5. *Policy LU-2.4.10: Use of Public Space within Commercial Centers* - Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalks cafes, flower stands, and similar uses which “animate” the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged.
6. *LU-3.1.2: Redevelopment of Obsolete Industrial Uses* - Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which support the core sectors of the District economy (federal government, hospitality, higher education, etc.).

The proposed mix of uses on the Subject Property is compatible with nearby uses and will significantly benefit the surrounding neighborhood and the District as a whole. Consistent with Policy

LU-1.2.6, the Subject Property will be completely redeveloped as a new neighborhood, but will be designed so that the individual buildings and associated infrastructure integrate seamlessly into the existing urban fabric through extensions of streets and sidewalks, establishment of new public open spaces, and the implementation of a variety of residential, retail, service, hotel, and entertainment uses that will draw a consistent stream of visitors to the site. The project will be an infill development on mostly vacant land that currently detracts from the surrounding neighborhood character and eliminates continuity. The project will include a variety of interior streets, public improvements, and open space, which will improve the pedestrian experience, animate the street, and increase safety and security. Moreover, redevelopment of the Subject Property was specifically envisioned on the Future Land Use Map and Generalized Policy Map, and further encouraged by the creation of a new zoning classification in Z.C. Case No. 14-16. Overall, the proposed development of the Subject Property will result in the reuse of an obsolete and non-productive industrial site with a vibrant and active mix of uses, public spaces, and elegant architectural design.

iii. Transportation Element

The Transportation Element of the Comprehensive Plan identifies policies and actions designed to maintain and improve the District's transportation system and enhance the travel choices of current and future residents, visitors, and workers. Through these policies and actions, the critical transportation issues facing the District are addressed, including expansion of the transit system and improving its efficiency, making investments to upgrade infrastructure, and travel demand management. According to the Comprehensive Plan, the overarching goal for transportation in the District is to:

Create a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of the District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents.

10 DCMR 401.1. The project is not inconsistent with the following policies of the

Transportation Element:

1. *T-1: Linking Land Use and Transportation* - The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved... Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. Design features play an important role in this equation. Residential communities should be developed so that services such as shopping are accessible on foot, transit, or bicycle and not just by car.
2. *Policy T-1.2.1: Boulevard Improvements* - Continue to work across District agencies to beautify and stabilize selected boulevards by implementing coordinated transportation, economic development, and urban design improvements.
3. *T-3.2 Curbside Management and Parking* - Long- or short-term parking is part of almost every car trip, and parking— especially when free—is a key factor in the mode choice for a trip. The availability and price of parking can influence people’s choices about how to travel to work, shop, and conduct personal business. The District’s challenge, like that of many other major cities, is to manage limited curbside space to accommodate ever increasing parking demand.

The project meets the goals of the Transportation Element by creating a vibrant new mixed-use development that will provide housing and hotel uses adjacent to retail, service, and entertainment uses. The project will be highly walkable through the provision of new sidewalks, pedestrian crosswalks, open space, and the close proximity between the proposed mix of complementary uses. Redevelopment of the Subject Property with a variety of mixed-use buildings will put additional eyes and ears on the street, thus increasing safety and encouraging pedestrian and bicycle use to and through the Subject Property. The project also provides ample vehicle parking to adequately accommodate the anticipated parking demand. Furthermore, the Subject Property’s location along New York Avenue will help to beautify and stabilize the corridor as a welcoming gateway into the District.

In consultation with the District Department of Transportation (“DDOT”), the Applicant has prepared a Comprehensive Transportation Review (“CTR”) Report that includes an assessment of

potential impacts of the project on the surrounding transportation network. The CTR reviews and analyzes the following: (i) the roadway network, capacity, and operations; (ii) bicycle and pedestrian facilities; (iii) transit service; (iv) site access and loading; (v) parking; (vi) transportation demand management; (vii) safety; and (viii) improvements to the streetscape and public realm. The CTR concludes that the project will not have a detrimental impact to the surrounding transportation network, assuming that all planned site design elements and mitigations are implemented. A copy of the CTR, completed by Gorove/Slade Associates, is attached as Exhibit G.

iv. Housing Element

The goal of the Comprehensive Plan's Housing Element is to develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia. 10A DCMR § 501.1. The proposed project directly advances this goal and its specific policy objectives by providing significant new housing options in an underserved neighborhood of the District.

1. *Policy H-1.1.1: Private Sector Support* - Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives.
2. *Policy H-1.1.3: Balanced Growth* - Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing.
3. *Policy H-1.1.4: Mixed Use Development* - Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail station.
4. *Policy H-1.2.3: Mixed Income Housing* - Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city, taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing

The project advances the above-referenced policies by providing new housing and affordable housing that will meet the needs of District residents and distribute mixed-income housing across the city. The project includes approximately 543,956 square feet of gross floor area devoted to residential use (approximately 652 new multi-family housing units and 18 row dwellings), which is a substantial addition to the city's current housing stock. The residential component of the project will comply with the Inclusionary Zoning regulations set forth in the Zoning Regulations, such that significant new affordable housing will be provided in a mixed-income and mixed-use setting. The existence of these new affordable housing units will reduce concentrated poverty and ensure that a sufficient supply of affordable housing is available in neighborhoods throughout the District. Moreover, the proposed housing will be located on a site that is presently underutilized, mostly vacant, and along a major mixed-use transportation corridor, thus advancing the District's goal of promoting higher-density residential development with the balanced growth of mixed-use development.

v. **Environmental Protection Element**

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources. This element sets forth policies and actions on important issues including, among others, restoring tree canopy, improving waterways, conserving water and energy, encouraging green building techniques, and reducing stormwater runoff. The proposed redevelopment of the Subject Property is not inconsistent with the policies of the Environmental Protection Element, and helps advance the following specific environmental policies:

1. *Policy E-1.1.3: Landscaping* – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity.
2. *Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff* – Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.

3. *Policy E-4.2.3: Control of Urban Runoff* – Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.
4. *Policy E-5.3.1: Brownfield Remediation* - Clean up and redevelop contaminated “brownfield” sites, providing new business and job opportunities and expanding land resources for economic development, open space, and other purposes. Provide financial incentives for the remediation and redevelopment of these sites.

Currently, the Subject Property has poor stormwater management and is devoid of significant vegetation or landscaping. The proposed development presents an opportunity to improve stormwater management through upgrades in infrastructure and the use of sustainable strategies and low impact development, which will ultimately reduce runoff and water pollution. The Applicant proposes significant increases to the amount of vegetation on the Subject Property through new tree planting, landscaping, and open spaces. Furthermore, the Subject Property will be wholly cleaned up and redeveloped, providing new business and job opportunities, expanding resources for new economic development, and creating a stronger sense of character and identity.

vi. Economic Development Element

The overarching goal for Economic Development in the District is to :

Strengthen the District’s economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, improving resident job skills, and helping a greater number of District residents find and keep jobs in the Washington regional economy.

10A DCMR § 701.1. The project is not inconsistent with the policies set forth in the Economic Development element as follows:

1. *Policy ED-2.3.1: Growing the Hospitality Industry* - Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government amenities. Strive to increase: (a) the total number of visitors to Washington; (b) the number of visitors staying in the District (rather than in suburban hotels); and (c) longer visitor stays in Washington. Promote the District not only as the preferred base for exploring the city’s attractions but also the preferred overnight base for visiting regional attractions.

2. *Policy ED-2.3.4: Lodging and Accommodation* - Support the development of a diverse range of hotel types, serving travelers with varying needs, tastes, and budgets. New hotels should be encouraged both within Central Washington and in outlying commercial areas of the city, particularly in areas which presently lack quality accommodation.
3. *ED-3.1 Strengthening Neighborhood Commercial Centers* - Part of growing an inclusive city involves improving access to basic goods and services for residents in all parts of the city. Currently, some areas of the District lack basic amenities such as grocery stores, hardware stores, drug stores, and dry cleaners. In other parts of the city, these services exist but they are poorly sited and do not provide the sense of community identity that they could.
4. *Policy ED-3.1.1: Neighborhood Commercial Vitality* - Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents.

The proposed mix of uses on the Subject Property will help to increase the number of visitors to the District and the number of visitors staying in the District through the provision of a new retail destination in a desirable location, plus the development of a new hotel located along three major District corridors. The hotel will serve a range of travelers and will be located in an outlying commercial area that presently lacks quality hotel accommodations. Retail development on the Subject Property will improve access to basic goods and services for District residents, including access for new project residents, and will draw visitors, patrons, and new employees from outside of the District to take advantage of new retail and service options in a convenient location. Furthermore, the mix of uses and pedestrian-friendly design will foster a sense of community identity, since residents, visitors, hotel guests, retail patrons, and employees will all be able to easily walk throughout the Subject Property to access the variety of goods, services, and retail amenities provided.

vii. Urban Design Element

The Urban Design Element addresses the District's form and visual qualities and describes the manner in which the city's buildings, streets, and open spaces work together to define the overall physical environment that residents and visitors experience. Some of the critical urban design issues that are addressed through the polices of the Urban Design Element include improving the public

realm, addressing infrastructure and other barriers that have visual and functional impacts, and designing for successful neighborhood and large site reintegration. Considering successful urban design often entails weaving together land use, environmental protection, transportation, and even economic development considerations.

The project is not inconsistent with the policies of the Urban Design Element, in part, by way of its adherence with the policies contained in other elements, as described above. The specific urban design policies that influenced development of the project include the following:

1. *Policy UD-1.4.1: Avenues/Boulevards and Urban Form* - Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/ boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city.
2. *Policy UD-1.4.2: City Gateways* - Create more distinctive and memorable gateways at points of entry to the city, and points of entry to individual neighborhoods and neighborhood centers. Gateways should provide a sense of transition and arrival, and should be designed to make a strong and positive visual impact.

The project is situated at the intersection of three major boulevards: New York Avenue, Bladensburg Road, and Montana Avenue. This location is within an emerging neighborhood that will be significantly enhanced through development of the proposed mixed-use project on the Subject Property. The project will provide a distinctive gateway into the District, since New York Avenue is the primary entrance to the city for vehicles traveling east from I-495 and from farther outside of the beltway. The project will help provide an enhanced sense of transition and arrival, and will be designed to make a strong visual impact.

C. Compliance with the Upper Northeast Area Element of the Comprehensive Plan

The Subject Property is within the Upper Northeast ("UNE") Planning Area, which encompasses approximately 8.7 square miles of land area and includes approximately two-thirds of the District's northeast quadrant. 10 DCMR § 2400.1. While the UNE Planning Area is described as being

principally a residential community, the area's land use mix is considered to be one of the most diverse in the city. The area contains a large concentration of industrial land uses located along the CSX railroad tracks that run north and east from Union Station. Other significant land uses include parks, open space, and institutional, as the UNE area is home to major institutions such as Catholic University, Trinity University, and Gallaudet University, as well as numerous other institutions serving a wide-range of missions.

The UNE Area Element contains several policies that are focused on achieving a balance between encouraging economic development, retaining existing concentrations of industrially zoned properties that permit production, distribution, and repair type uses, and protecting the character of existing neighborhoods, in part by improving buffering between incompatible land uses.

The project is not inconsistent with the policies set forth in the UNE Area Element of the Comprehensive Plan. The project will create a new neighborhood shopping area and encourage pedestrian-oriented retail development along Bladensburg Road (UNE-1.1.6). The project will realize untapped economic development potential that will generate jobs, create new business ownership opportunities, and promote the vitality and economic well-being of the UNE community (UNE 1.1.8). Furthermore, the project will improve the visual quality of the streets through the provision of new landscaping, street tree planting, and lighting (UNE 1.2.1).

The project is located in the Northeast Gateway, for which the District completed a revitalization strategy to address key planning and development issues (housing revitalization, commercial revitalization, human capital, public facilities, and community image/public realm). The strategy also identified four key areas for revitalization, including the Montana/New York/Bladensburg Triangle, which is the location of the Subject Property. The project is consistent with the corresponding goals in the UNE Area Element, since it supports the development of additional infill

housing (UNE-2.1.1) and creates a landscaped gateway into the new community with parks and open spaces (UNE-2.1.4). Moreover, as described above, the project will improve the appearance of New York Avenue as a gateway to the District that meets regional and local needs (UNE-2.3.1), and will create a large-format destination retail development on an underutilized commercial site along New York Avenue, which will provide better access to goods and services for residents, and sales tax dollars for the District (UNE-2.3.3).

VI. COMMUNITY ENGAGEMENT

The Applicant has met with the relevant Advisory Neighborhood Commissions (“ANCs”) and community organizations on numerous occasions as follows:

- ANC 5C (the ANC in which the Subject Property is located)
 - January 21, 2015 – Presented at full ANC meeting
 - January 23, 2015 – Letter from ANC 5C in support of the Text and Map Amendment (ZC Case No. 14-16) (*see Exhibit H*)
 - March 30, 2015, June 29, 2015 and July 13, 2016 – Met with Single Member District 5C04 Commissioner Jacqueline Manning
 - October, 2016 – Scheduled to present to full ANC
- ANC 5D (the ANC located adjacent to the Subject Property)
 - March, 2015 – Presented at full ANC meeting
- Woodridge South Community Association
 - May 12, 2016 – Presented at Association meeting
- Arboretum Neighborhood Association
 - October 14, 2014, May 1, 2015 and May 10, 2016 – Presented at Association meeting
 - October, 2016 – Scheduled to present to Association again

V. CONCLUSION

For the reasons stated above, the Applicant submits that the proposed development project conforms to the applicable Zoning Regulations and the Zoning Map, and is not inconsistent with the purposes and intent of the District Elements of the Comprehensive Plan for the National Capital. The Subject Property is currently zoned MU-5-B, and the Large Tract Review submission has been designed to conform to all area requirements, including height, FAR, lot occupancy, parking, setbacks, and GAR. The project will minimize impacts to adjacent and nearby properties by extending the street and sidewalk network, incorporating landscaping and open spaces, providing ample on-site vehicular parking, employing sustainable development techniques, and generally creating a desirable new destination that will attract District residents and visitors to this portion of New York Avenue.

Accordingly, the Applicant respectfully requests the District of Columbia Office of Planning recommend approval of this large tract review application in accordance with the provisions of Chapter 23 of Title 10 of the District of Columbia Municipal Regulations.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Jessica R. Bloomfield

EXHIBIT A

NEW CITY MIXED-USE MASTER PLAN DEVELOPMENT

LARGE TRACT REVIEW SUBMISSION

September 12, 2016



DRAWING INDEX

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| 4 | EXISTING SITE PHOTOGRAPHS |
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OWNER:
**Douglas
Development
Corporation**

825 7th St NW
Washington, DC 20007

ARCHITECT:
**Antunovich
Associates**

2200 Clarendon Blvd,
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Arlington, VA 22201
703.224.1126

LAND USE COUNSEL:
Holland & Knight

800 17th St NW
Suite 1100
Washington, DC 20006

CIVIL & LANDSCAPE:
**Wiles Mensch
Corporation**

11860 Sunrise Valley Dr
Suite 200
Reston, VA 20191

TRANSPORTATION:
Gorove / Slade

1140 Connecticut Avenue NW
Suite 600
Washington, DC 20036







EXISTING VIEW FROM THE INTERSECTION OF MONTANA AVE AND BLADENSBURG ROAD



EXISTING VIEW FROM THE INTERSECTION OF MONTANA AVE AND NEW YORK AVE



EXISTING VIEW FROM MONTANA AVENUE - LOOKING NORTH



EXISTING VIEW FROM MONTANA AVENUE - LOOKING EAST

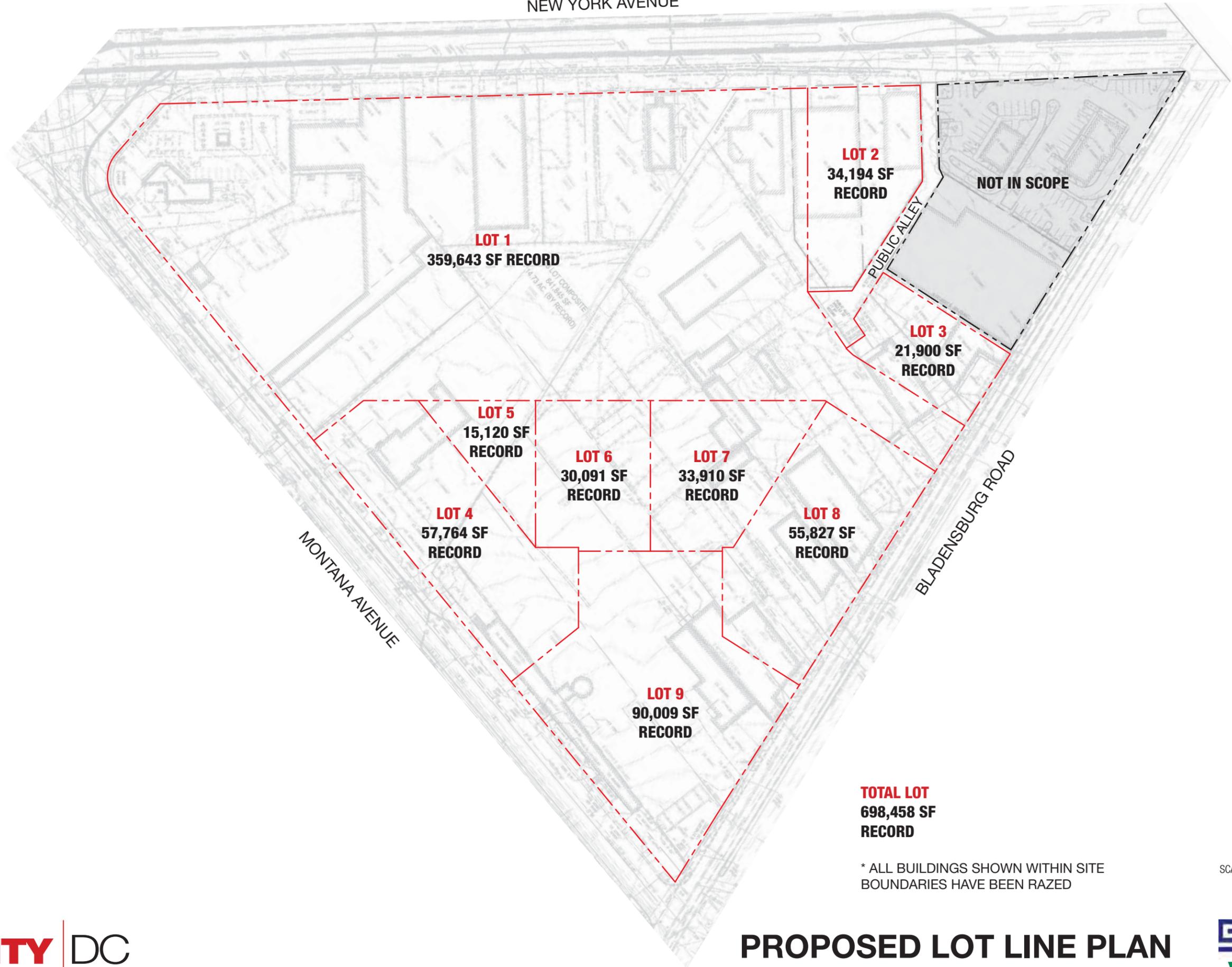


VIEW FROM SOUTHERN END OF MONTANA AVENUE - LOOKING EAST



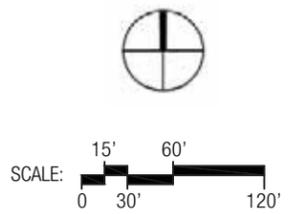
EXISTING VIEW FROM MONTANA AVENUE - LOOKING SOUTHEAST

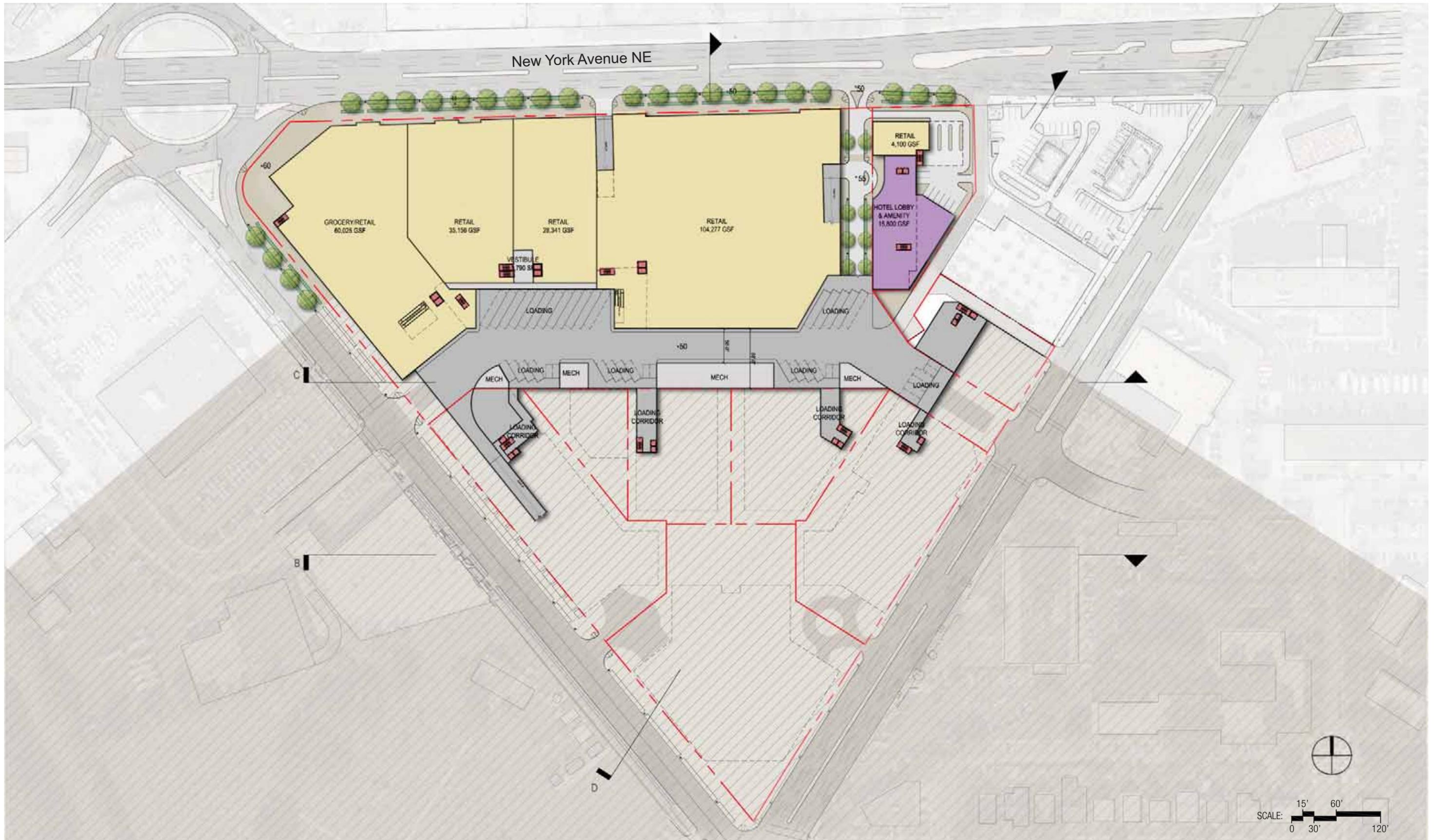
NEW YORK AVENUE



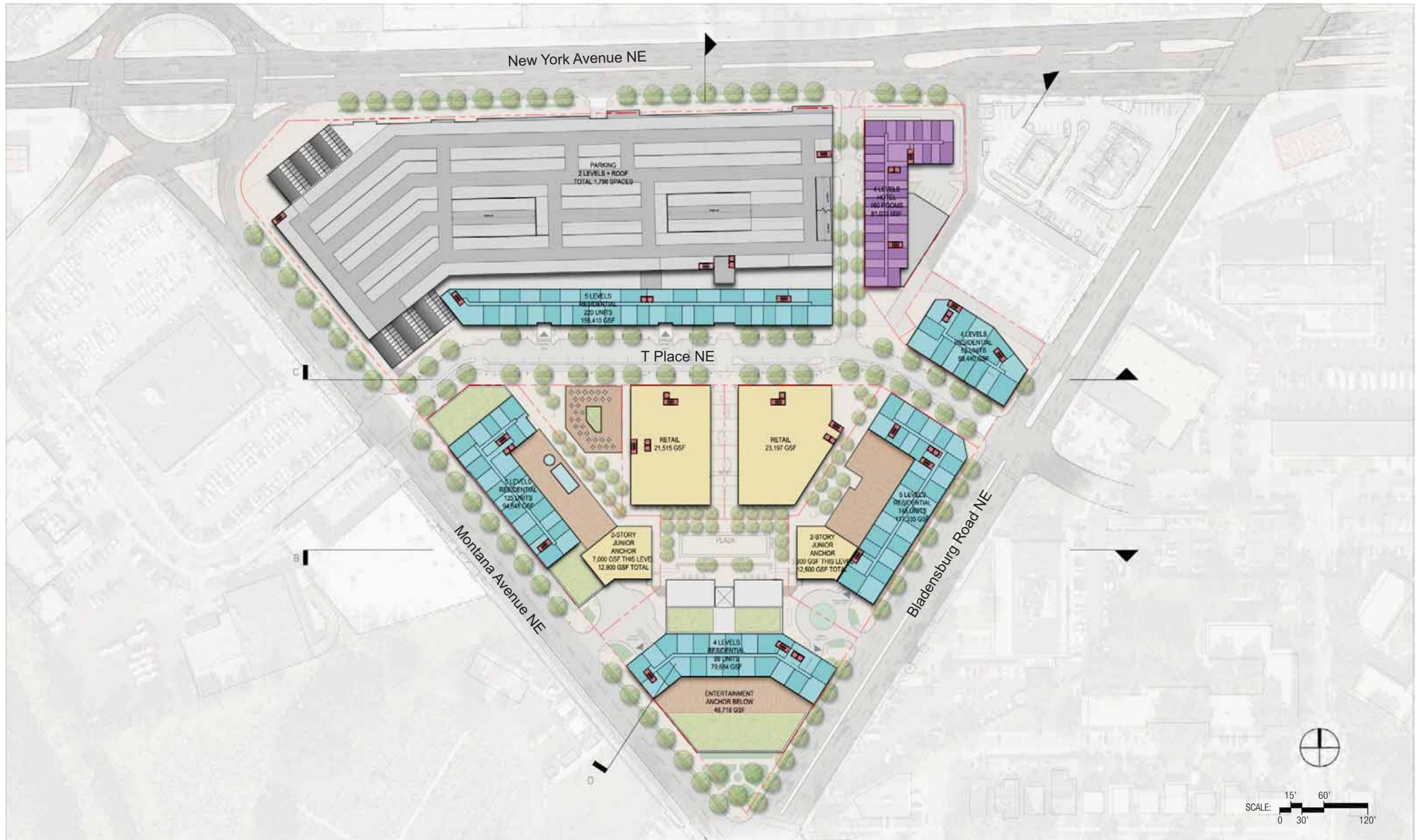
TOTAL LOT
698,458 SF
RECORD

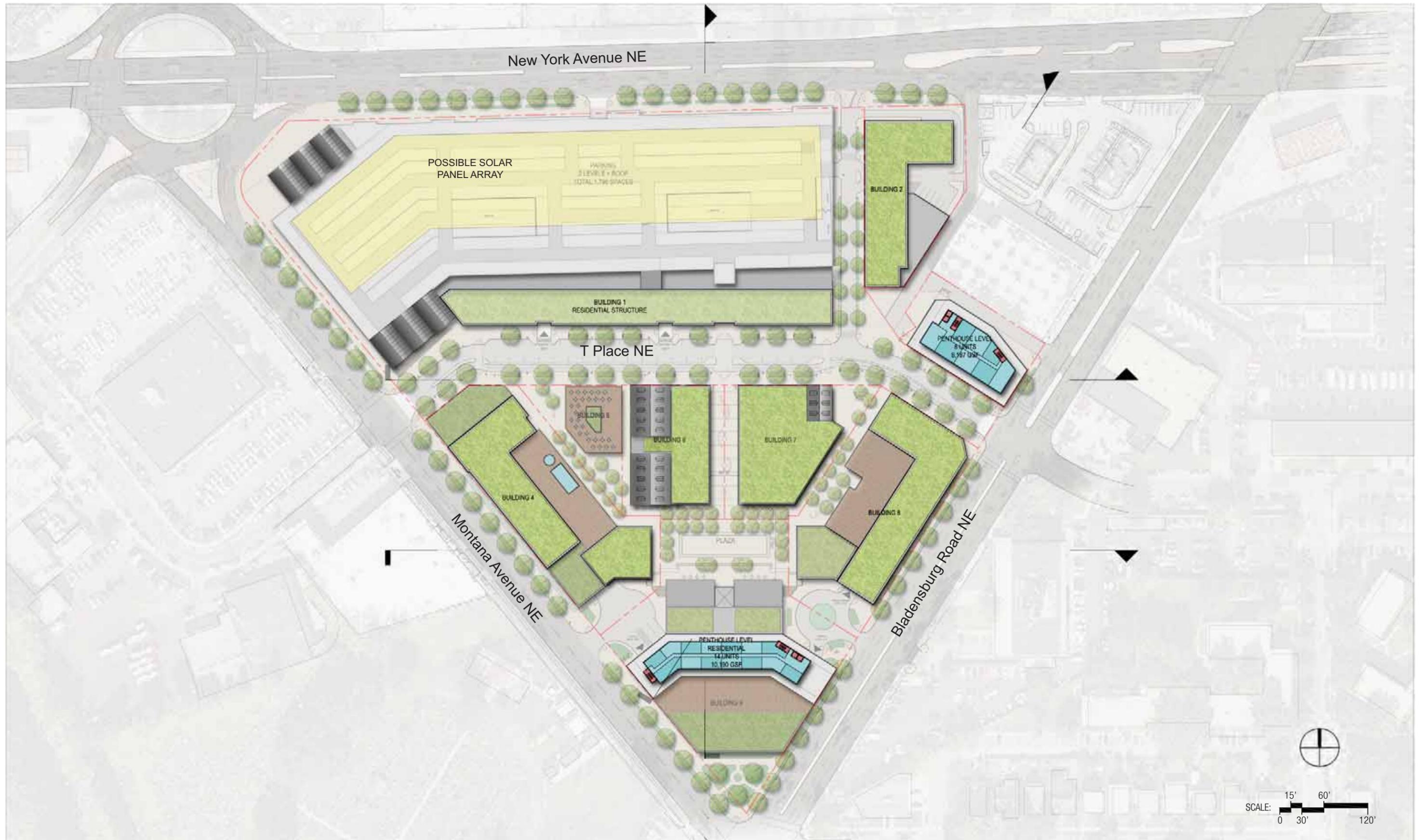
* ALL BUILDINGS SHOWN WITHIN SITE
 BOUNDARIES HAVE BEEN RAZED

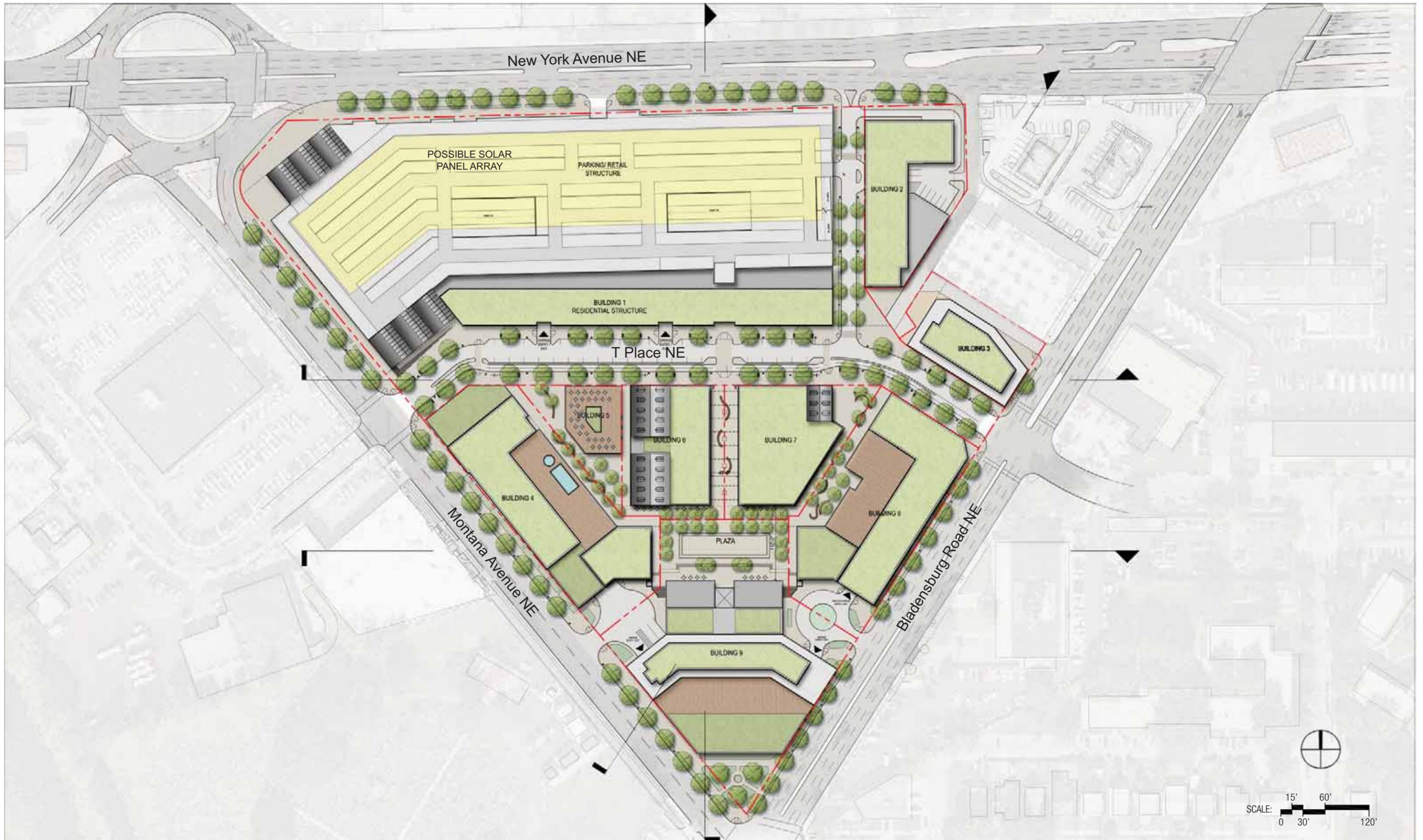


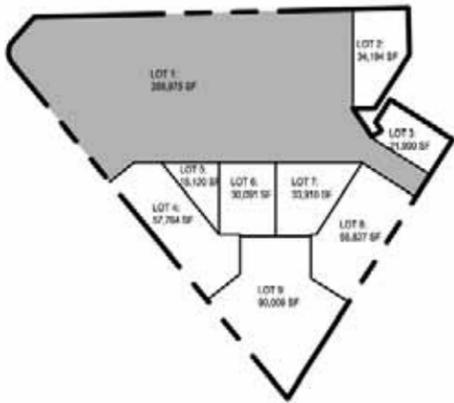




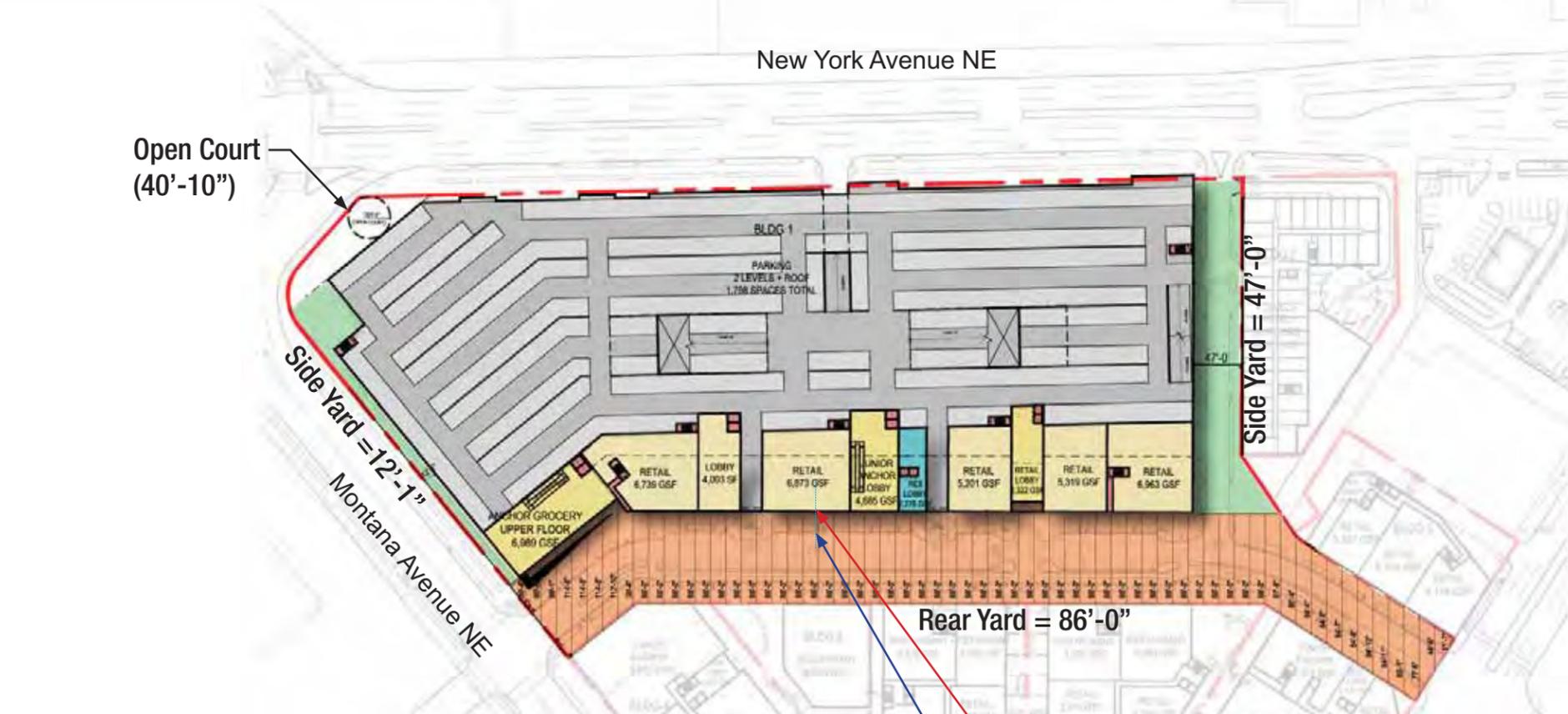
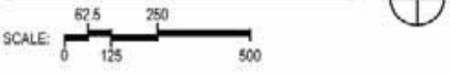




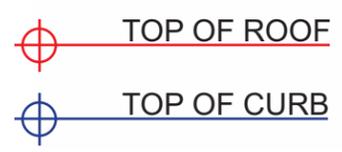




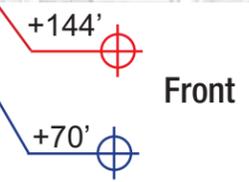
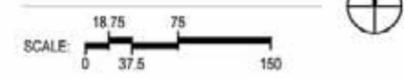
LOCATION PLAN



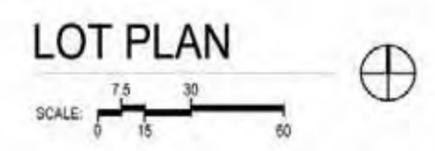
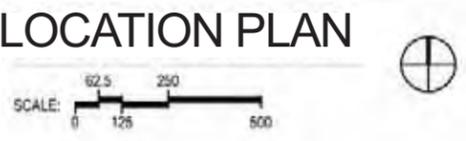
BUILDING HEIGHT MEASUREMENT LEGEND



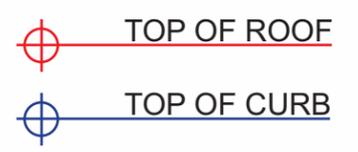
LOT PLAN



| NEW CITY ZONING ANALYSIS - LOT 1 | | | ZR 16 Reference Section |
|------------------------------------|---|--|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 1 | |
| Lot Area | | 359,643 S.F. | |
| Lot Measuring Point | | +70'-0" | |
| Gross Floor Area | N/A | 750,703 S.F. | |
| Retail | | 217,097 S.F. | |
| Residential (Units) | | 157,688 S.F. (220 units) | |
| Parking | | 375,918 S.F. (58,080 S.F. residential parking) | |
| FAR | | | § 402.1 Subtitle G |
| Residential | 4.2 (with IZ) | 0.59 | |
| Non-Residential | 1.50 | 1.49 | |
| Lot Occupancy | | | § 404.1 Subtitle G |
| Residential | 80% (with IZ) | 9% | |
| Other Uses | N/A | 70% | |
| Building Height | +75'-0" | +74'-0' | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | n/a | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | n/a | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 86'; Complies | § 405.2 Subtitle G |
| | | $[(30'-4" + 60'-8" + 90'-1" + 114'-6" \cdot 3) + 112'-10" + 90'-2" + 88'-0" \cdot (41) + 97'-6" + 86'-4" \cdot (2) + 84'-6" + 84'-7" + 84'-8" + 84'-10" + 84'-11" + 85'-1" + 77'-6" + 44'-6" + 11'-7"] / 61 = 86'$ | |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 12'-3" (east side of building); 0' or 6'-4" (west side of building) East: 74' * (2/12) = 12'-3" West: 38' * (2/12) = 6'-4" | 47'-0" (east) and 12'-1" (west); Complies East: 47'-0" Provided West: 12'-1" Provided | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" = 10'-2" Required 74' * (2.5/12) = 10'-2" | 40'-10"; Complies | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Residential | 72 (1 / 3 dwelling units ≥ 4 units) 220 4 = 216 / 3 = 72 | 176 | |
| Retail/Grocery | 285 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 217,097 - 3,000 = 214,097 / 1,000 = 214.1 * 1.33 = 284.8 | 1,622 | |
| Total | 357 | 1,798 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Residential Long Term | 73 (1 / 3 dwelling units) 220 / 3 = 73.3 | 73 | |
| Residential Short Term | 11 (1 / 20 dwelling units) 220 / 20 = 11 | 11 | |
| Retail Long Term | 22 (1 / 10,000 S.F.) 217,097 / 10,000 = 21.7 | 22 | |
| Retail Short Term | 62 (1 / 3,500 S.F.) 217,097 / 3,500 = 62 | 62 | |
| Total | 168 | 168 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | 1 | |
| Retail | 3 (3 at ≥ 100,000 S.F.) | 32 (shared with development site) | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | 4 (shared with development site) | |
| Retail | 1 (1 at ≥ 20,000 S.F.) | 4 (shared with development site) | |



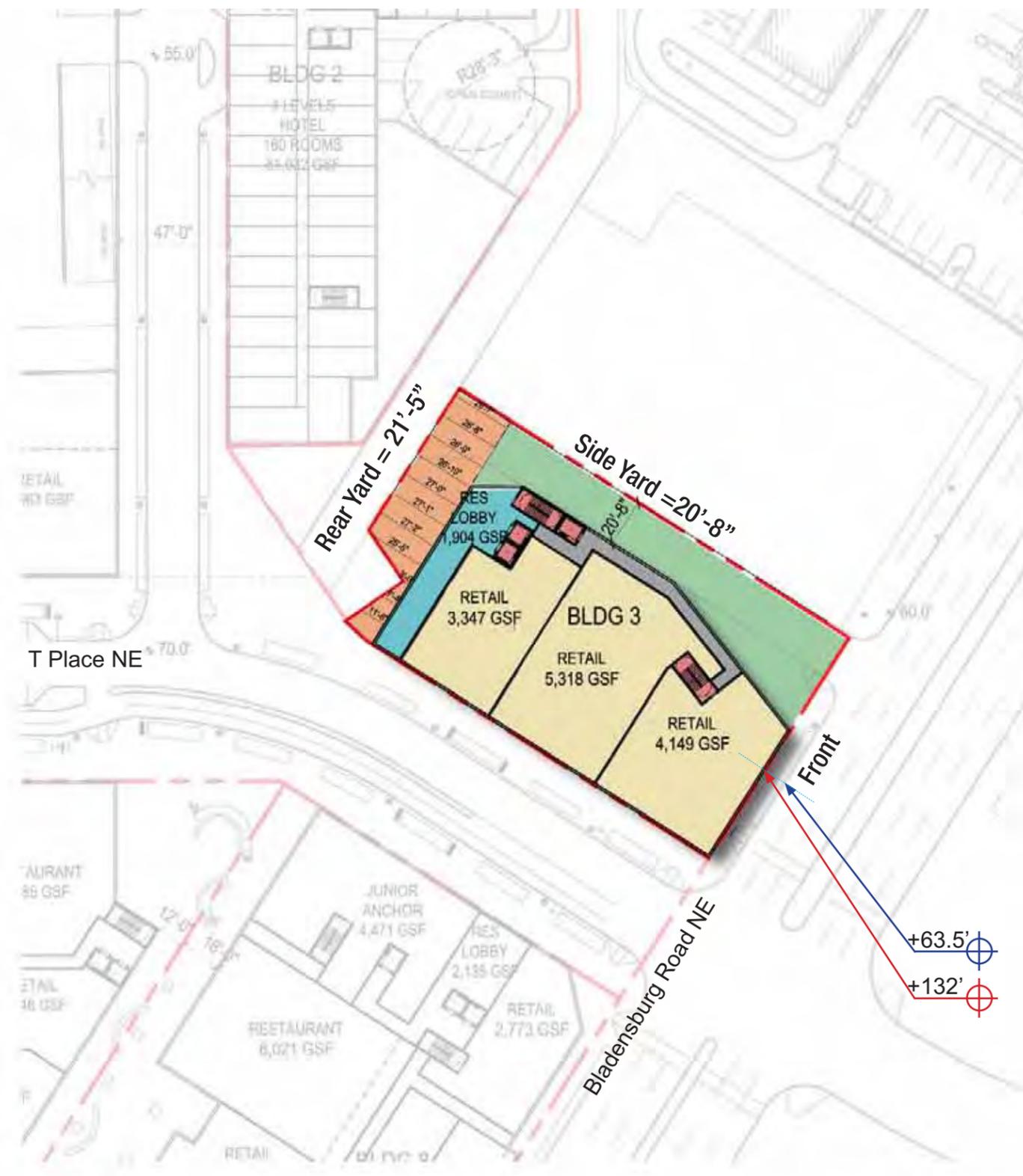
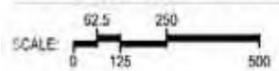
BUILDING HEIGHT MEASUREMENT LEGEND



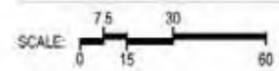
| NEW CITY ZONING ANALYSIS - LOT 2 | | | ZR 16 Reference Section |
|----------------------------------|---|--|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 2 | |
| Lot Area | | 34,194 S.F. | |
| Lot Measuring Point | | +55.5' | |
| Gross Floor Area | N/A | 100,932 S.F. | |
| Retail | | 4,100 S.F. | |
| Lodging, Lobby / Amenity | | 15,800 S.F. | |
| Lodging, Hotel (Rooms) | | 81,032 S.F. (160 Rooms) | |
| FAR | | | |
| Residential | 3.5 | 2.37 | § 404.1 Subtitle G |
| Non-Residential | 1.5 | 0.58 | |
| Lot Occupancy | | | § 403.1 Subtitle G |
| Residential | 80% (with IZ) | | |
| Other Uses | N/A | 71% | § 403.2 Subtitle G |
| Building Height | +75'-0" | +58'-6" | § 1502.1 Subtitle C |
| Penthouse Height | +20'-0" | +20'-0" Max | § 405.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | |
| Rear Yard | 15'-0" | 16'-2"; Complies | § 406.1 Subtitle G |
| | | (16'-3" + 16'-6" + 16'-9" + 17'-0" + 17'-3" + 17'-6" + 17'-9" + 18'-0" + 18'-3" + 18'-6" + 18'-9" + 19'-0" + 16'-10" + 10'-2" + 3'-6") / 15 = 16'-2" | |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 10'-8" | 0 and 20"; Complies | § 1608.1 Subtitle C |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" = 13'-7" | 56'-6"; Complies | |
| | 49' * (2.5/12) = 13'-8" | | § 407.1 Subtitle G |
| Green Area Ratio | 0.3 | 0.3 | |
| Parking Requirement | | | § 701.5 Subtitle C |
| Lodging | 47 (0.5 / 1,000 S.F. if ≥ 3,000 S.F.) | 96,832 - 2,880 = 93,952 / 1,000 = 93.95 * 0.5 = 46.97 | |
| Retail | 5 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) | 4,100 - 120 = 3,980 / 1,000 = 3.98 * 1.33 = 5.29 | § 802.1 Subtitle C |
| Total | 52 | 9 (shared with development site) | |
| Bicycle Parking Requirement | | | § 901.1 Subtitle C |
| Lodging Long Term | 10 (1 / 10,000 S.F.) 96,832 / 10,000 = 9.68 | 10 | |
| Lodging Short Term | 2 (1 / 40,000 S.F.) 96,832 / 40,000 = 2.42 | 2 | § 901.1 Subtitle C |
| Retail Long Term | 0 (1 / 10,000 S.F.) 4,100 / 10,000 = 0.41 | | |
| Retail Short Term | 1 (1 / 3,500 S.F.) 4,100 / 3,500 = 1.17 | 1 | § 901.1 Subtitle C |
| Total | 13 | 13 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Lodging | 2 (2 / 50,000 - 100,000 S.F.) | shared with development site | |
| Retail | None | | § 901.1 Subtitle C |
| Delivery Spaces | | | |
| Lodging | None | | § 901.1 Subtitle C |
| Retail | None | | |



LOCATION PLAN



LOT PLAN



BUILDING HEIGHT MEASUREMENT LEGEND

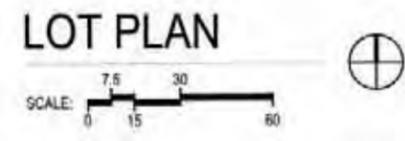
- TOP OF ROOF
- TOP OF CURB

| NEW CITY ZONING ANALYSIS - LOT 3 | | | ZR 16 Reference Section |
|------------------------------------|---|---|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 3 | |
| Lot Area | | 21,900 S.F. | |
| Lot Measuring Point | | +63.5' | |
| Gross Floor Area | N/A | 74,260 S.F. | |
| Retail | | 12,916 S.F. | |
| Residential (Units) | | 61,344 S.F. (52 units) | |
| Residential (Penthouse) | 0.4 FAR Max = 8,760 S.F. | 0 S.F. (8,187 S.F. GFA) (8 units) | |
| FAR | | | |
| Residential | 3.5 | 2.8 | § 404.1 Subtitle G |
| Non-Residential | 1.5 | 0.59 | |
| Lot Occupancy | | | § 403.1 Subtitle G |
| Residential | 80% (with IZ) | 69% | |
| Other Uses | N/A | 69% | § 403.2 Subtitle G |
| Building Height | +75'-0" | +68'-6" | § 1502.1 Subtitle C |
| Penthouse Height | +20'-0" | +14'-0" | § 405.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | 14'-0"; Complies w/ 1:1 setback | § 406.1 Subtitle G |
| Rear Yard | 15'-0" | 21'-5"; Complies (26'-7" + 26'-8" + 26'-9" + 26'-10" + 27'-0" + 27'-1" + 27'-2" + 25'-5" + 3'-0" + 7'-4" + 11'-8") / 11 = 21'-5" | |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 11'-6" 68'-6" * (2/12) = 11'-6" | 0' and 20'-8"; Complies | § 1608.1 Subtitle C |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | N/A | § 407.1 Subtitle G |
| Green Area Ratio | 0.3 | 0.3 | § 701.5 Subtitle C |
| Parking Requirement | | | § 802.1 Subtitle C |
| Residential | 19 (1 / 3 dwelling units ≥ 4 units) 4 = 56 / 3 = 18.6 | 60 - 0 | |
| Retail | 13 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 12,916 - 3,000 = 9,916 / 1,000 = 9.9 * 1.33 = 13.2 | 0 | |
| Total | 32 | 0 (shared with development site) | |
| Bicycle Parking Requirement | | | |
| Residential Long Term | 20 (1 / 3 dwelling units) 60 / 3 = 20 | 20 | § 901.1 Subtitle C |
| Residential Short Term | 3 (1 / 20 dwelling units) 60 / 20 = 3 | 3 | |
| Retail Long Term | 1 (1 / 10,000 S.F.) 12,916 / 10,000 = 1.29 | 1 | § 901.1 Subtitle C |
| Retail Short Term | 4 (1 / 3,500 S.F.) 12,916 / 3,500 = 3.69 | 3 | |
| Total | 28 | 28 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 1 (1 / 5,000 - 20,000 S.F.) | shared with development site | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 0 (0 / 5,000 - 20,000 S.F.) | shared with development site | |



| NEW CITY ZONING ANALYSIS - LOT 4 | | | ZR 16 Reference Section |
|------------------------------------|---|---|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 4 | |
| Lot Area | | 57,764 S.F. | |
| Lot Measuring Point | | +67.5' | |
| Gross Floor Area | N/A | 148,653 S.F. | |
| Retail/Food Service | | 33,894 S.F. | |
| Residential (Units) | | 114,759 S.F. (135 units) | |
| FAR | | | § 402.1 Subtitle G |
| Residential | 4.2 (with IZ) | 1.99 | |
| Non-Residential | 1.5 | 0.59 | |
| Lot Occupancy | | | § 404.1 Subtitle G |
| Residential | 80% (with IZ) | 33% | |
| Other Uses | N/A | 80% | |
| Building Height | +75'-0" | +74.5' | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +20' Max | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 16'-3"; Complies (10'4" + 15'-0"(23) + 20'-0"(2) + 24'-0"(3) + 20'-6") / 30 = 16'-3" | § 405.2 Subtitle G |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 12'-6" 40'-0" * (2/12) = 6'-8" | 12', Complies | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | n/a | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Residential | 50 (1 / 3 dwelling units ≥ 4 units; 1 / 1 townhouses) 125 - 4 = 121 / 3 = 40.33; 10 / 1 = 10; 40 + 10 = 50 | 0 | |
| Retail/Food Service | 41 (1.33 / 1,000 S.F.) if ≥ 3,000 S.F.) 33,894 - 3,000 = 30,894 / 1,000 = 30.89 * 1.33 = 41.1 | 0 | |
| Total | 91 | 0 (shared with development site) | § 802.1 Subtitle C |
| Bicycle Parking Requirement | | | |
| Residential Long Term | 45 (1 / 3 dwelling units) 135 / 3 = 45 | 45 | |
| Residential Short Term | 7 (1 / 20 dwelling units) 135 / 20 = 6.7 | 7 | |
| Retail Long Term | 3 (1 / 10,000 S.F.) 33,894 / 10,000 = 3.39 | 3 | |
| Retail Short Term | 10 (1 / 3,500 S.F.) 33,894 / 3,500 = 9.68 | 10 | |
| Total | 65 | 65 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 2 (2 / 20,000 - 100,000 S.F.) | shared with development site | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 1 (1 at ≥ 20,000 S.F.) | shared with development site | |

BUILDING HEIGHT MEASUREMENT LEGEND

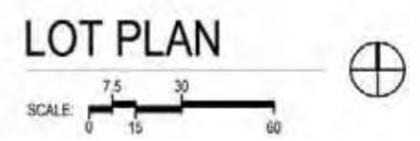




| NEW CITY ZONING ANALYSIS - LOT 5 | | | ZR 16 Reference Section |
|------------------------------------|--|----------------------------------|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 5 | |
| Lot Area | | 15,120 S.F. | |
| Lot Measuring Point | | +70.0' | |
| Gross Floor Area | N/A | 8,035 S.F. | |
| Retail | | 8,035 S.F. | |
| FAR | | | |
| Residential | 4.2 (with IZ) | | |
| Non-Residential | 1.5 | 0.5 | |
| Lot Occupancy | | | § 402.1 Subtitle G |
| Residential | 80% (with IZ) | | § 404.1 Subtitle G |
| Other Uses | N/A | 53% | |
| Building Height | +75'-0" | +20'-6" | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +20' Max | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 58'-6" | § 405.2 Subtitle G |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 5' | 0 and 15'; Complies | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | n/a | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Retail/Food Service | 7 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 8,035 - 3,000 = 5,035 / 1,000 = 5.04 * 1.33 = 6.7 | 0 | |
| Total | 7 | 0 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Retail Long Term | 1 (1 / 10,000 S.F.) 8,035 / 10,000 = | 1 | |
| Retail Short Term | 2 (1 / 3,500 S.F.) 8,035 / 3,500 = 2.3 | 2 | |
| Total | 3 | 3 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Retail | 1 (1 / 5,000 - 20,000 S.F.) | shared with development site | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Retail | 0 (0 / 5,000 - 20,000 S.F.) | | |

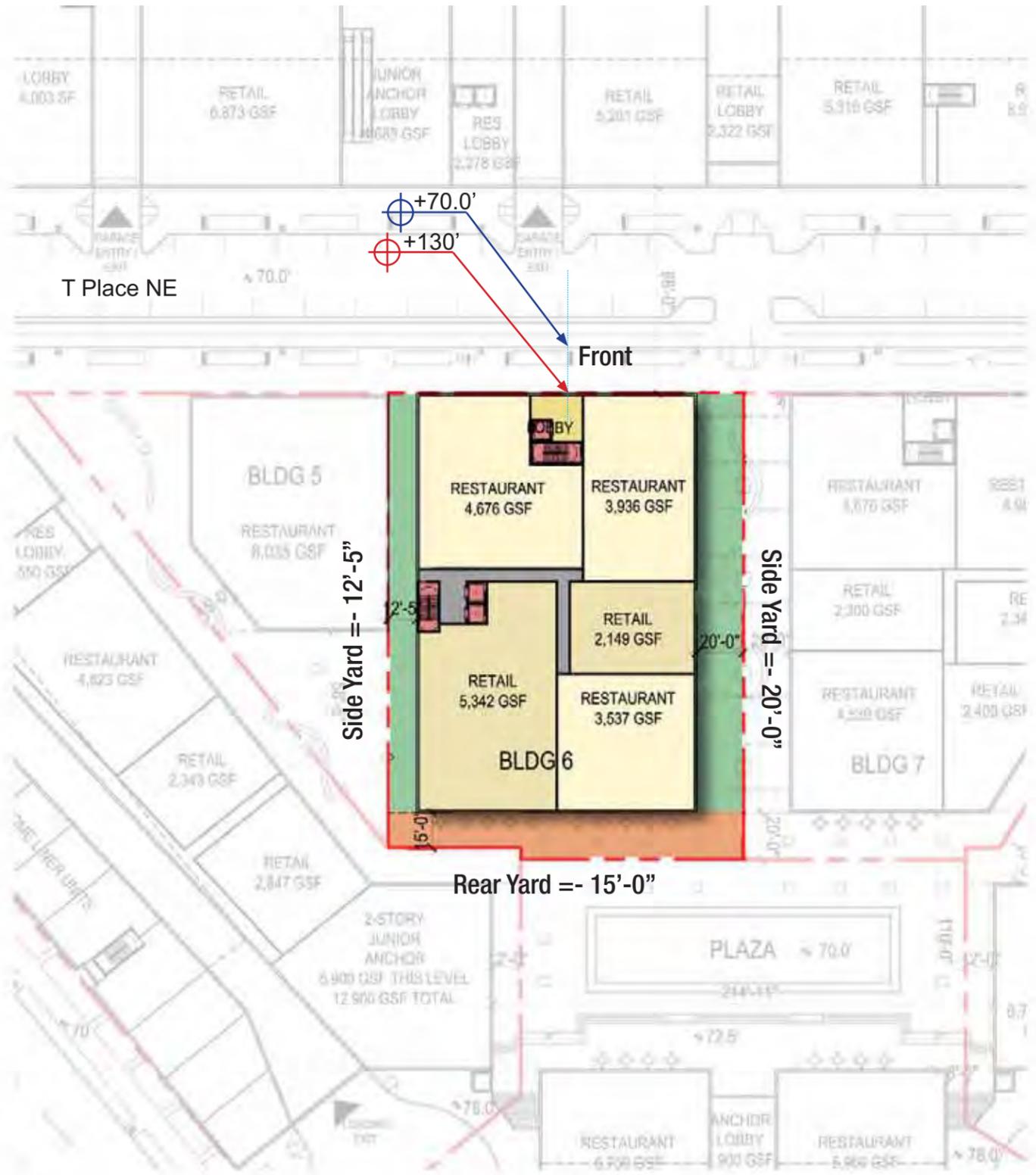
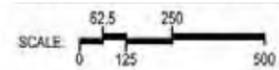
Depending on future leasing scenarios, Building 5 may contain inhabitable penthouse or roof structure areas providing access to a roof deck.

BUILDING HEIGHT MEASUREMENT LEGEND

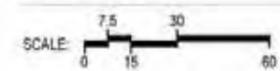




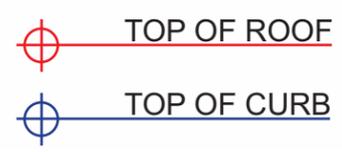
LOCATION PLAN



LOT PLAN



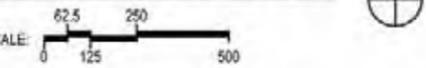
BUILDING HEIGHT MEASUREMENT LEGEND



| NEW CITY ZONING ANALYSIS - LOT 6 | | | ZR 16 Reference Section |
|------------------------------------|--|----------------------------------|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 6 | |
| Lot Area | | 30,091 S.F. | |
| Lot Measuring Point | | +70.0' | |
| Gross Floor Area | N/A | 43,030 S.F. | |
| Retail | | 43,030 S.F. | |
| FAR | | | |
| Residential | 4.2 (with IZ) | | |
| Non-Residential | 1.5 | 1.4 | |
| Lot Occupancy | | | § 402.1 Subtitle G |
| Residential | 80% (with IZ) | | § 404.1 Subtitle G |
| Other Uses | N/A | 71% | |
| Building Height | +75'-0" | +60'-0" | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +20' Max | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 15', Complies | § 405.2 Subtitle G |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 10' | 12'-5" and 20'; Complies | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | n/a | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Retail/Food Service | 53 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 43,030 - 3,000 = 40,030 / 1,000 = 40.03 * 1.33 = 53.2 | 0 | |
| Total | 53 | 0 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Retail Long Term | 4 (1 / 10,000 S.F.) 43,030 / 10,000 = 4.3 | 4 | |
| Retail Short Term | 12 (1 / 3,500 S.F.) 43,030 / 3,500 = 12.3 | 12 | |
| Total | 16 | 16 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Retail | 2 (2 / 20,000 - 100,000 S.F.) | shared with development site | § 901.1 Subtitle C |
| Delivery Spaces | | | |
| Retail | 1 (1 at ≥ 20,000 S.F.) | shared with development site | |



LOCATION PLAN

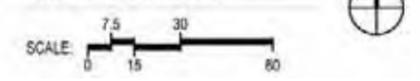


| NEW CITY ZONING ANALYSIS - LOT 7 | | | ZR 16 Reference Section |
|------------------------------------|---|----------------------------------|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 7 | |
| Lot Area | | 33,910 S.F. | |
| Lot Measuring Point | | +70.0' | |
| Gross Floor Area | N/A | 46,394 S.F. | |
| Retail | | 46,394 S.F. | |
| FAR | | | § 402.1 Subtitle G |
| Residential | 4.2 (with IZ) | | |
| Non-Residential | 1.5 | 1.37 | |
| Lot Occupancy | | | § 404.1 Subtitle G |
| Residential | 80% (with IZ) | | |
| Other Uses | N/A | 68% | |
| Building Height | +75'-0" | +60'-0" | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +20' Max | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 15'; Complies | § 405.2 Subtitle G |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 10' 60' * (2/12) = 10' | 12' and 20'; Complies | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | n/a | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Retail/Food Service | 58 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 46,394 - 3,000 = 43,394 / 1,000 = 43.4 1.33 = 57.7 | 0 | |
| Total | 58 | 0 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Retail Long Term | 5 (1 / 10,000 S.F.) 46,394 / 10,000 = 4.6 | 5 | |
| Retail Short Term | 13 (1 / 3,500 S.F.) 46,394 / 3,500 = 13.3 | 13 | |
| Total | 18 | 18 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Retail | 2 (2 / 20,000 - 100,000 S.F.) | shared with development site | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Retail | 1 (1 at ≥ 20,000 S.F.) | shared with development site | |

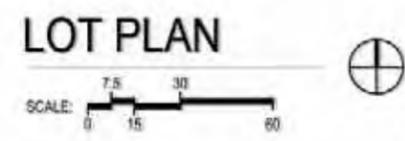
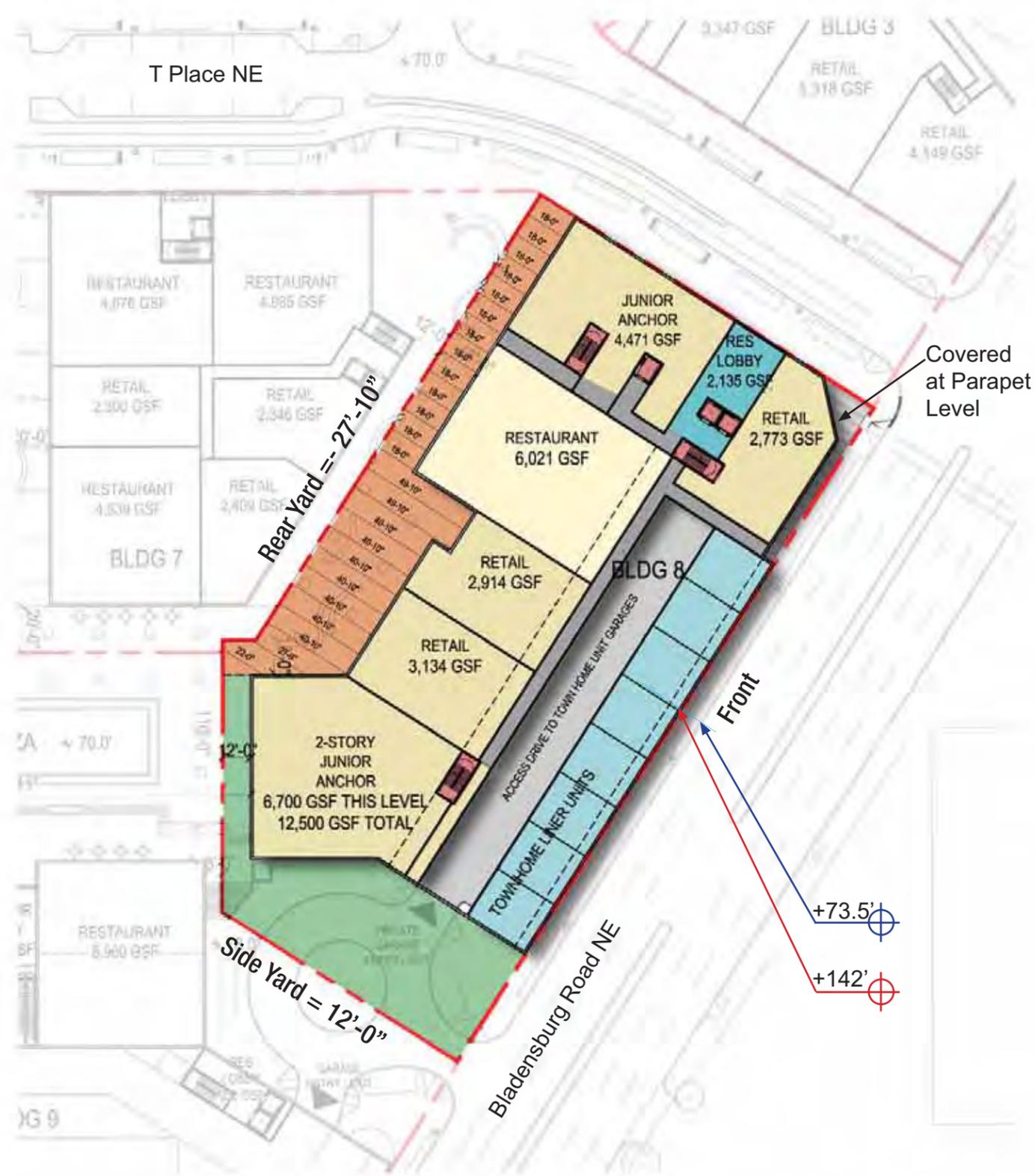
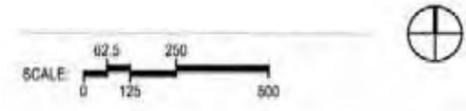
BUILDING HEIGHT MEASUREMENT LEGEND



LOT PLAN



LOCATION PLAN

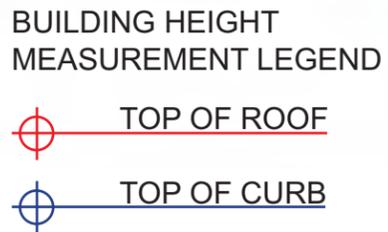
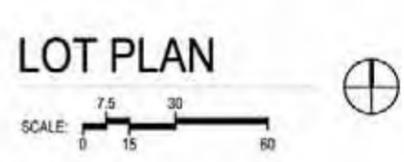
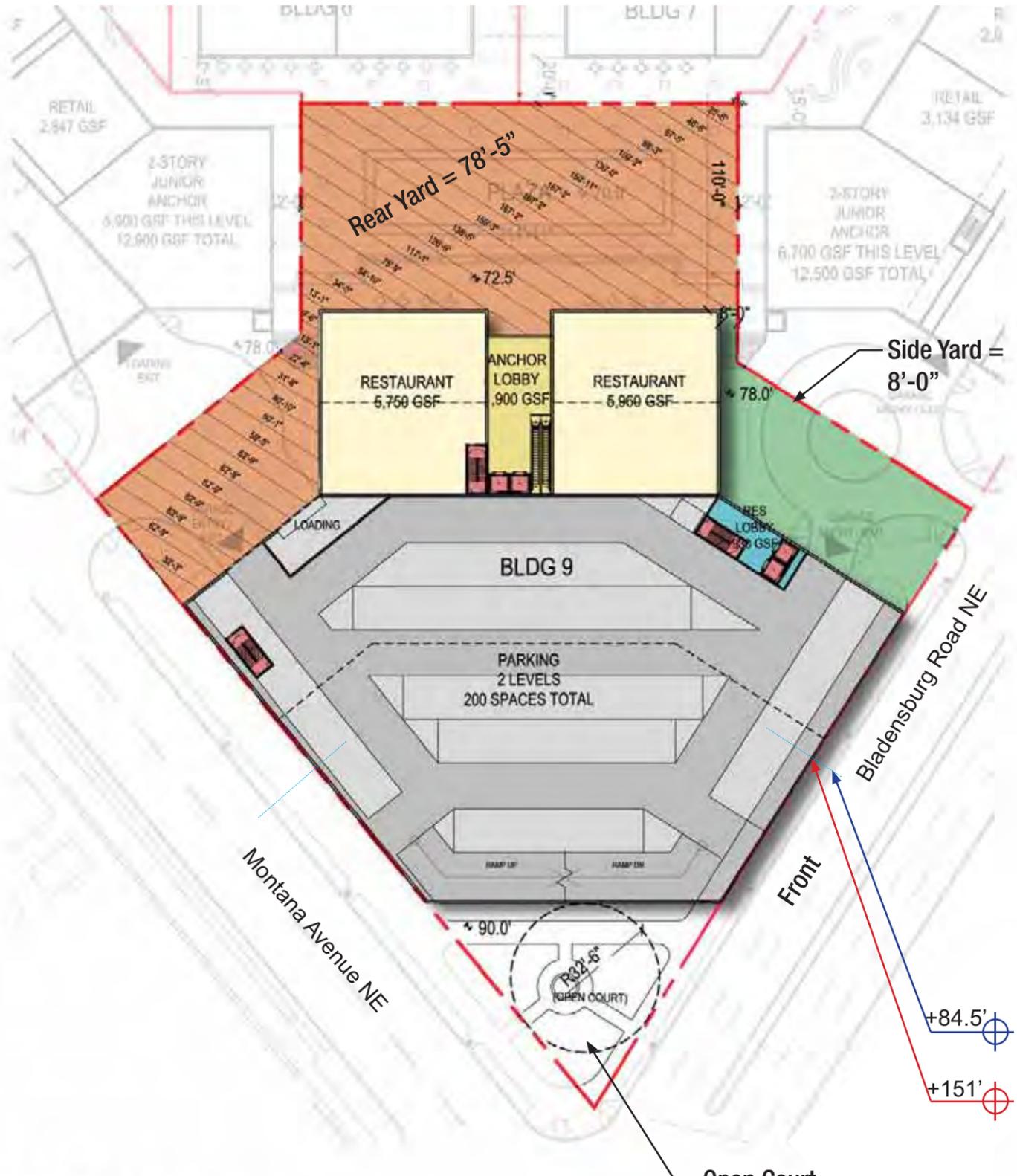


LOT 8 PLAN

BUILDING HEIGHT MEASUREMENT LEGEND

- TOP OF ROOF
- TOP OF CURB

| NEW CITY ZONING ANALYSIS - LOT 8 | | | ZR 16 Reference Section |
|------------------------------------|---|--|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 8 | |
| Lot Area | | 55,827 S.F. | |
| Lot Measuring Point | | +73.5' | |
| Gross Floor Area | N/A | 161,364 S.F. | |
| Retail/Food Service | | 31,813 S.F. | |
| Residential (Units) | | 129,551 S.F. (153 units, combined) | |
| FAR | | | § 402.1 Subtitle G |
| Residential | 4.2 (with IZ) | 2.32 | |
| Non-Residential | 1.5 | 0.57 | |
| Lot Occupancy | | | § 404.1 Subtitle G |
| Residential | 80% (with IZ) | 42% | |
| Other Uses | N/A | 74% | |
| Building Height | +75'-0" | +68'-6" | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +20' Max | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | Will comply w/ 1:1 setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 27'-10"; Complies (18'-0"(13) + 49'-10"(2) + 40'-10"(7) + 27'-9" + 22'-0") / 24 = 27'-10" | § 405.2 Subtitle G |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 11'-6" 68'-6" * (2/12) = 11'-6" | 0' and 12"; Complies | § 406.1 Subtitle G |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" | n/a | § 1608.1 Subtitle C |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Residential, Townhouses | 8 (1 / 1 dwelling units, townhomes) 8 / 1 = 8 | 8 (on Lot 8) | |
| Residential, Apartments | 47 (1 / 3 dwelling units ≥ 4 units) 145 / 3 = 47 | 0 | |
| Retail/Food Service | 38 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 31,813 - 3,000 = 28,813 / 1,000 = 28.813 1.33 = 38 | 0 | |
| Total | 93 | 0 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Residential Long Term | 51 (1 / 3 dwelling units) 153 / 3 = 51 | 51 | |
| Residential Short Term | 8 (1 / 20 dwelling units) 153 / 20 = 7.7 | 8 | |
| Retail Long Term | 3 (1 / 10,000 S.F.) 31,813 / 10,000 = 3.18 | 3 | |
| Retail Short Term | 9 (1 / 3,500 S.F.) 31,813 / 3,500 = 9.09 | 9 | |
| Total | 71 | 71 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 2 (2 / 20,000 - 100,000 S.F.) | shared with development site | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | shared with development site | |
| Retail | 1 (1 at ≥ 20,000 S.F.) | shared with development site | |

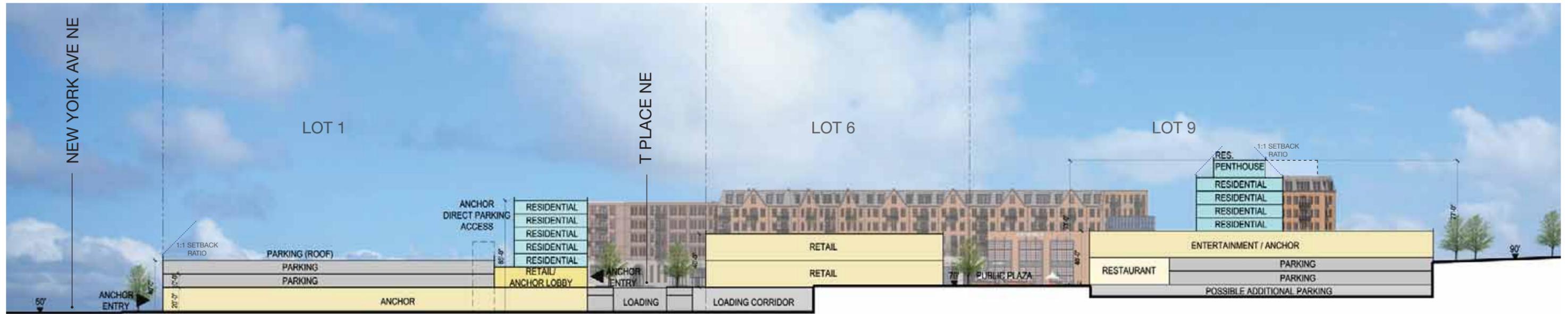


| NEW CITY ZONING ANALYSIS - LOT 9 | | | ZR 16 Reference Section |
|------------------------------------|---|--|-------------------------|
| | Required/Permitted | Proposed/Provided | |
| Zone | | MU-5-B | |
| Square | | 4263 | |
| Lot | | 9 | |
| Lot Area | | 90,009 S.F. | |
| Lot Measuring Point | | +84.5' | |
| Gross Floor Area | | 183,660 S.F. | |
| Retail/Food Service | | 11,710 S.F. | |
| Residential (Units) | | 80,614 S.F. (88 units) | |
| Residential (Penthouse) | 0.4 FAR Max = 36,004 S. F. | 0 S.F. (10,190 S.F. GSF) (14 units) | |
| Entertainment | | 50,618 S.F. | |
| Loading | | 865 S.F. | |
| Parking | | 39,853 S.F. | |
| FAR | | | § 402.1 Subtitle G |
| Residential | 4.2 (with IZ) | 0.9 | |
| Non-Residential | 1.5 | 1.1 | |
| Lot Occupancy | | | § 404.1 Subtitle G |
| Residential | 80% (with IZ) | 22% | |
| Other Uses | N/A | 59% | |
| Building Height | +75'-0" | +66.5' | § 403.1 Subtitle G |
| Penthouse Height | +20'-0" | +12'-0" | § 403.2 Subtitle G |
| Penthouse Setbacks | 1:1 setback | 12'-0"; Complies w/ 1:1 Setback | § 1502.1 Subtitle C |
| Rear Yard | 15'-0" | 78'-5"; Complies | § 405.2 Subtitle G |
| | | (32'-3" + 62'-9"(6) + 59'-5" + 50'-1" + 40'-10" + 31'-8" + 22'-4" + 13'-1" + 9'-6" + 13'-1" + 34'-0" + 54'-10" + 75'-9" + 117'-1" + 126'-9" + 138'-5" + 159'-3" + 167'-2"(2) + 150'-11" + 130'-0" + 109'-2" + 88'-3" + 67'-5" + 46'-6" + 25'-8" + 4'-9") / 26 = 78'-5" | |
| Side Yard | None <OR> 2" per 1 vertical foot with no less than 5'-0" = 0' or 5' | 0' and 8"; Complies | § 406.1 Subtitle G |
| | 49' * (2/12) = 8' | | |
| Courts | 2.5" per 1 foot of height with no less than 6'-0" = 15' Required | 65'-0"; Complies | § 1608.1 Subtitle C |
| | 49' * (2.5/12) = 8'-4" | | |
| Green Area Ratio | 0.3 | 0.3 | § 407.1 Subtitle G |
| Parking Requirement | | | § 701.5 Subtitle C |
| Residential | 33 (1 / 3 dwelling units ≥ 4 units) 102 - 4 = 98 / 3 = 32.6 | | |
| Retail/Food Service | 15 (1.33 / 1,000 S.F. if ≥ 3,000 S.F.) 11,710 - 570 = 11,140 = 11.1 * 1.33 = 14.7 | | |
| Entertainment | 96 (2 / 1,000 S.F. if ≥ 3,000 S.F.) 50,618 - 2,430 = 48,188 / 1,000 = 48.2 * 2 = 96.4 | | |
| Total | 144 | 200 (shared with development site) | |
| Bicycle Parking Requirement | | | § 802.1 Subtitle C |
| Residential Long Term | 34 (1 / 3 dwelling units) 102 / 3 = 34 | 34 | |
| Residential Short Term | 5 (1 / 20 dwelling units) 102 / 20 = 5.1 | 5 | |
| Retail Long Term | 1 (1 / 10,000 S.F.) 11,710 / 10,000 = 1.17 | 1 | |
| Retail Short Term | 3 (1 / 3,500 S.F.) 11,710 / 3,500 = 3.3 | 3 | |
| Entertainment Long Term | 5 (1 / 10,000 S.F.) 50,618 / 10,000 = 5.1 | 5 | |
| Entertainment Short Term | 5 (1 / 10,000 S.F.) 50,618 / 10,000 = 5.1 | 5 | |
| Total | 53 | 53 | |
| Loading Berths | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | 1 | |
| Entertainment | None | | |
| Retail | 1 (1 / 5,000 - 20,000 S.F.) | 1 | |
| Delivery Spaces | | | § 901.1 Subtitle C |
| Residential | 1 (1 at ≥ 50 dwelling units) | 1 | |
| Entertainment | None | | |
| Retail | 0 (0 / 5,000 - 20,000 S.F.) | | |

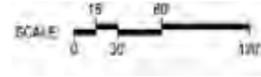
NEW CITY DC - GROSS FLOOR AREA SUMMARY

| BLDG | BUILDING HEIGHT | | | RETAIL | | PARKING (COMBINED RESIDENTIAL & RETAIL) | | | RESIDENTIAL | | | | TOWNHOMES | | | LODGING | | | ENTERTAINMENT | | LOADING | GRAND TOTAL |
|--------------|-----------------|--------|---------------------|----------------|--------|--|-------------------|------|----------------|-------------------|------------|------|---------------|-----------|------|---------------|------------|--------|---------------|----------|------------|------------------|
| | FEET | FLOORS | PENTHOUSE HEIGHT | GFA | LVLS | GFA | PARKING SPACES | LVLS | GFA | PENTHOUSE AREA | UNITS | LVLS | GFA | UNITS | LVLS | GFA | ROOMS | LVLS | GFA | LVLS | GFA | GFA TOTAL |
| 1 | 74 | 7 | - | 217,097 | 2 | 375,918 | 1,798 | 4 | 157,688 | | 220 | 5 | | | | | | | | | | 750,703 |
| 2 | 58.5 | 5 | - | 4,100 | 1 | SURFACE | 9 | 1 | | | | | | | | 96,832 | 160 | 4 | | | | 100,932 |
| 3 | 68.5 | 5+PH | 12 | 12,916 | 1 | | | | 61,344 | 8,187 | 60 | 4+PH | | | | | | | | | | 74,260 |
| 4 | 74.5 | 6 | - | 33,894 | 1 (2*) | | | | 94,645 | | 125 | 5 | 20,114 | 10 | 2 | | | | | | | 148,653 |
| 5 | 20.5 | 1 | - | 8,035 | 1 (2*) | | | | | | | | | | | | | | | | | 8,035 |
| 6 | 60 | 2 | - | 43,030 | 2 | | | | | | | | | | | | | | | | | 43,030 |
| 7 | 60 | 2 | - | 46,394 | 2 | | | | | | | | | | | | | | | | | 46,394 |
| 8 | 68.5 | 6+PH | - | 31,813 | 1 (2*) | PRIVATE GARAGE | 8 | 1 | 117,335 | | 145 | 5 | 12,216 | 8 | 2 | | | | | | | 161,364 |
| 9 | 66.5 | 6 | 14 | 11,710 | 2 | 39,853 | 200 | 2 | 80,614 | 10,190 | 102 | 4+PH | | | | | | 50,618 | 2 | 865 | | 183,660 |
| TOTAL | | | | 408,989 | | 415,771 | 2,015 | | 511,626 | | 652 | | 32,330 | 18 | | 96,832 | 160 | | 50,618 | 2 | 865 | 1,517,031 |

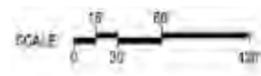
(*) Partial Floor



OVERALL SITE SECTION A

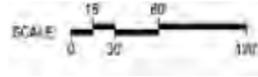


OVERALL SITE SECTION B

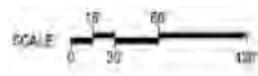




OVERALL SITE SECTION C



OVERALL SITE SECTION D





NEW YORK AVENUE ELEVATION

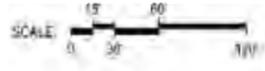


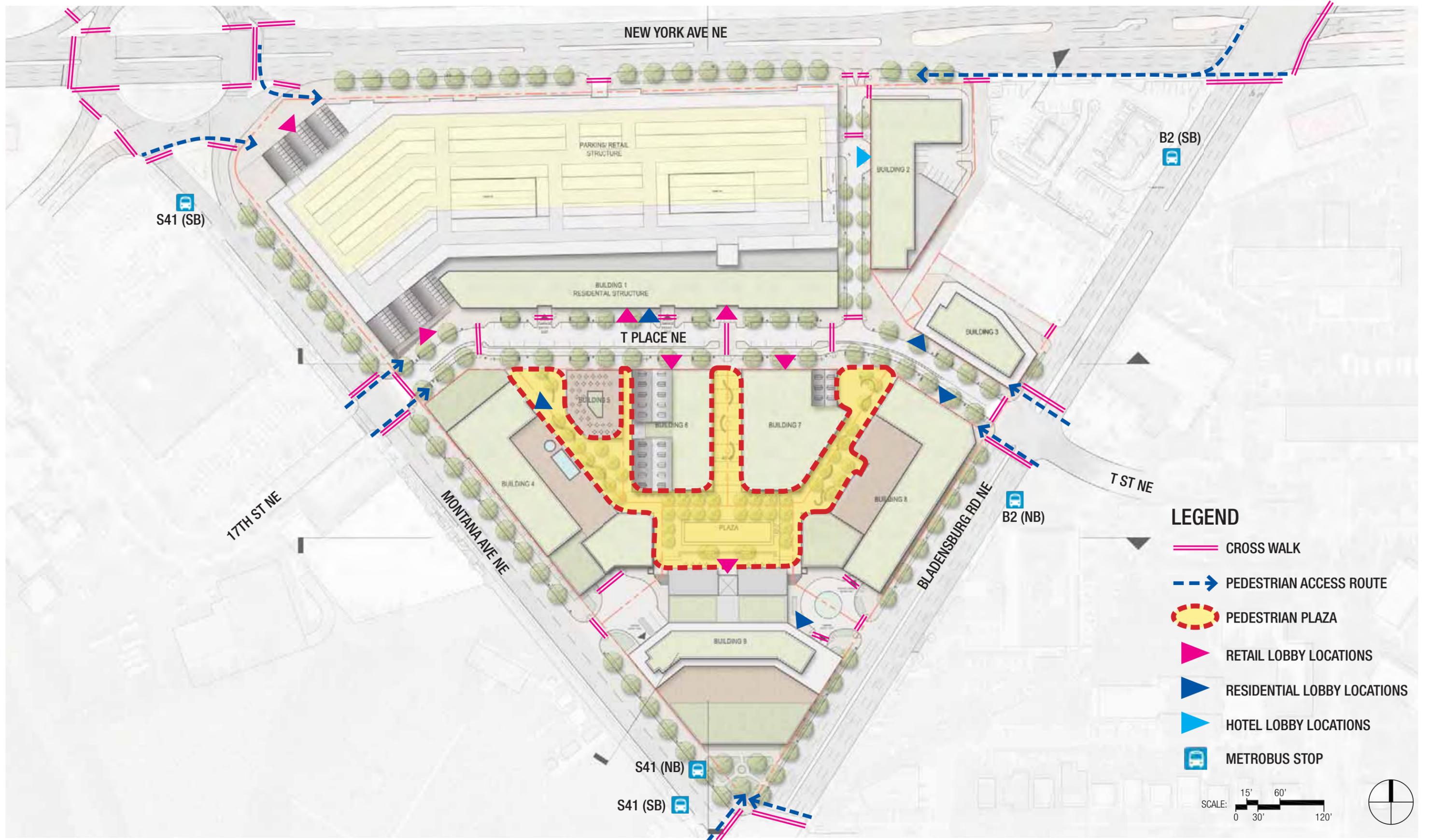
MONTANA AVENUE ELEVATION

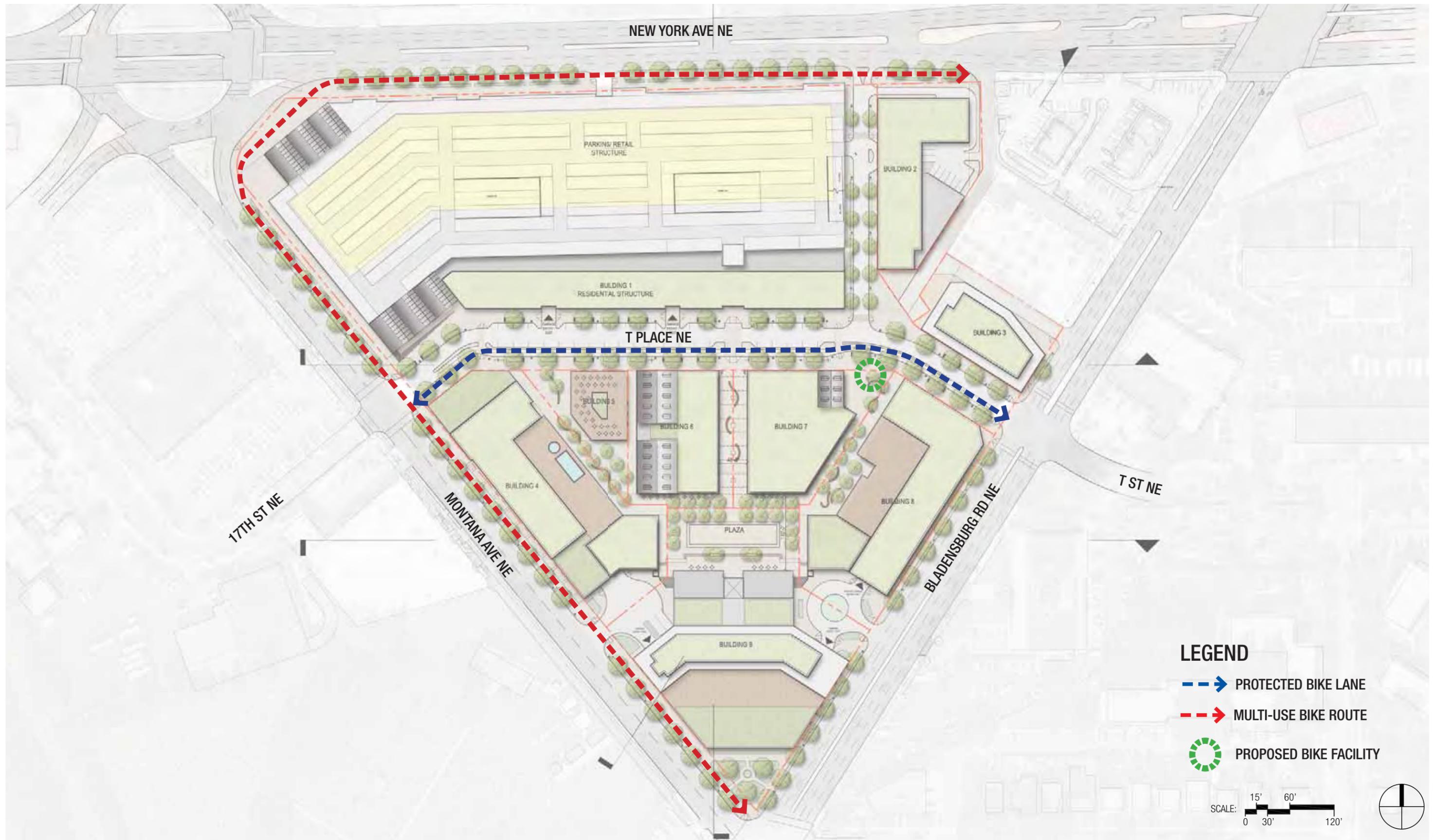




BLADENSBURG ROAD ELEVATION

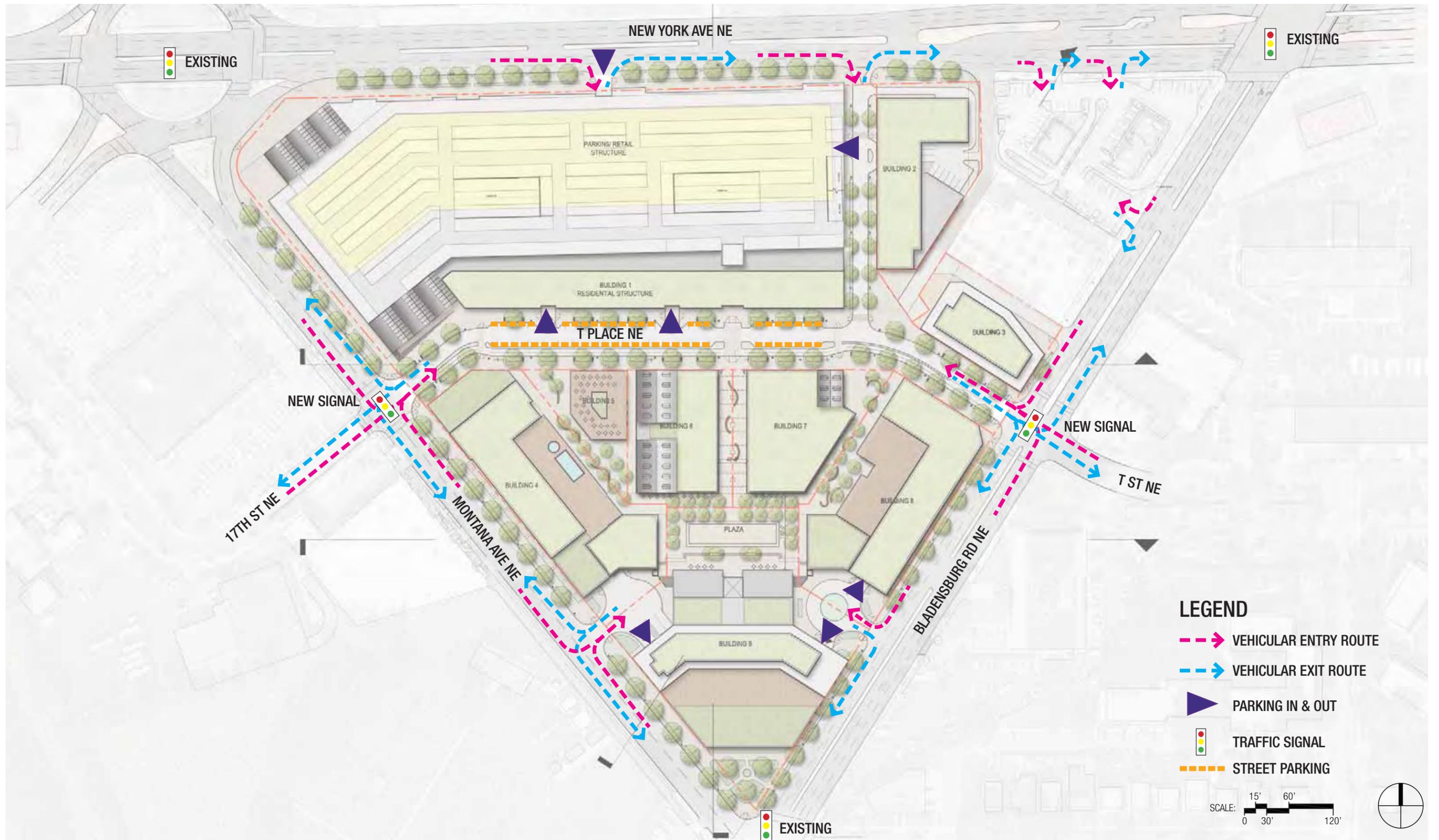


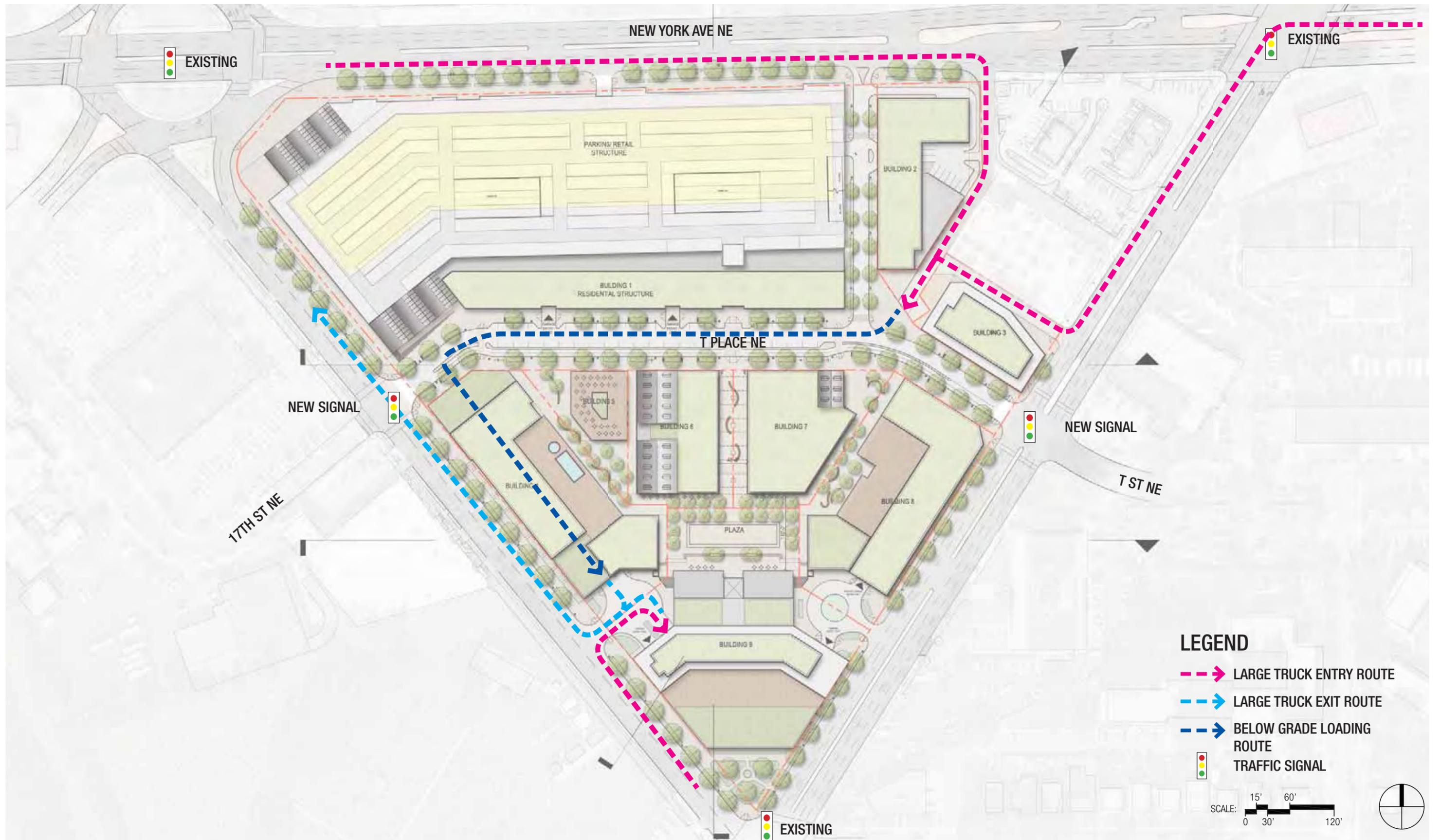


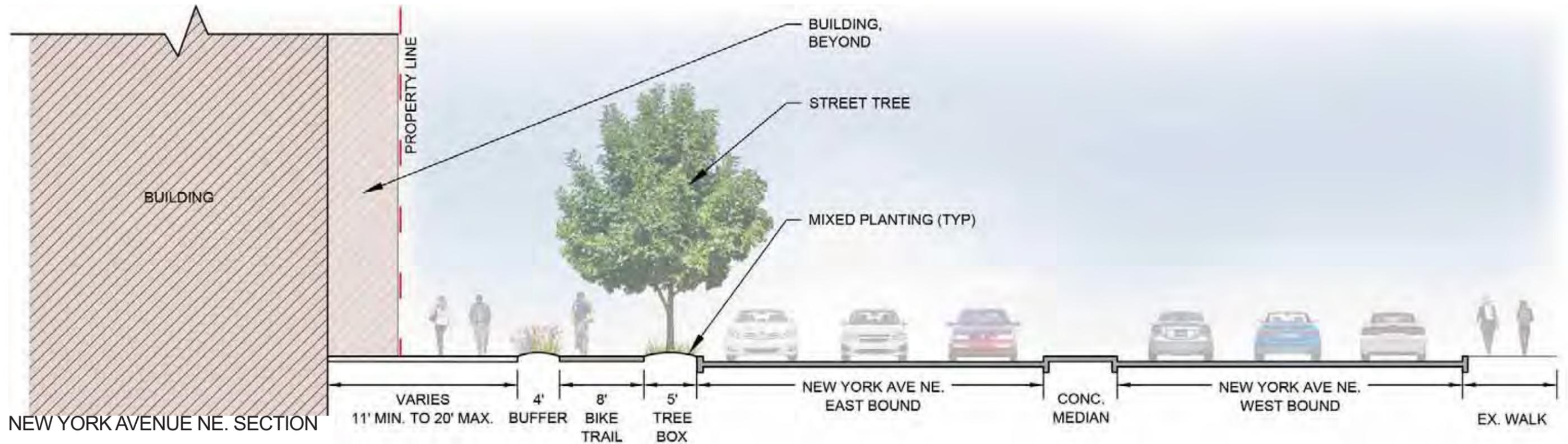


- LEGEND**
- - - ➔ PROTECTED BIKE LANE
 - - - ➔ MULTI-USE BIKE ROUTE
 - ⊙ PROPOSED BIKE FACILITY

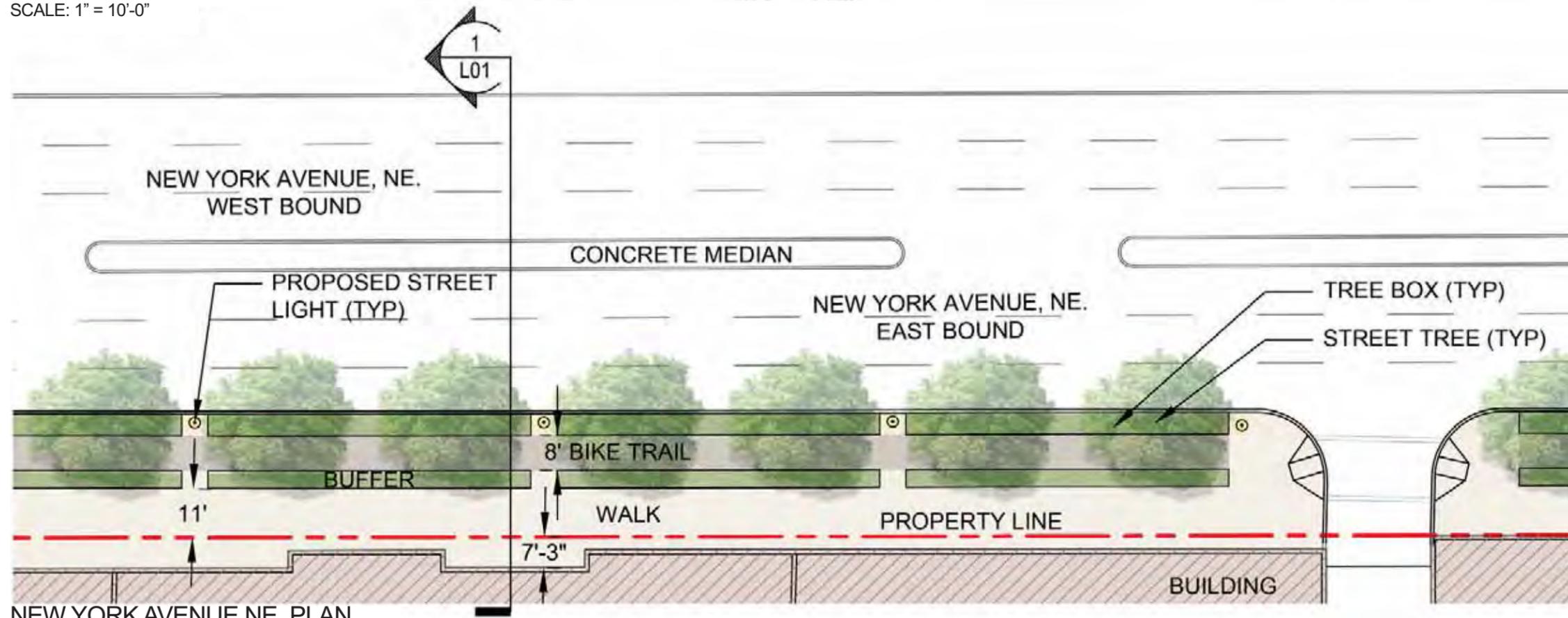




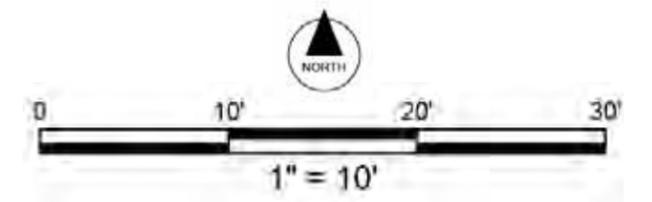


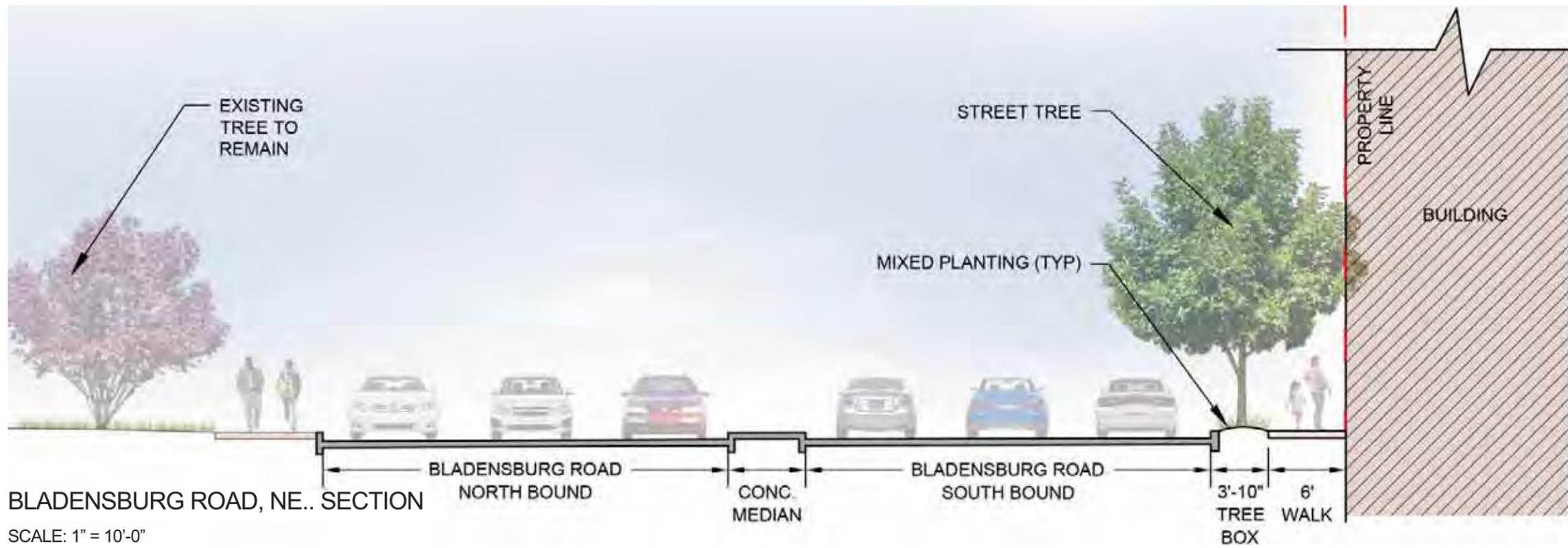


NEW YORK AVENUE NE. SECTION
SCALE: 1" = 10'-0"



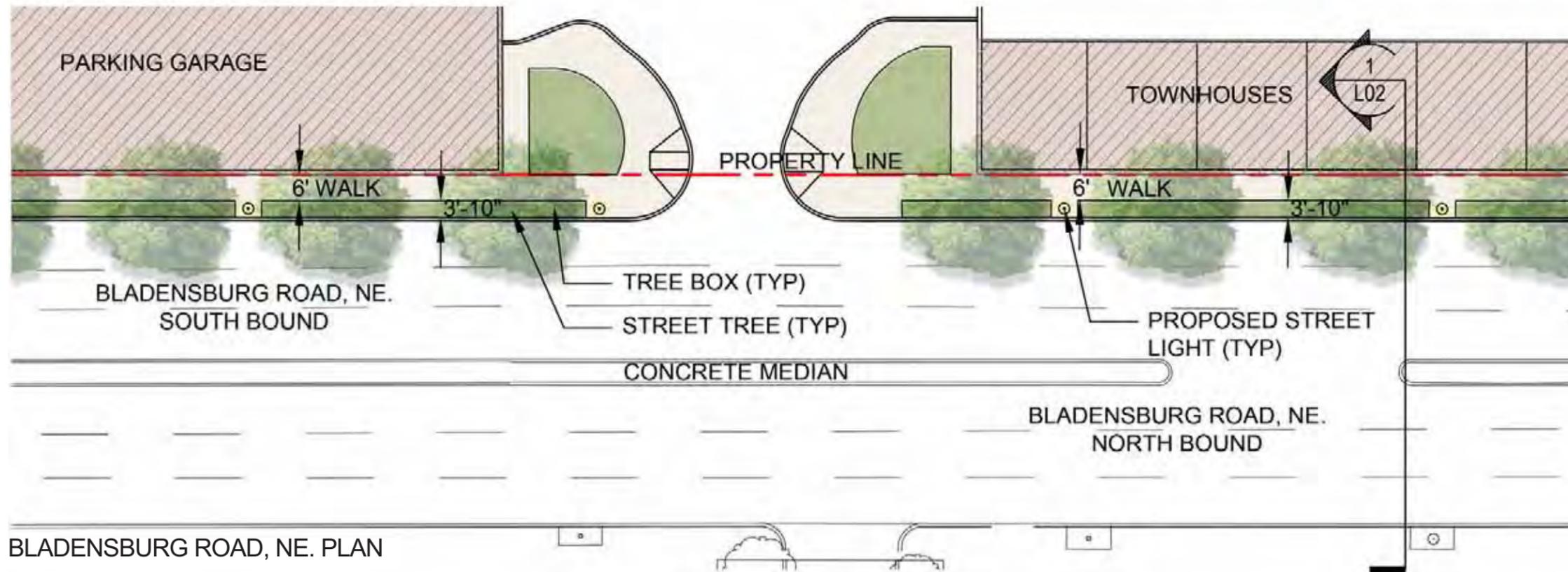
NEW YORK AVENUE NE. PLAN
SCALE: 1" = 10'-0"





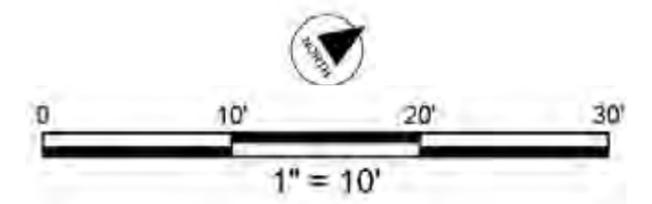
BLADENSBURG ROAD, NE.. SECTION

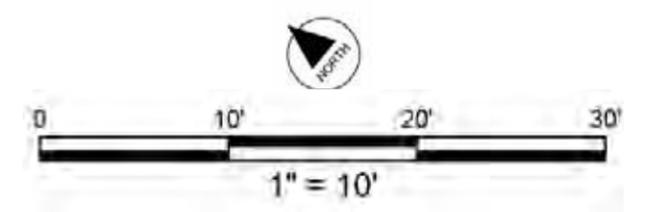
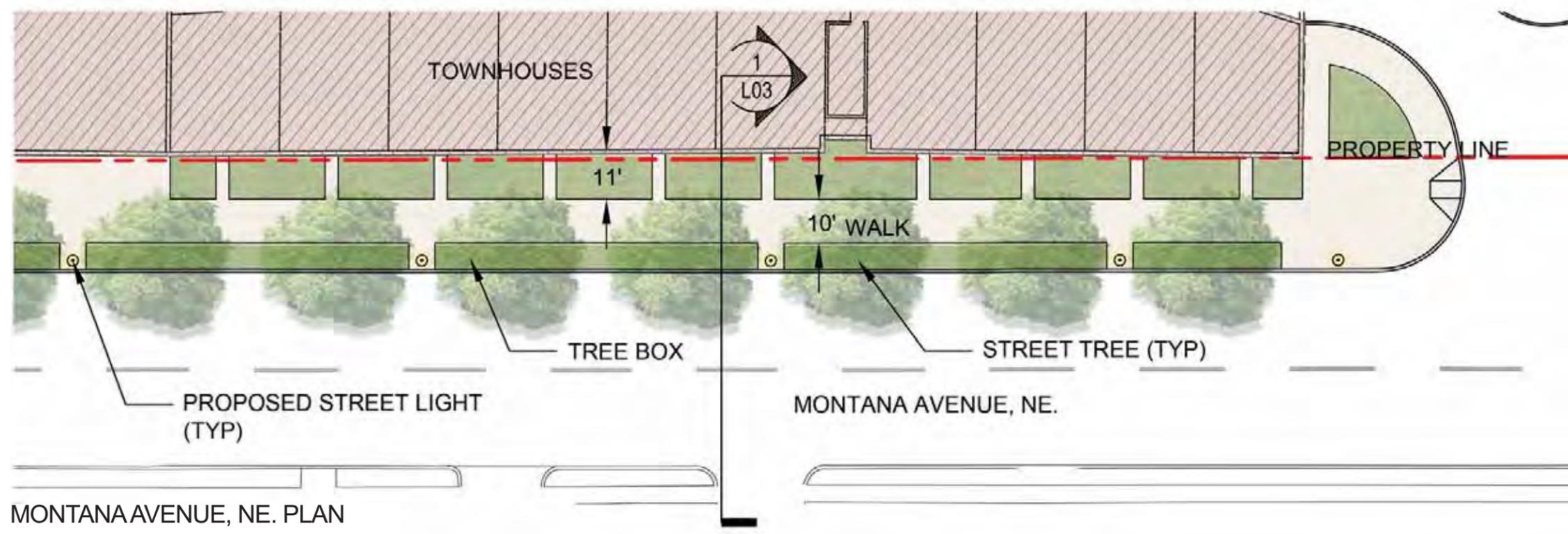
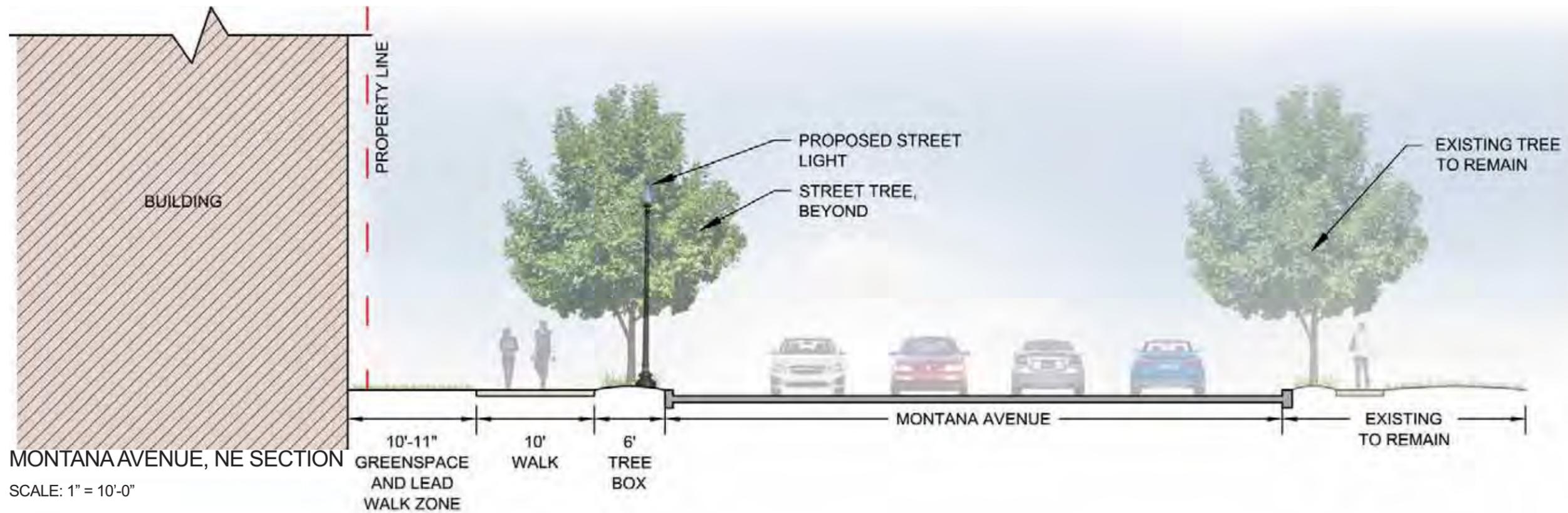
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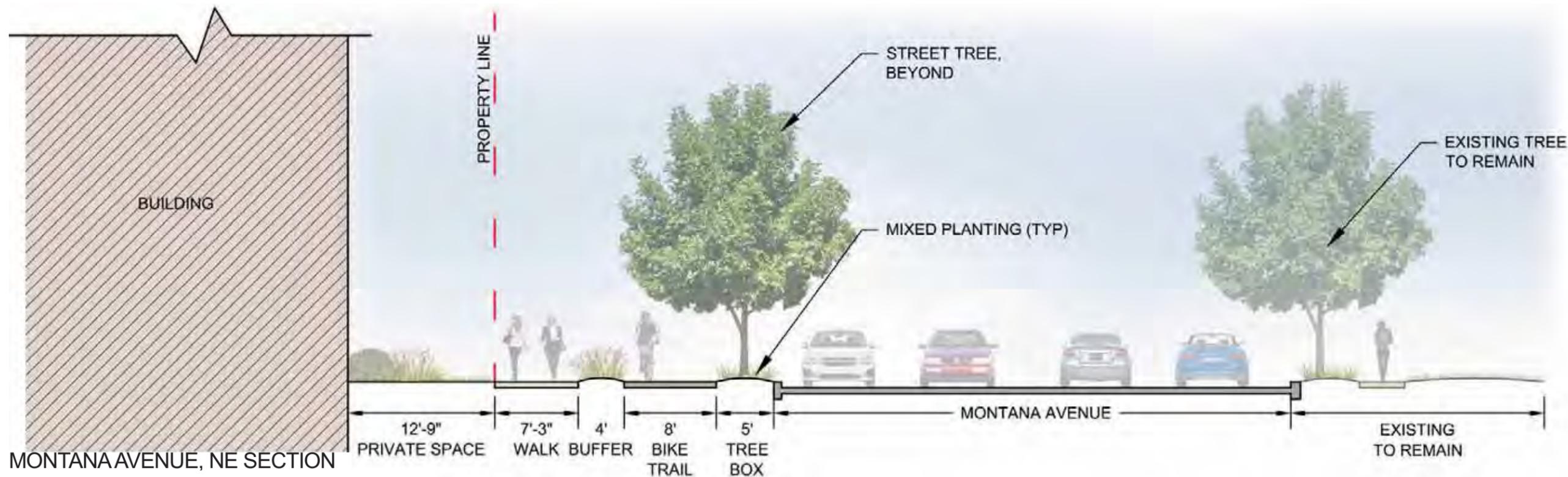


BLADENSBURG ROAD, NE. PLAN

SCALE: 1" = 10'-0"

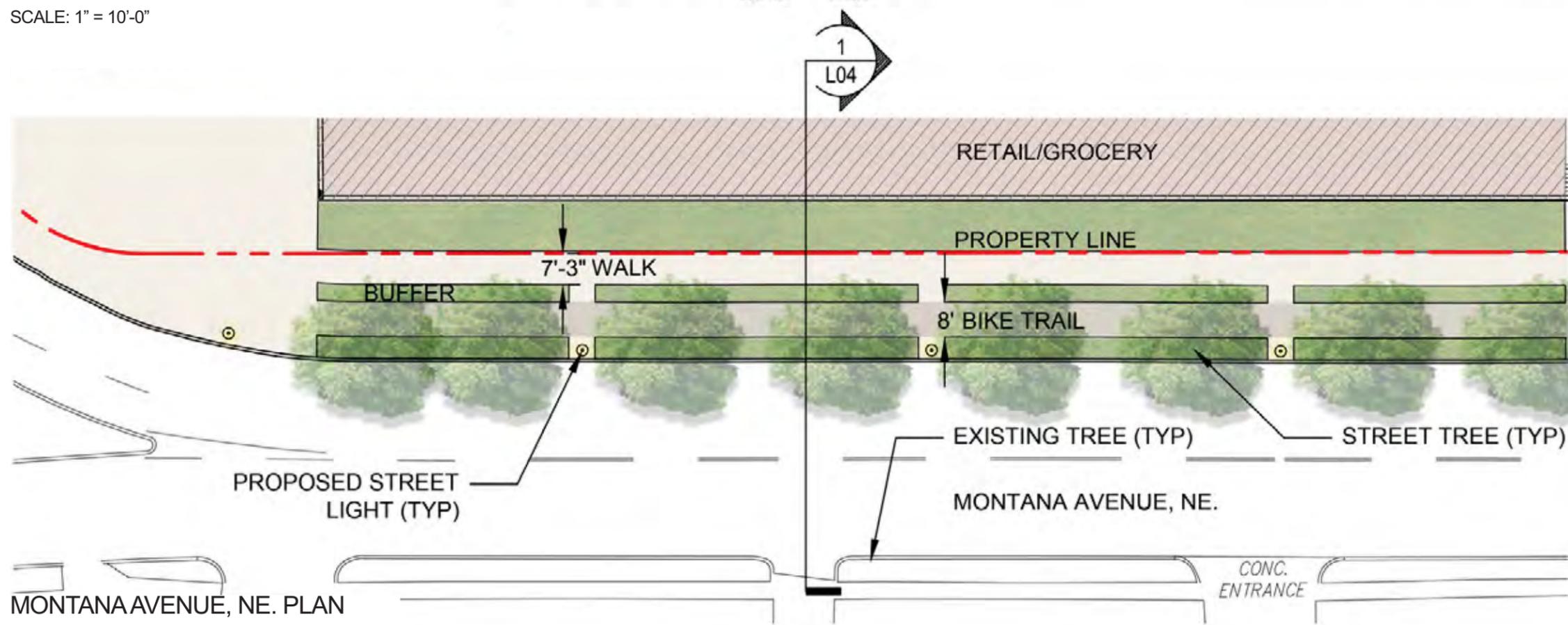






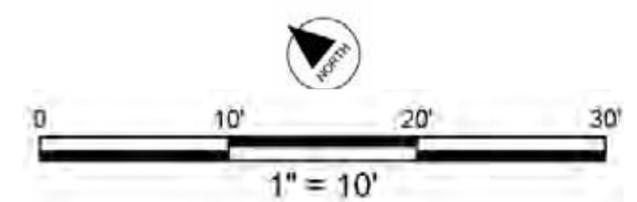
MONTANA AVENUE, NE SECTION

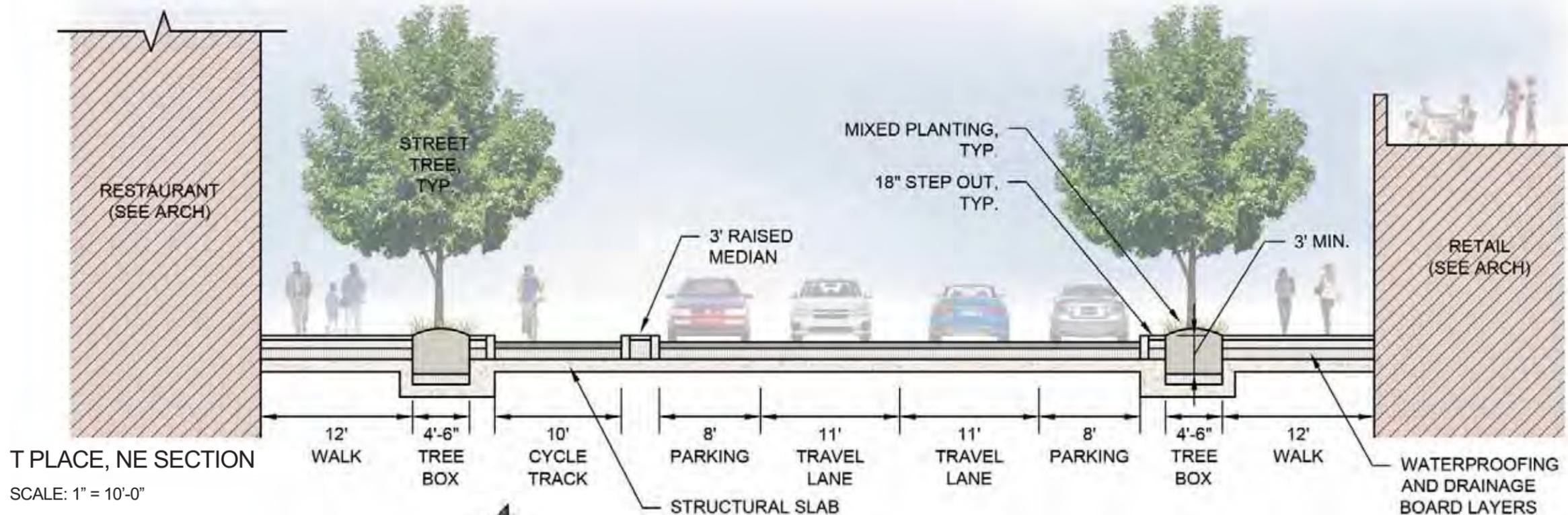
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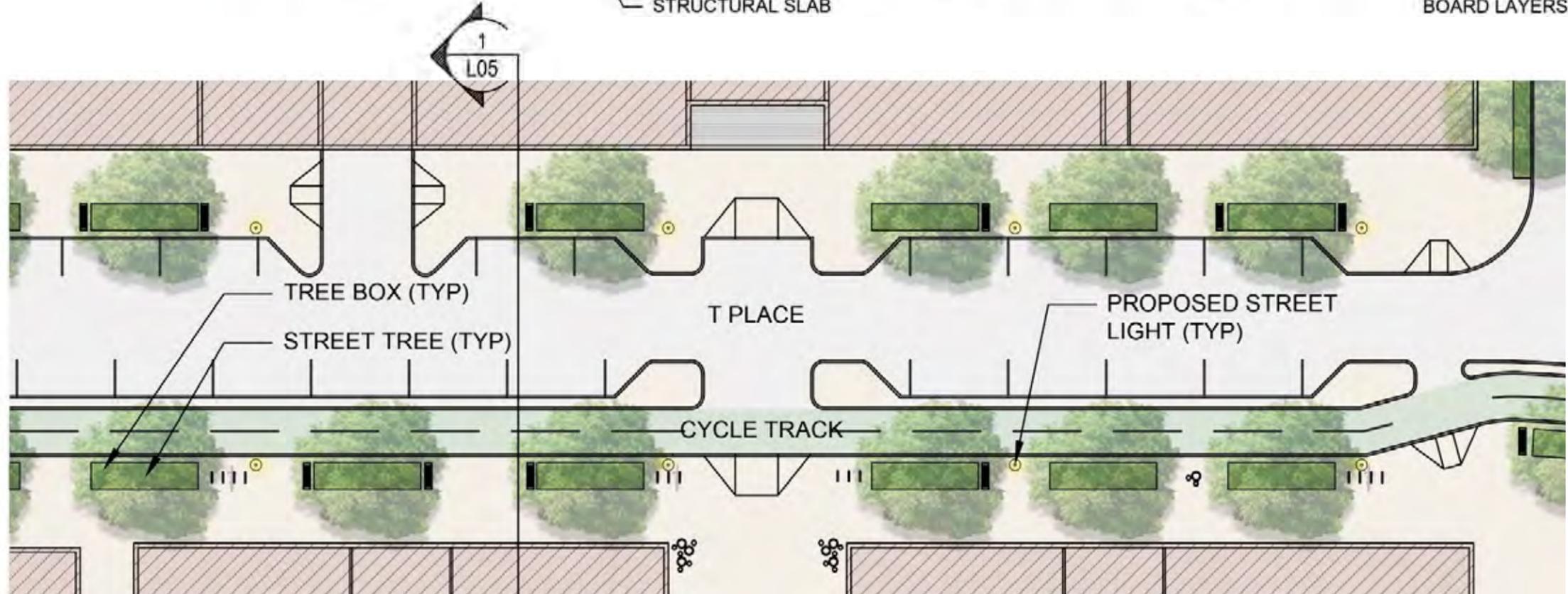
MONTANA AVENUE, NE. PLAN

SCALE: 1" = 10'-0"

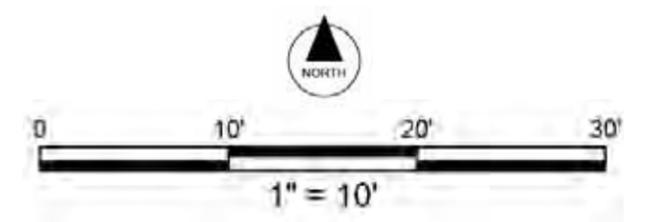




T PLACE, NE SECTION
SCALE: 1" = 10'-0"



T PLACE, NE PLAN
SCALE: 1" = 10'-0"













VIEW AT BLADENSBURG ROAD PARKING ENTRANCE









