

Project Team

Developer: NOVO Development Corporation

Project Architect: Eric Cobert and Associates

Construction Manager: Orr Partners

Traffic Consultant: Toole Design Group

Who is
NOVO Development Corporation?

- ✧ Capitol Hill Residents
- ✧ Offices on Capitol Hill near Frager's Hardware
- ✧ Multi-Family Residential Housing Provider
- ✧ Founded in 2002; Over 50 Employees
- ✧ Almost 120 Apartments on Capitol Hill
- ✧ 800 Apartments in the Washington, DC Area
- ✧ 1800 Apartments throughout the Portfolio
- ✧ NOVO means “to make anew, begin again”

The Project

- ✧ Gateway Project that will anchor the eastern end of Pennsylvania Avenue
- ✧ Transit Oriented Development - adjacent to public transit – metro, bus, bike share and car share
- ✧ Pedestrian Friendly Development – close proximity to shopping, public transit and lifestyle activities
- ✧ Activate the streetscape on Pennsylvania Avenue driving additional retail and restaurant opportunities
- ✧ Develop a car-light community that utilizes mass transit, bikes and car share opportunities
- ✧ More Pedestrians means more eyes on the street and safer communities

1550 Pennsylvania Avenue SE, Washington DC Proposed New Apartment Building

BOARD OF ZONING ADJUSTMENT SUBMITTAL SET

Feb. 11, 2013

SITE LOCATION



SITE
1550 PENNSYLVANIA AVE SE

NARRATIVE DESCRIPTION

Novo Development seeks to develop this lot, currently a used-car sales facility, to be an apartment building with approximately 83 units. Since the site is the first on Pennsylvania Avenue west of the John Philip Sousa Bridge, this development will have the beneficial effect of filling in a "missing tooth" in an urbanistically important "gateway" location. The site is 2 blocks from the Potomac Avenue Metro station, is directly on numerous bus lines, within 4 blocks of the Harris Teeter supermarket at Jenkins Row, and within walking distance of the attractions of Barracks Row and the Eastern Market area.

The lot is oddly shaped and has a relatively high water table. The topography of the lot also creates practical issues as regards loading and parking, particularly when DDOT's standard (that these elements are located off alleys whenever possible) is conformed to.

The applicant seeks a variance for parking, to reflect the practical difficulties involved with meeting the full zoning requirement and the current-day reality that residents of a building with such convenient access to reliable public transit, everyday shopping, and entertainment venues, have a greatly diminished need for personal vehicles. The applicant also seeks a variance for loading, to reduce the size of the required berth from 12'x55' to 12'x30', reflecting the practical reality that a 30' loading berth will adequately serve the needs of the building (as DDOT has commented in many BZA and PUD reviews of previous projects), and in any case a longer truck cannot get in the alley.

Lastly, the applicant seeks Special Exception to allow for a dual-height penthouse, in which the elevator override and adjacent condenser areas would be at the zoning limit of 18'-6" but the remainder of the roof structure would be held to 13'-0". This would improve light and air for adjacent properties, since the compliant alternative is that the entire penthouse be at the taller height.

DRAWING LIST

CS	COVER SHEET
0	PLAT
1	ELEVATIONS AT PENN. AVE & KENTUCKY AVE.
2	SECTION & BARNEY CIRCLE ELEVATION
3	ENGLISH BASEMENT (CELLAR) PLAN
4	1st FLOOR AND SITE PLAN
5	2nd & 3rd FLOOR PLANS
6	4th & 5th FLOOR PLANS
7	PENTHOUSE/ROOF PLAN

B.Z.A. SUBMITTAL SET 11 FEB. 2013

ARCHITECT: ERIC COLBERT & ASSOC.

PROJECT: 1550 PENNSYLVANIA AVE. SE

717 5th STREET NW
WASHINGTON, DC 20001
(202) 289-6800

CLIENT:
NOVO DEVELOPMENT CORPORATION
519 11th STREET SE
WASHINGTON, DC

CS

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., January 24, 2013

Plat for Building Permit of SQUARE 1077 LOT 130

Scale: 1 inch = 30 feet

Recorded in Book 182 Page 97

Receipt No. 13-01978

Furnished to: GOULSTON & STORRS

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and the private restricted property.)

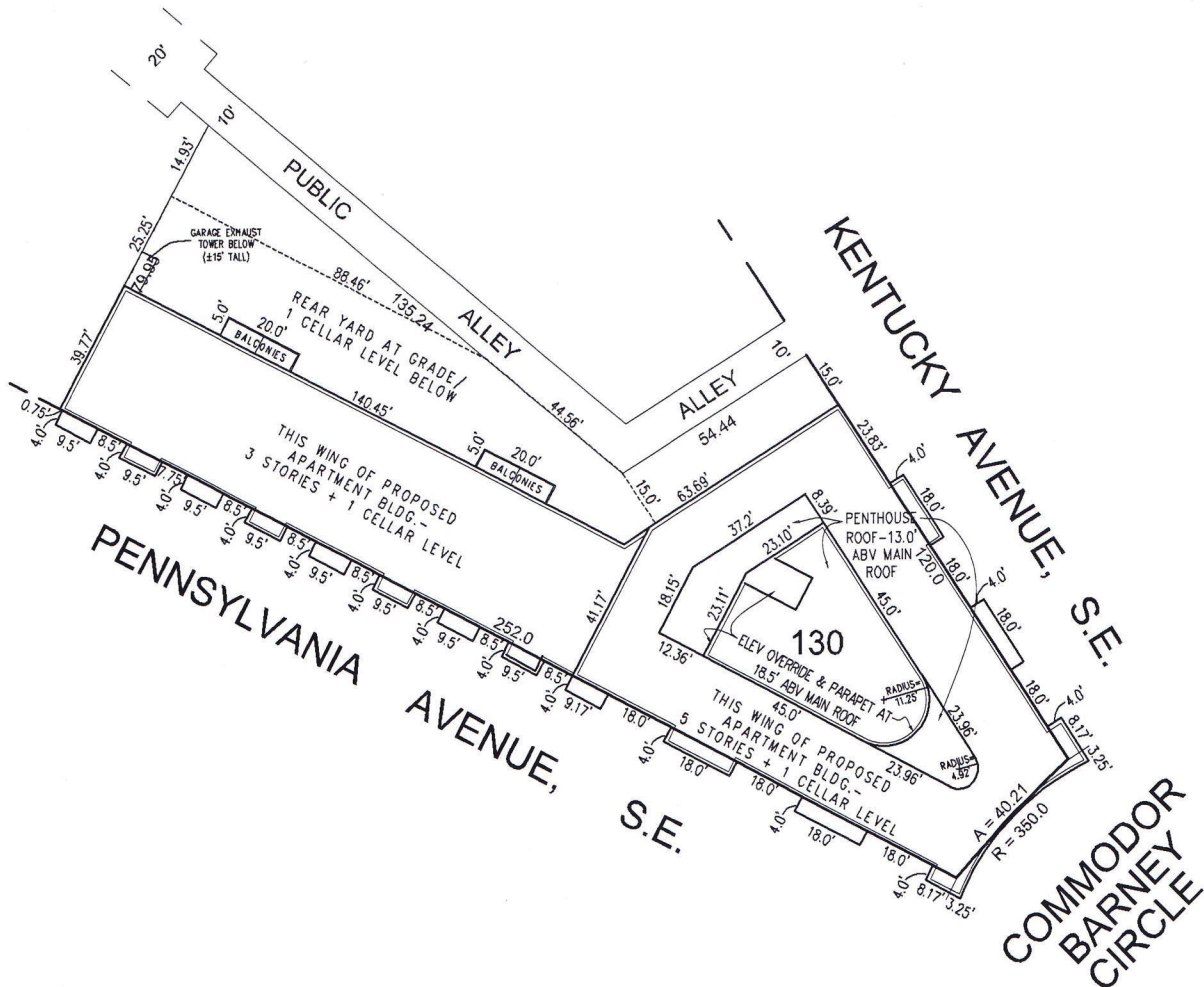
Surveyor, D.C.

Date: _____

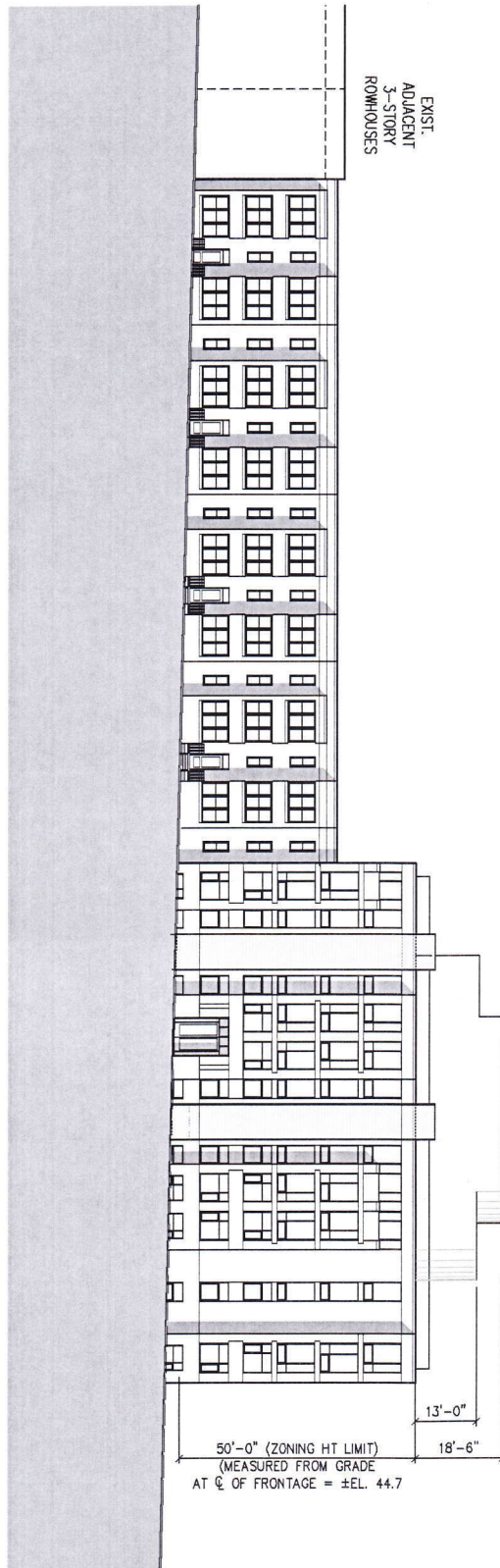
By: A.S.

(Signature of owner or his authorized agent)

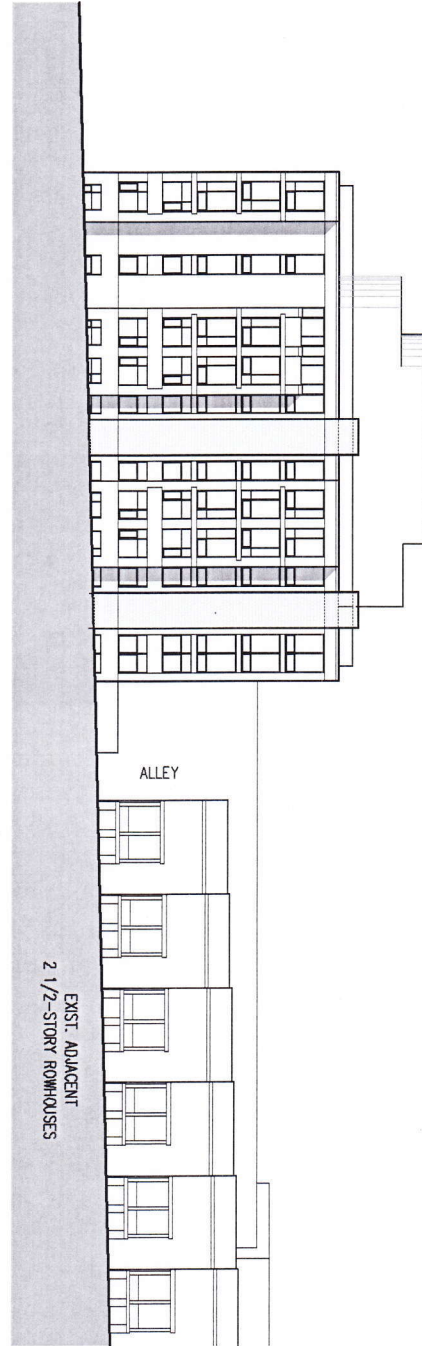
NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.



PENNSYLVANIA AVENUE ELEVATION



KENTUCKY AVENUE ELEVATION



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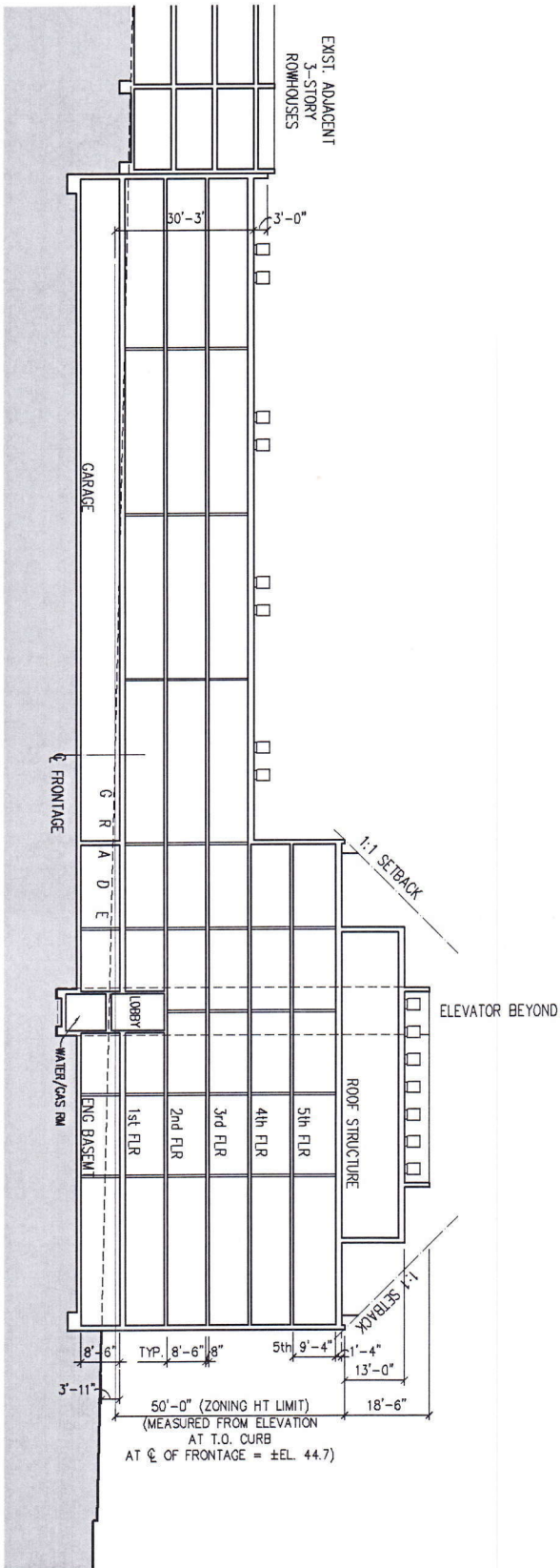
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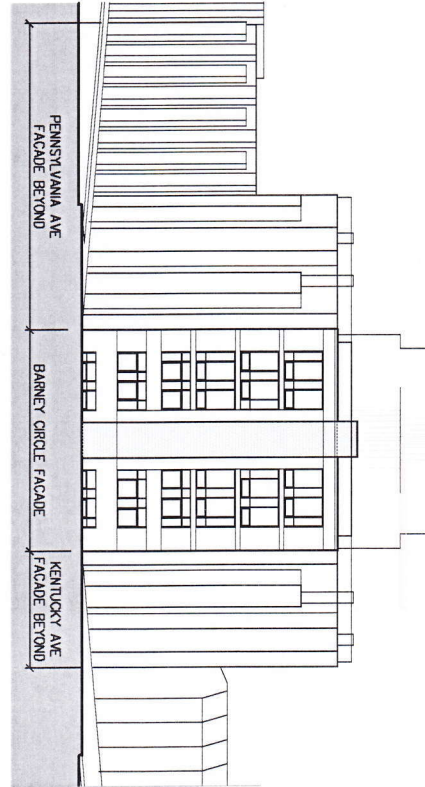
CLIENT: NOVO DEVELOPMENT CORPORATION
519 11th STREET SE
WASHINGTON, DC

THESE ELEVATIONS AND DIMENSIONS ARE BASED ON THE INFORMATION PROVIDED BY THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.

EAST-WEST SECTION (LOOKING NORTH)



BARNEY CIRCLE ELEVATION



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-0- CFA (ZONING)
8,150 SF GARAGE + SERVICE RMS (CONSTR)
8,568 SF RESID'L AREAS (CONSTR INCL PROJ'S)
16,718 GSF (CONSTRUCTION)

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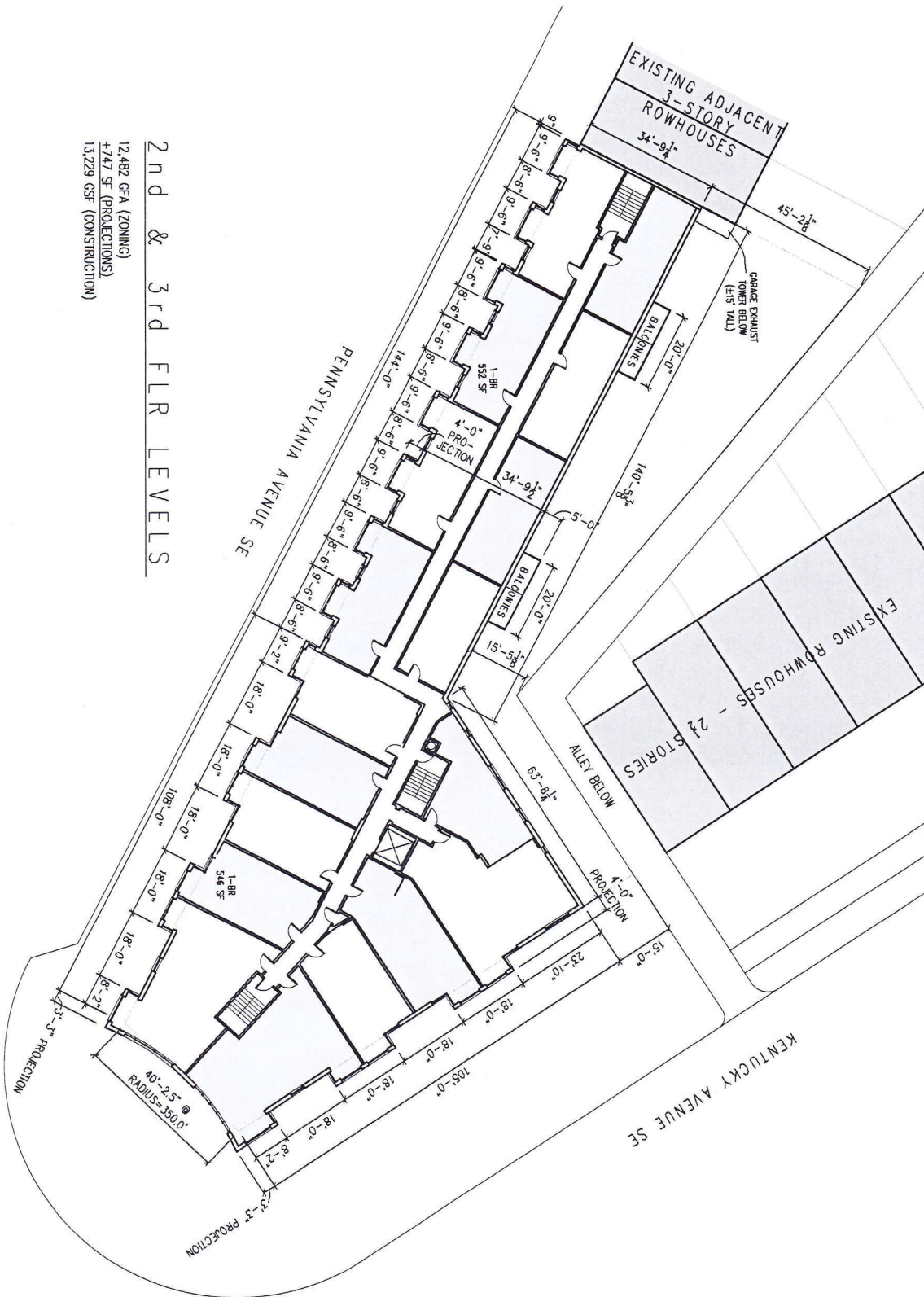
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2nd & 3rd FLR LEVELS
 12,482 GFA (ZONING)
 +747 SF (PROJECTIONS)
 13,229 GSF (CONSTRUCTION)

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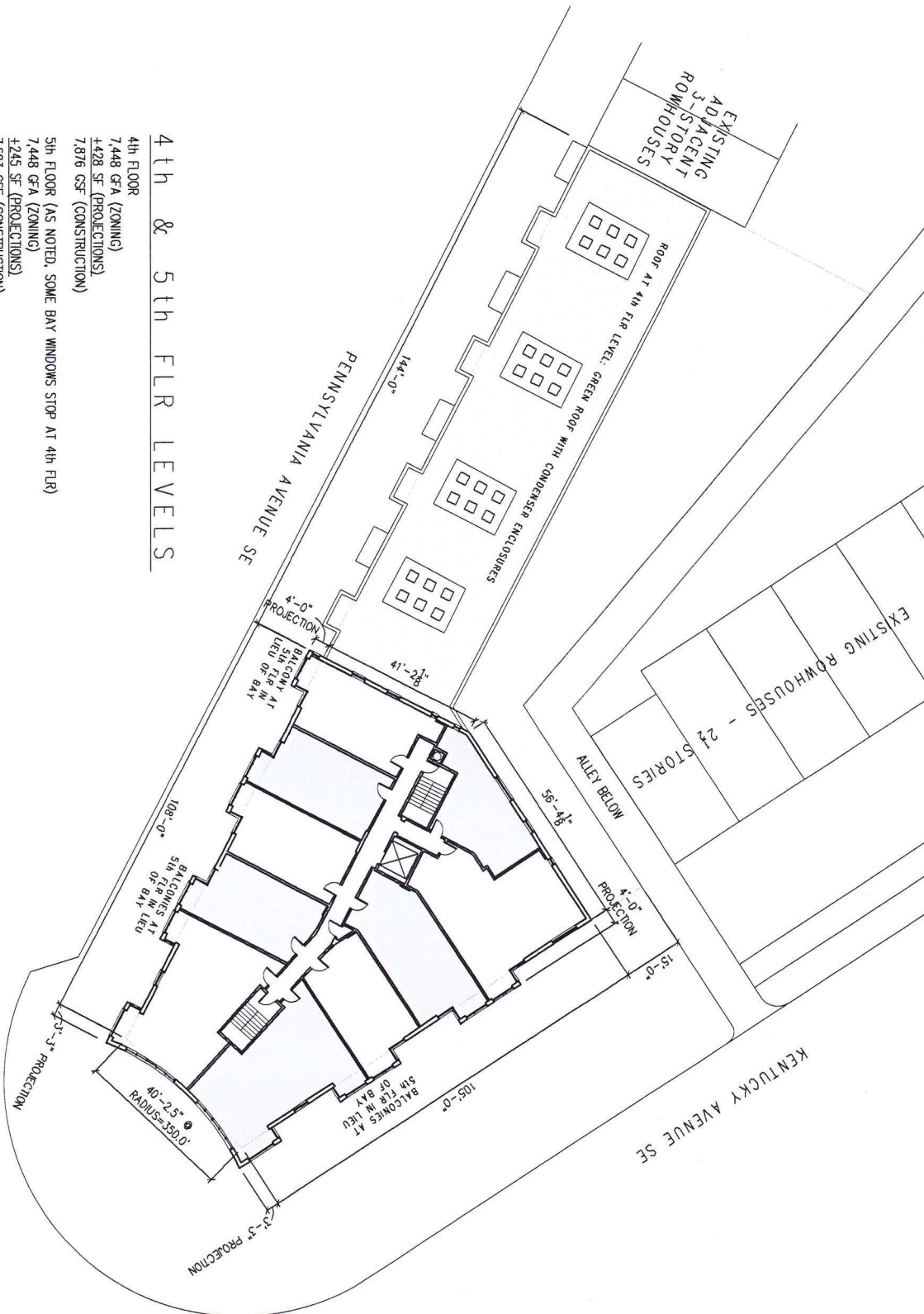
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4th & 5th FLR LEVELS

4th FLOOR
 7,448 GFA (ZONING)
 ±428 SF (PROJECTIONS)
 7,876 GSF (CONSTRUCTION)

5th FLOOR (AS NOTED, SOME BAY WINDOWS STOP AT 4th FLR)
 7,448 GFA (ZONING)
 ±245 SF (PROJECTIONS)
 7,693 GSF (CONSTRUCTION)



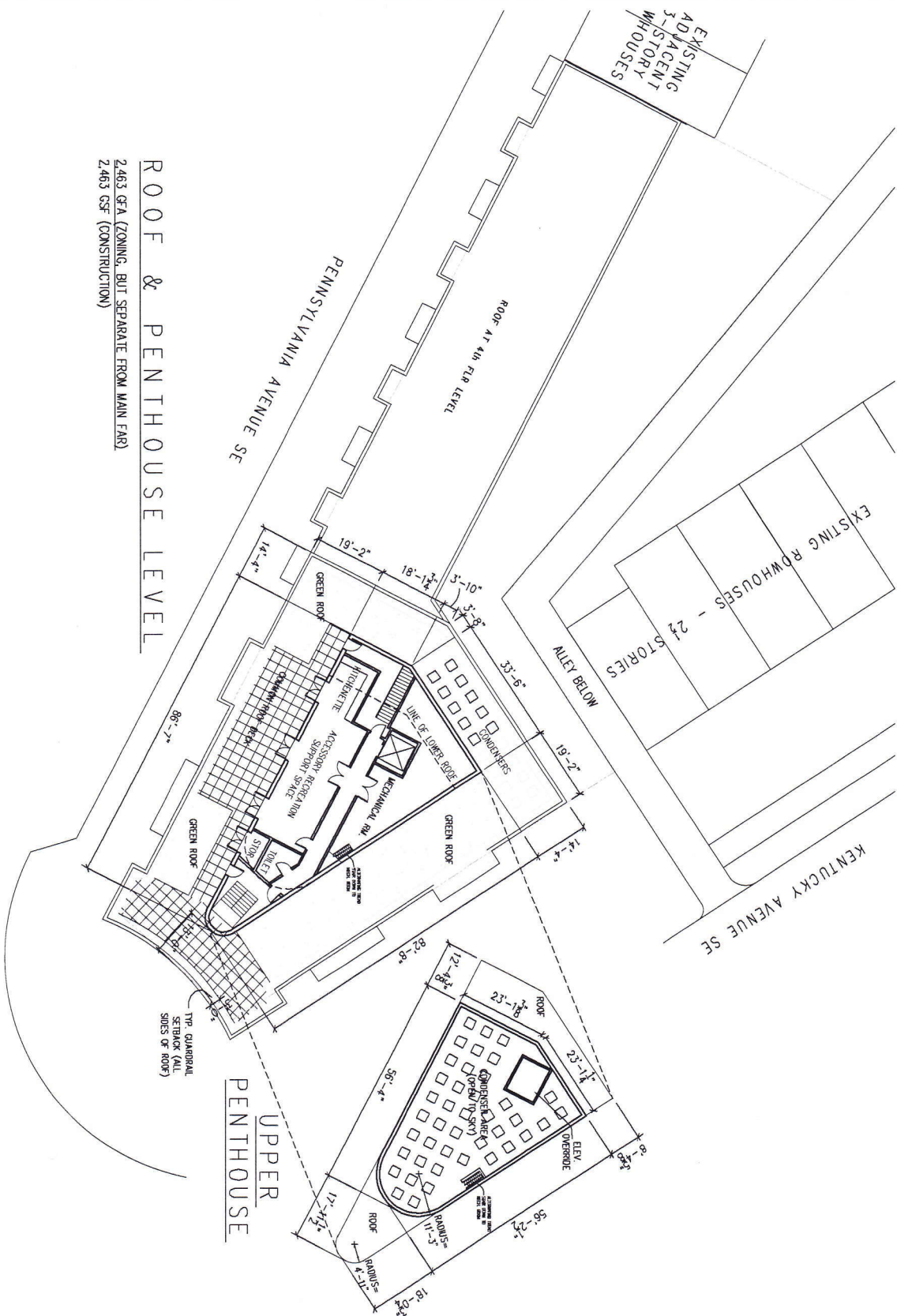
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ROOF & PENTHOUSE LEVEL
2,463 GFA (ZONING, BUT SEPARATE FROM MAIN FAR)
2,463 GSF (CONSTRUCTION)

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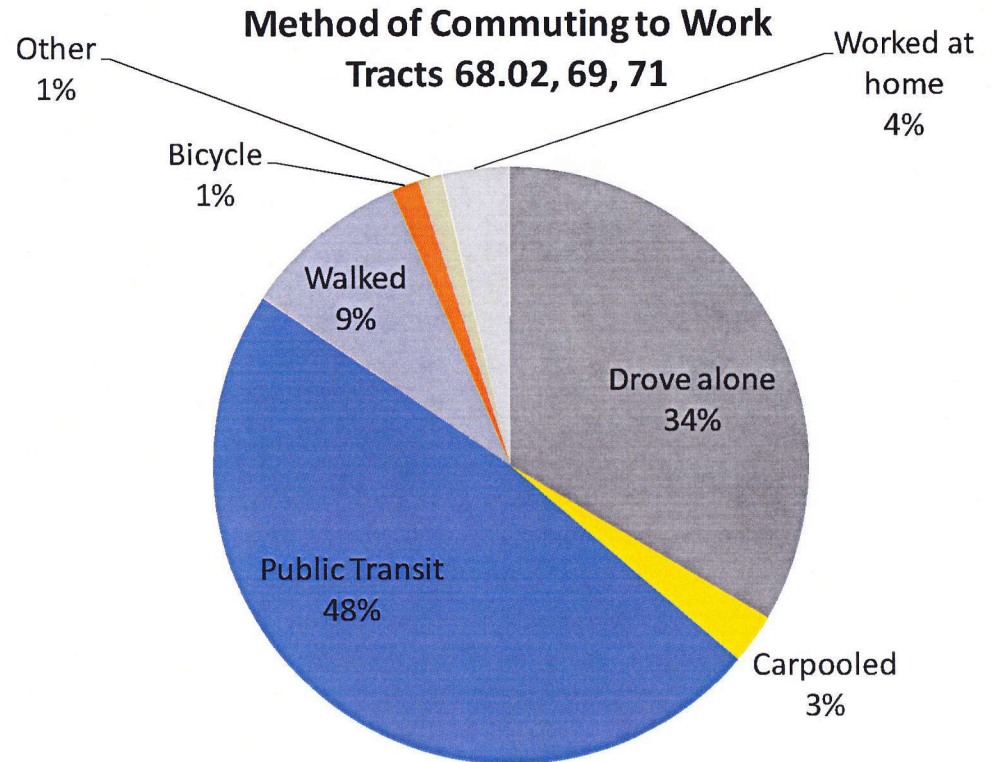
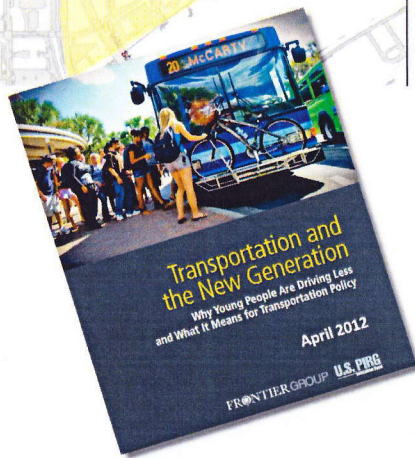
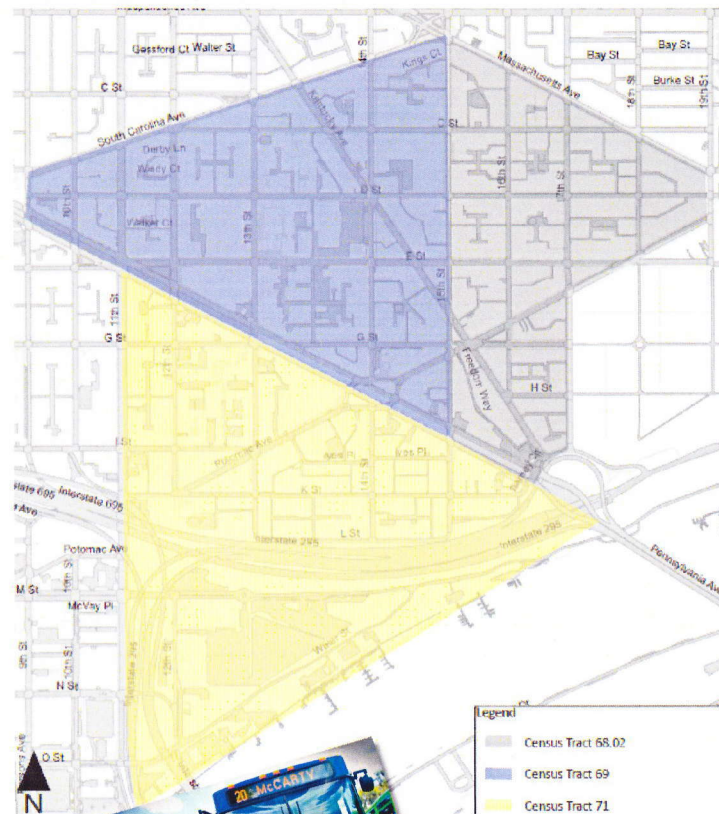
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CENSUS TRACTS



TODAY'S YOUNGER PEOPLE DRIVE LESS THAN PRIOR GENERATIONS

FROM 2001 TO 2009, AGES 16 TO 34

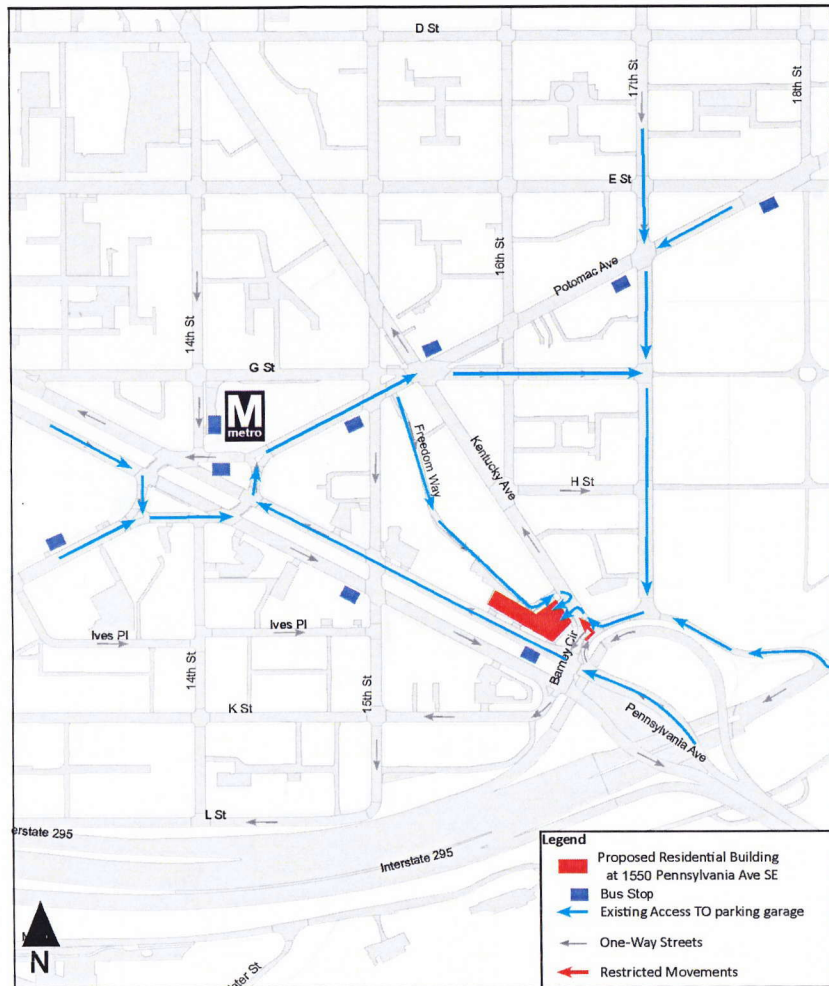
- DROVE 23% LESS
- BIKED 24% MORE
- WALKED 16% MORE

TREND WILL LIKELY CONTINUE

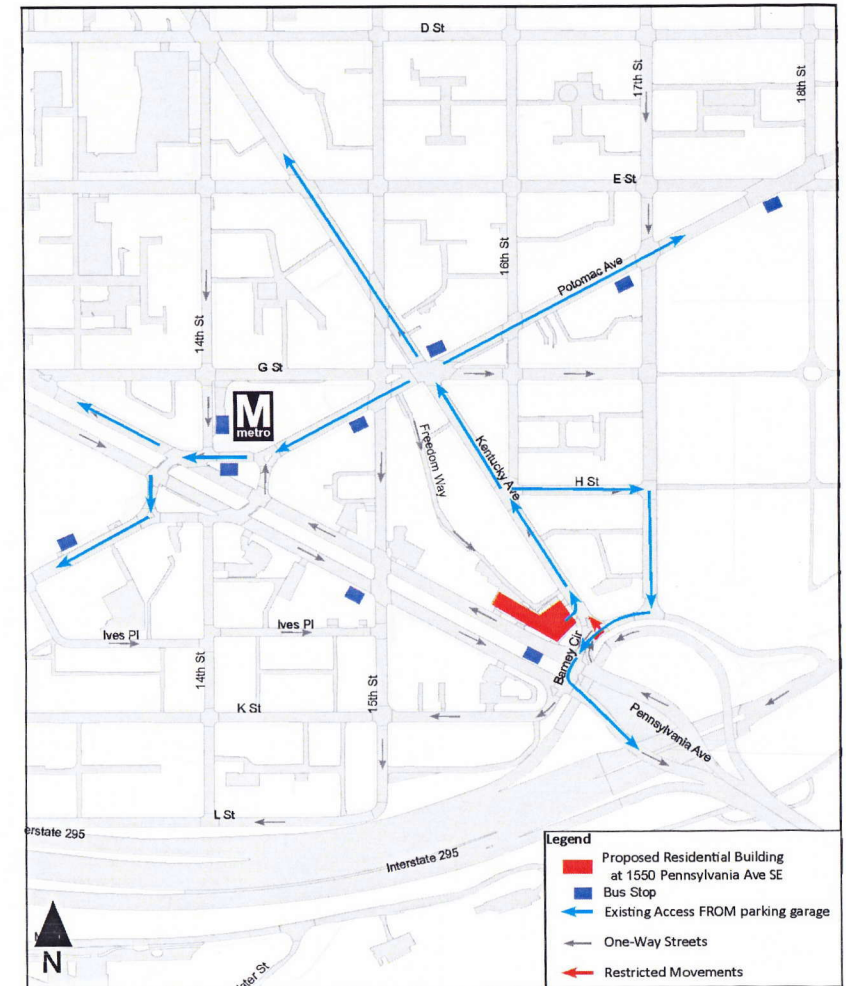
- CAR & BIKE SHARING
- GROCERY DELIVERY
- WORK FROM HOME OPTIONS
- LIVE NEAR WORK TRENDS
- REDUCED HOUSING COST
- NO VEHICLE COSTS

1550 PENNSYLVANIA AVENUE SE
EXISTING & FUTURE DEMOGRAPHIC CONTEXT

TRAVEL TO 1550 PENNSYLVANIA



TRAVEL FROM 1550 PENNSYLVANIA



1550 PENNSYLVANIA AVENUE SE EXISTING TRANSPORTATION NETWORK