

Z.C. 11-03N

Wharf Phase 3 REIT Leaseholder, LLC

M Street Landing

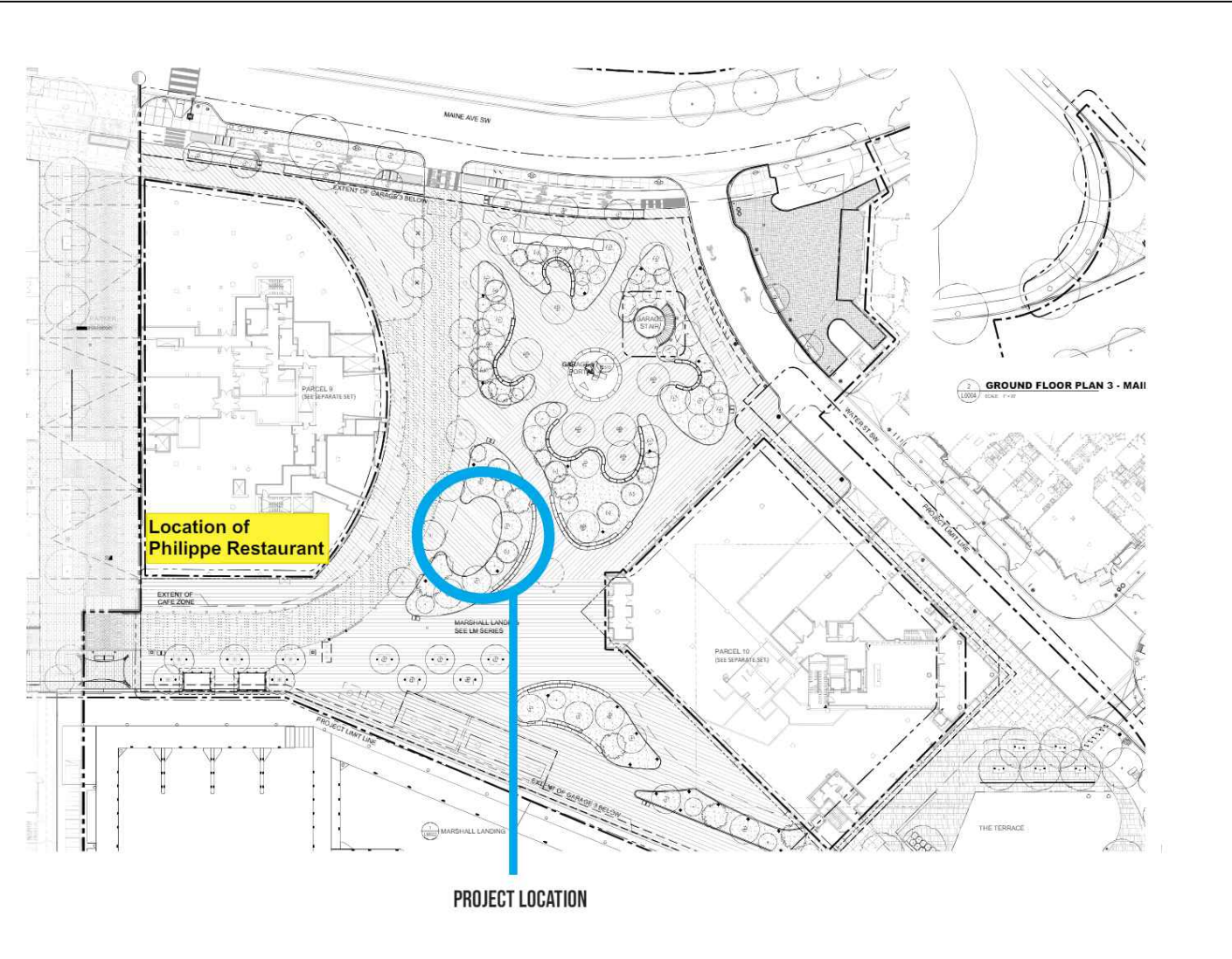
Second-Stage PUD Modification with Hearing

Zoning Commission Public Hearing | November 17, 2025 | Applicant's Presentation

Application Summary

- Request to modify Z.C. 11-03J, Wharf Phase 2 second-stage PUD plan for M Street Landing to add a one-story outdoor retail pavilion for a seasonal eating and drinking establishment associated with Parcel 9 ground floor commercial use.
 - Approx. 754 square feet
 - Approx. 11 feet in height
 - Retractable roof and sides panels
- Proposed pavilion structure was lawfully permitted by DOB and constructed in accordance with issued permits.
- Following issuance of permits, Office of Zoning Administrator informed applicant that proposed structure should have been review by the Zoning Commission.

Retail Pavilion



Retail Pavilion



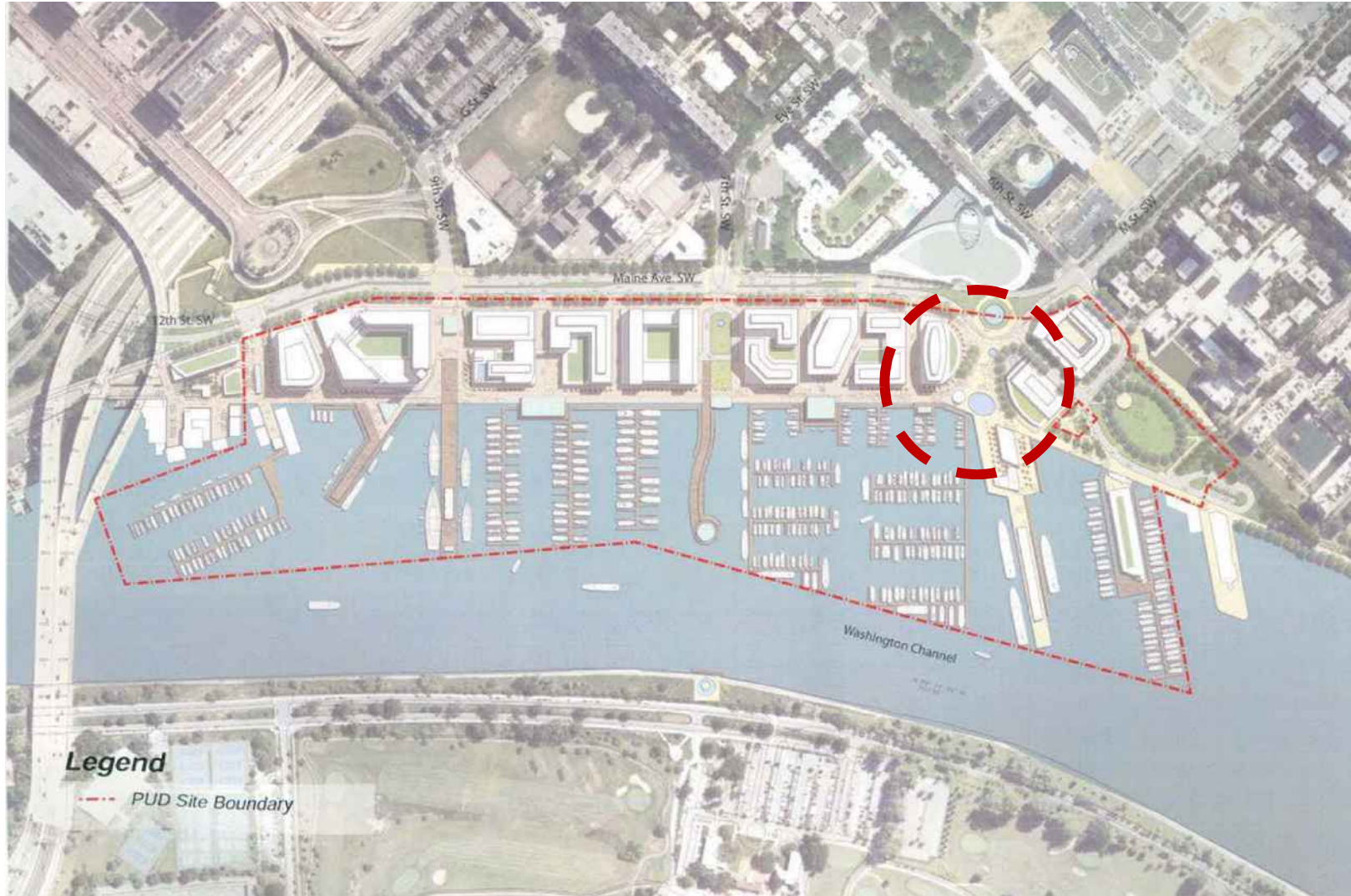
Photos from Google Street View
(October 2024)

Standard of Review

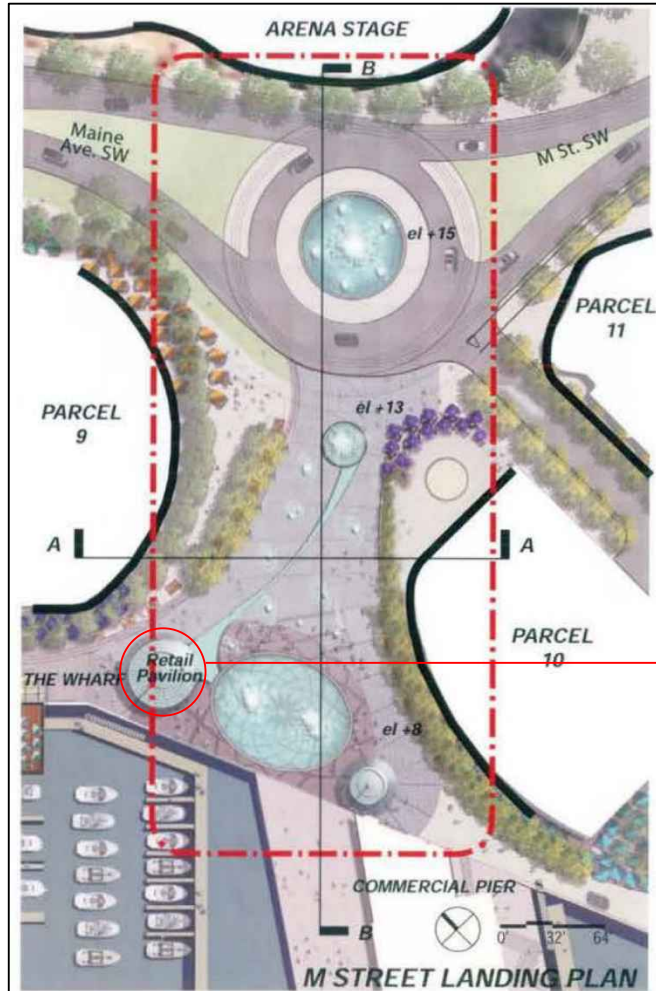
- “If the application is for the modification of a second-stage PUD, it shall meet the requirements for, and be processed as, a second-stage PUD application” 11-Z DCMR 704.3
- A two-stage application has two (2) parts as follows:
 - The first-stage application involves a general review of the site’s suitability as a PUD and any related map amendment; the appropriateness, character, scale, height, mixture of uses, and design of the uses proposed; and the compatibility of the proposed development with the Comprehensive Plan, and city-wide, ward, and area plans of the District of Columbia, and the other goals of the project; and
 - The second-stage application is a detailed site plan review to determine transportation management and mitigation, final building and landscape materials and compliance with the intent and purposes of the first-stage approval, and this title.

11-X DCMR 302.2

First Stage PUD – Site Plan

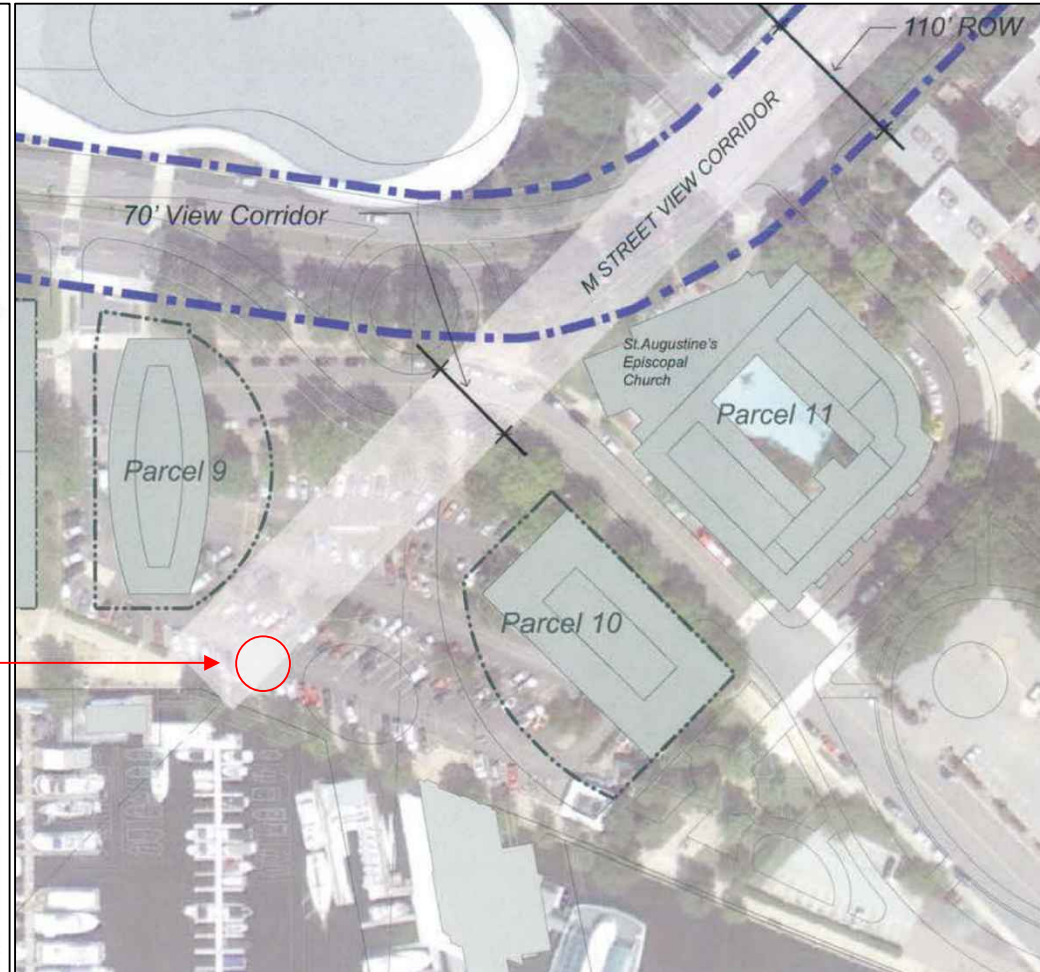


First Stage PUD – Character and Scale



Z.C. Case No. 11-03 (First Stage PUD), Exhibit 26A, Sheet 4.18

* Annotation added for clarity



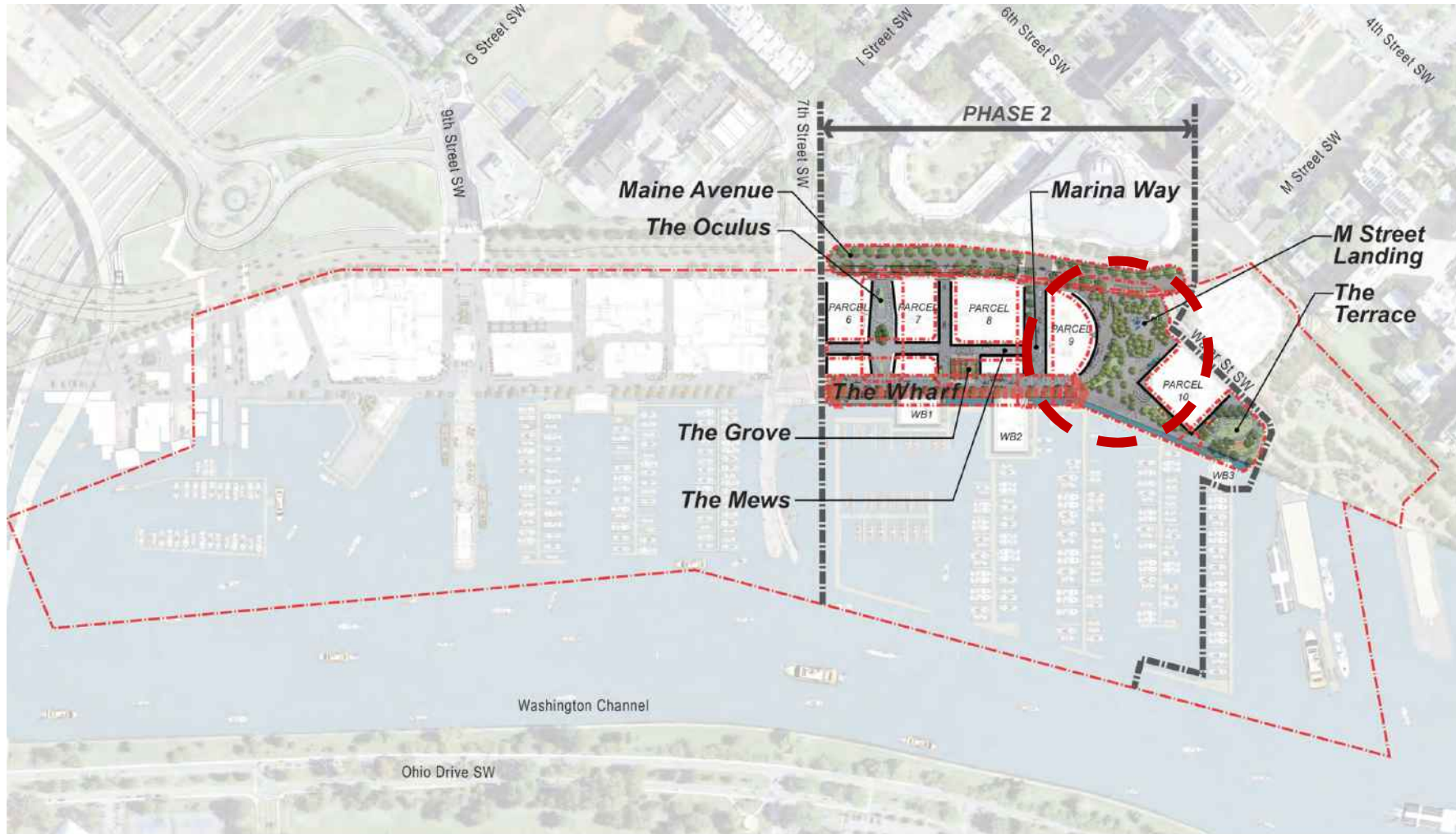
Z.C. Case No. 11-03 (First Stage PUD), Exhibit 106

- M Street Landing envisioned as an active urban plaza with a mixture of retail and gathering spaces at the entry to the then proposed Commercial Pier.
- M Street Landing is described as “a new urban plaza incorporating water features and showcasing views of the evocative forms of the Arena [Stage],” Z.C. Order No. 11-03, FOF 20 and FOF 38.
- Plans for M Street Landing show two, 20-foot-tall retail pavilions, one of which is in approximately the same location as the proposed structure, with very little landscaping.

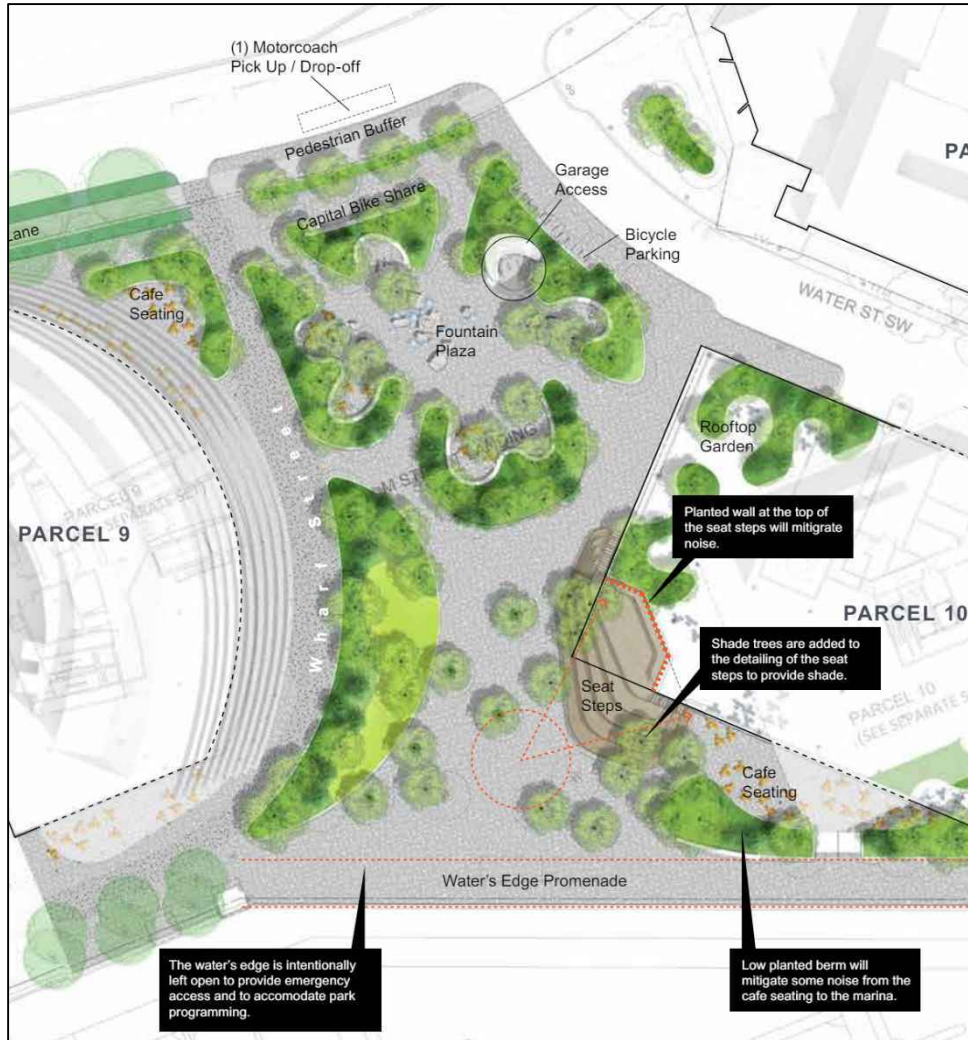
First Stage PUD – Use Mix



Second Stage PUD - Site Plan



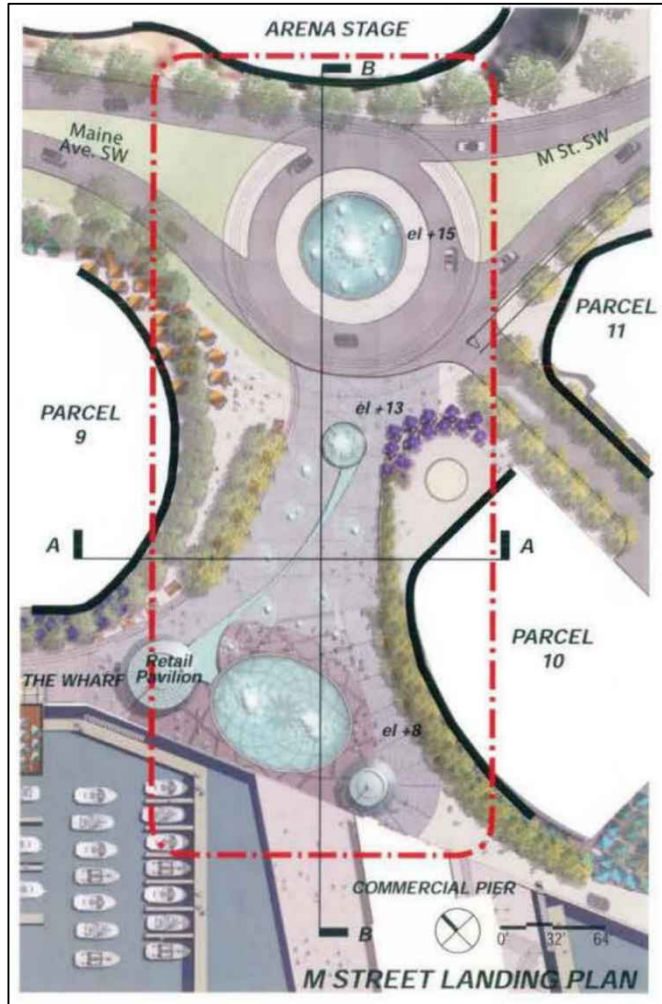
Second Stage PUD - Site Plan



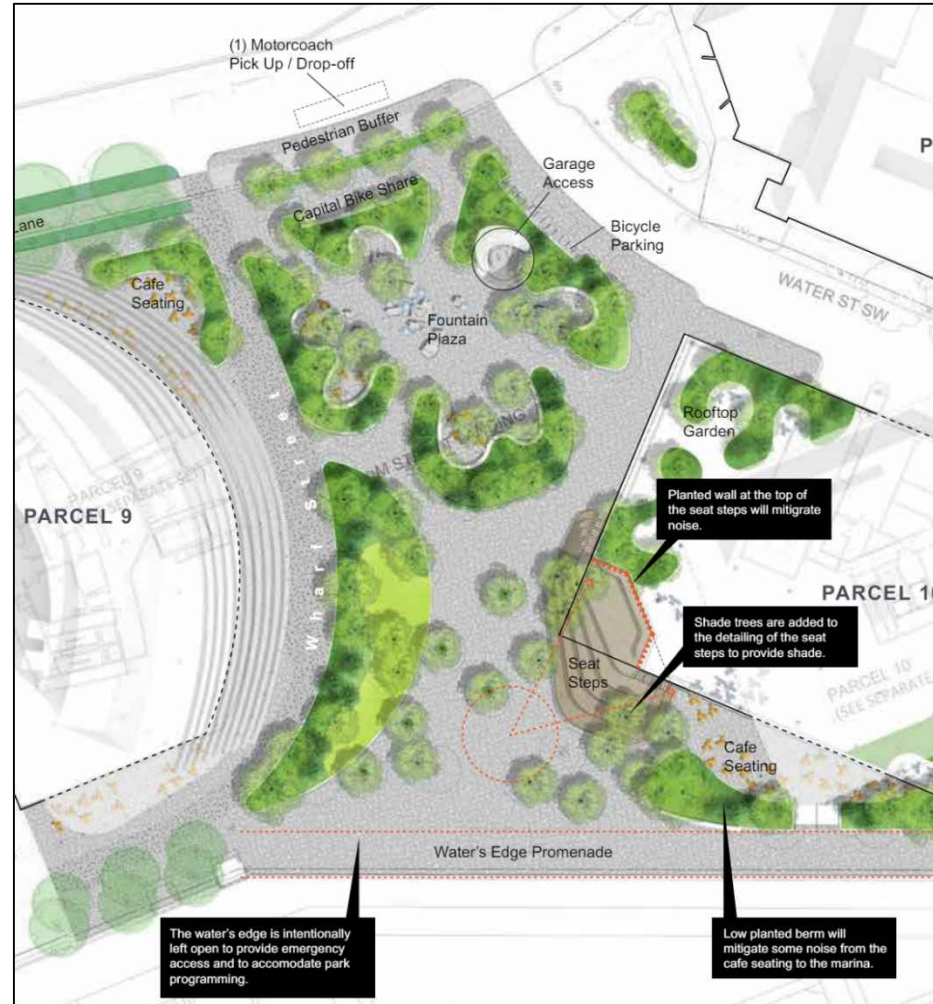
- Design of M Street Landing evolved, with greater definition provided for the various spaces, structures, and features within M Street Landing.
- Substantial landscaping and creation of outdoor “rooms” to provide definition to spaces.
- M Street Landing is described as follows::

*“M Street Landing derives its definition from the buildings on Parcels 9 and 10, WB2, and Arena Stage. The landscape design utilizes a combination of planting, water, and pavement to define a collection of **curvilinear planted landforms that define and enclose several seating areas while allowing for flexible uses such as farmer’s market stalls, movable café tables and chairs, concessions, events, and performances**. The organization of the planted landforms creates a number of outdoor “rooms” that have benches and are surrounded with shade trees to shield visitors from winter wind and summer sun.” Z.C. Order No. 11-03J, FOF 62.*

Second Stage PUD – Character and Scale



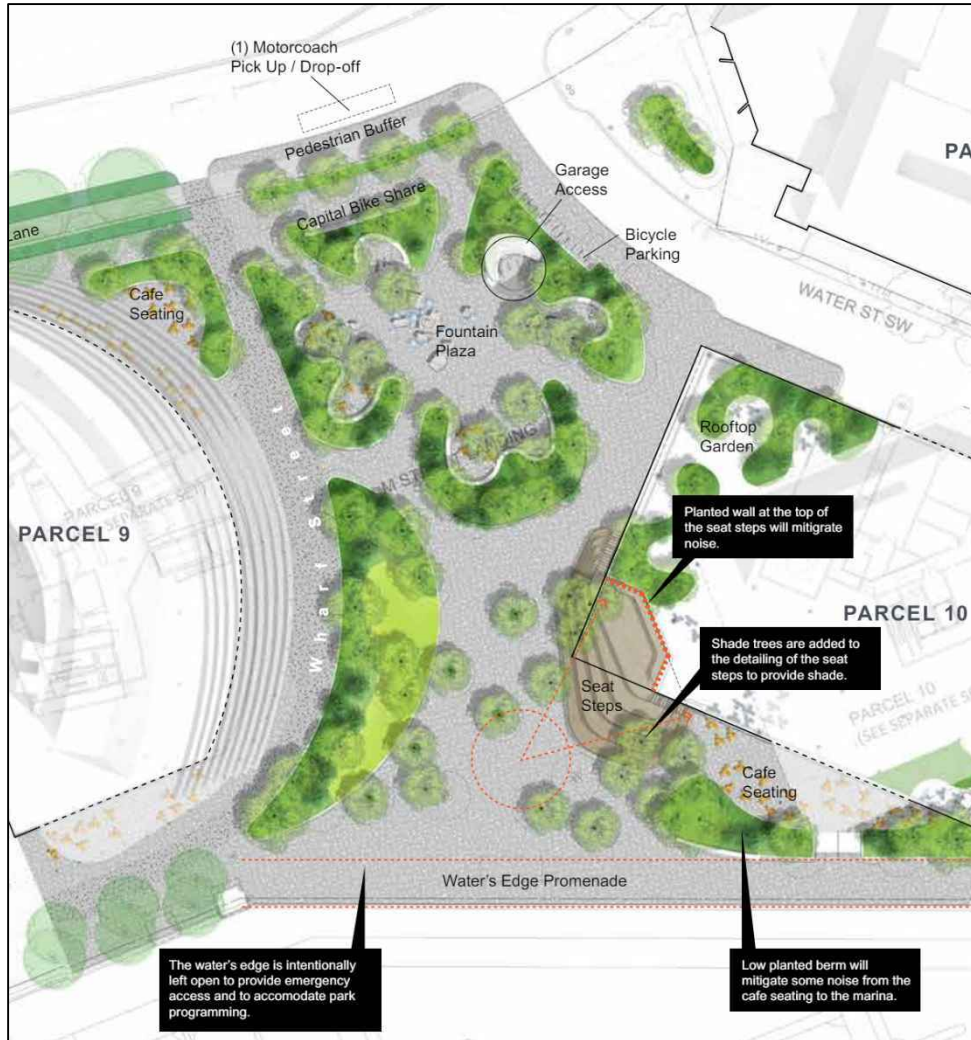
Approved First-Stage PUD Plan for M Street Landing
(Z.C. Case No. 11-03, Exhibit 26A, Sheet 4.18)



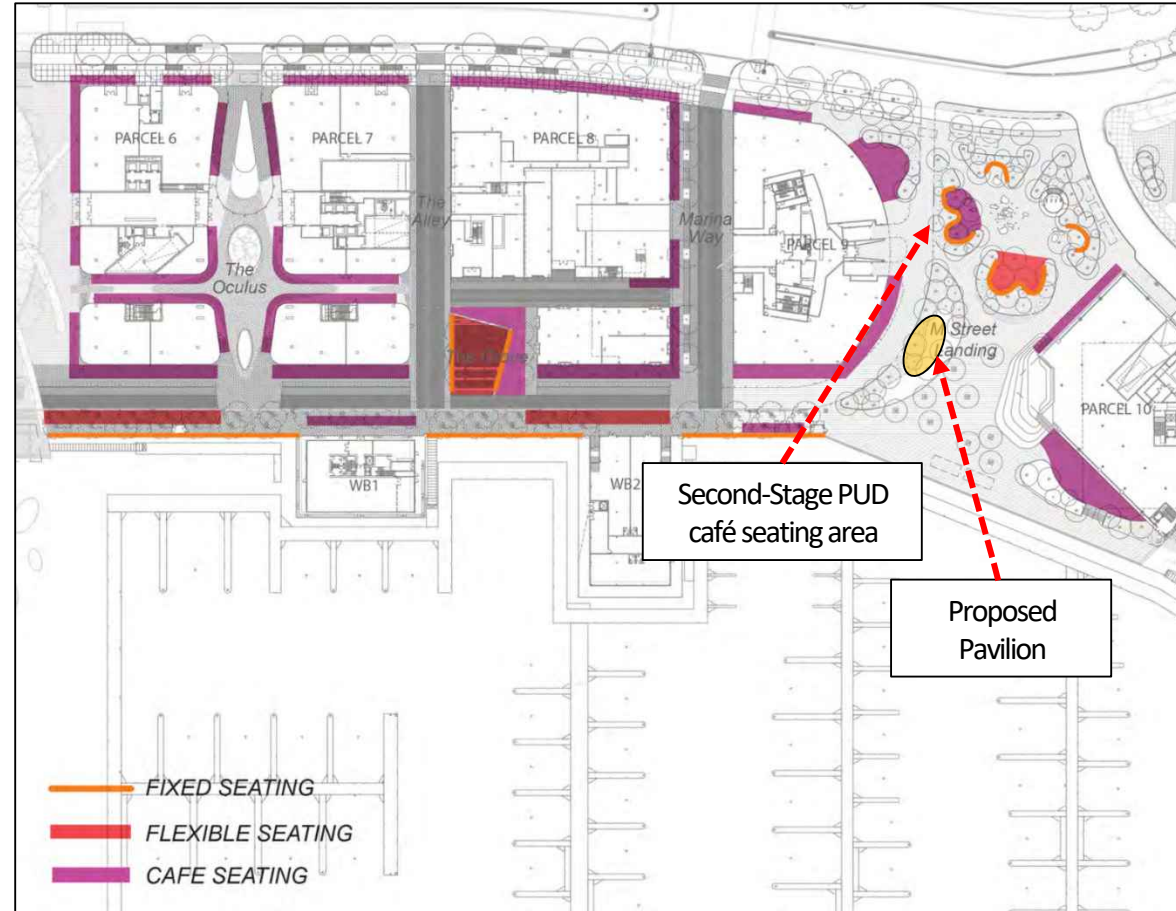
Approved Second-Stage PUD Plan for M Street
Landing (Z.C. Order No. 11-03J, Exhibit 82M)

- While the site plan of M Street Landing evolved in the Second-Stage PUD, its intended function and program remained consistent with what was set forth in the First-Stage PUD.
- “M Street is kind of divided into two kind of unique spaces. The portion on the north closer to Maine Avenue is actually a quite inward focused space. And at the center of that space is a joyful, playful fountain for children and families...The southern or part of the plaza that's most connected to the water is a more open flexible space that could be used to be programmed by the neighborhood, by other events...” (Z.C. Case No. 11-03J, Hearing Transcript, 11/2/2017.)

Second Stage PUD – Use Mix



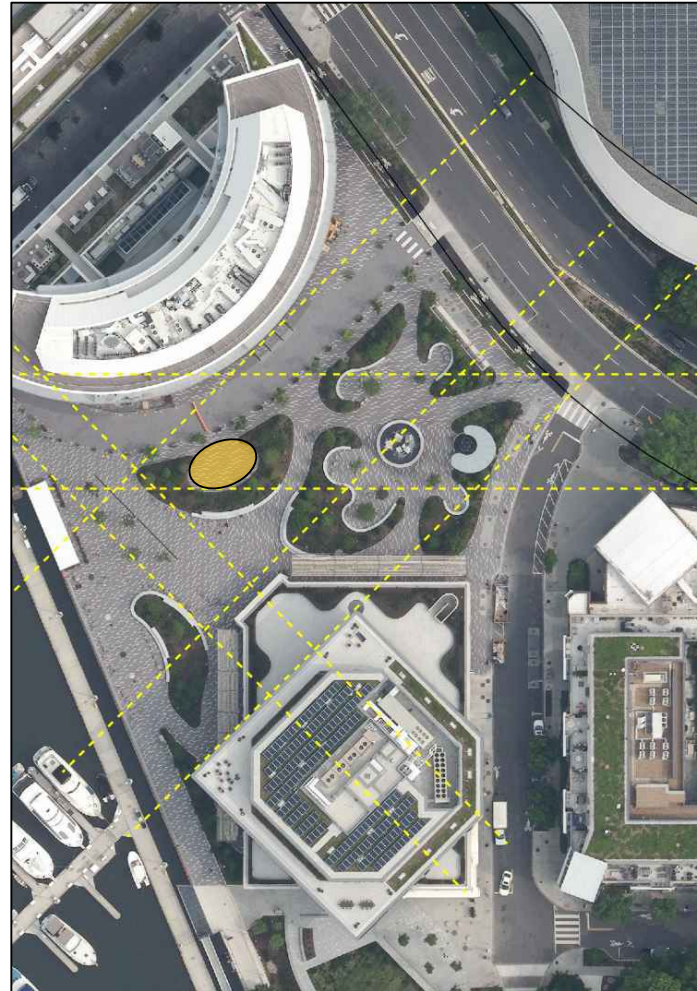
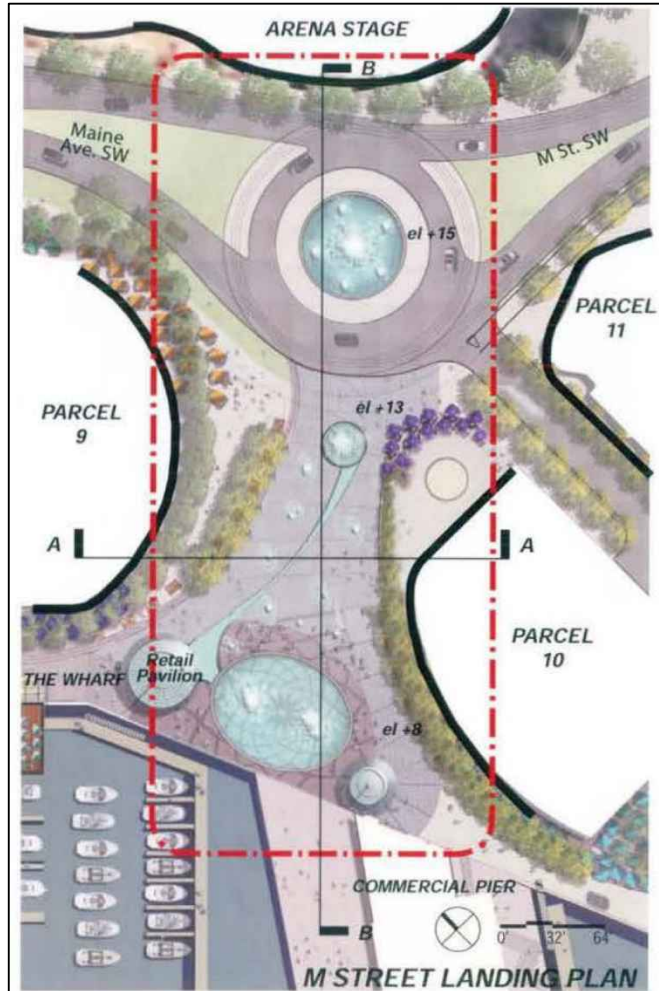
Approved Second-Stage PUD Plan for M Street Landing
Z.C. Order No. 11-03J, Exhibit 82M



Fixed, Flexible, and Café Seating Diagram from Second-Stage PUD
Z.C. Order No. 11-03J, Exhibit 21A3, Sheet 2.5
* Annotation added for clarity

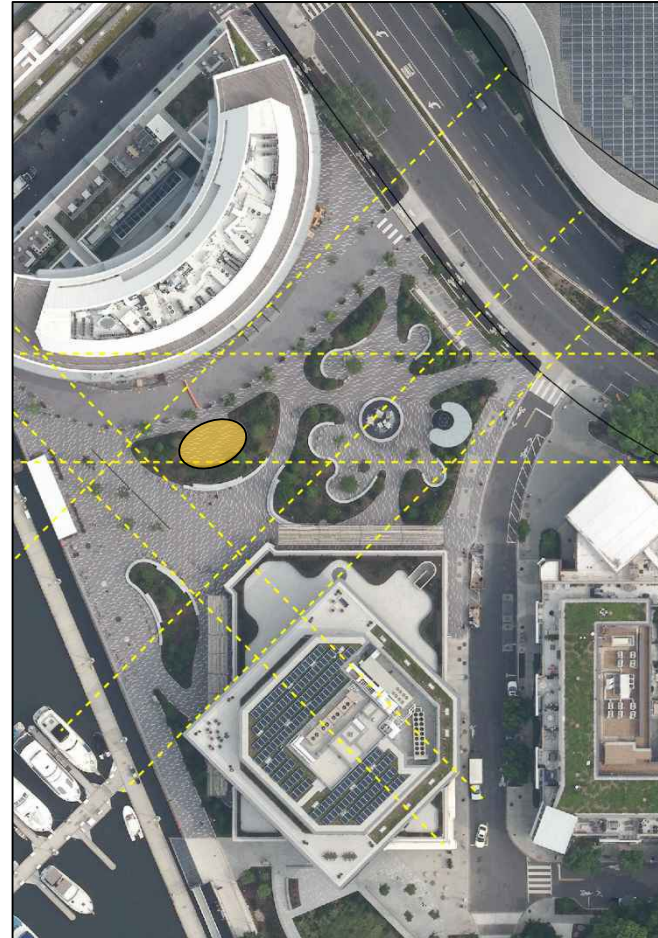
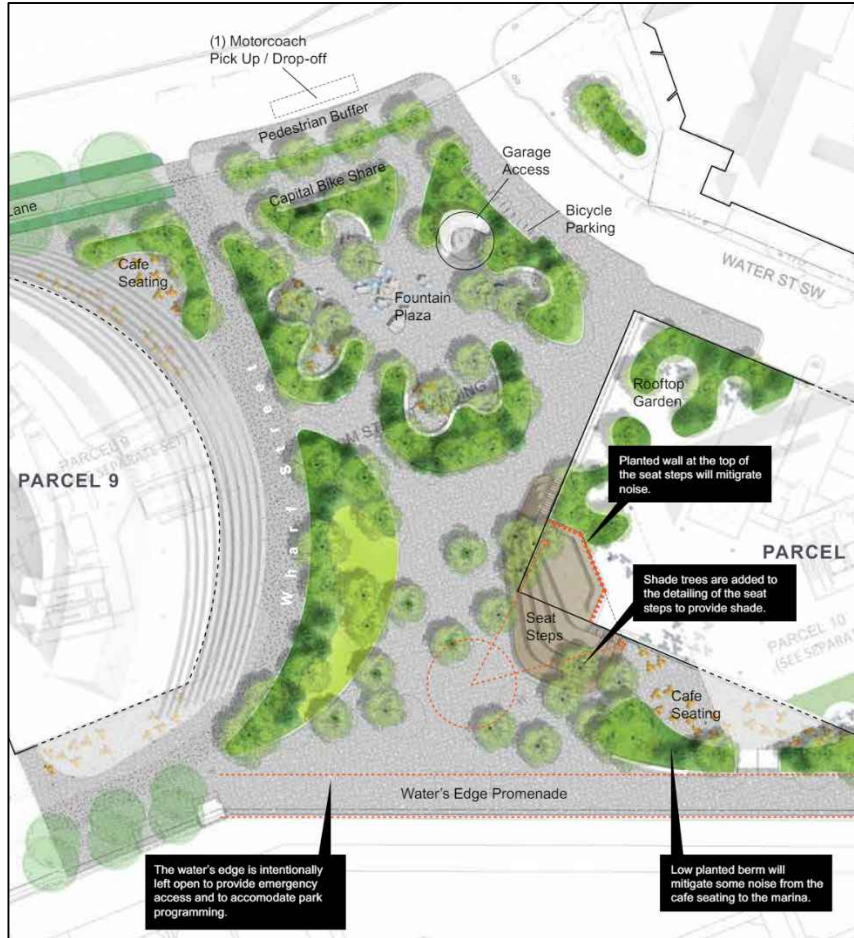
Evaluation

Evaluation| Consistency with First-Stage PUD Intent and Purpose



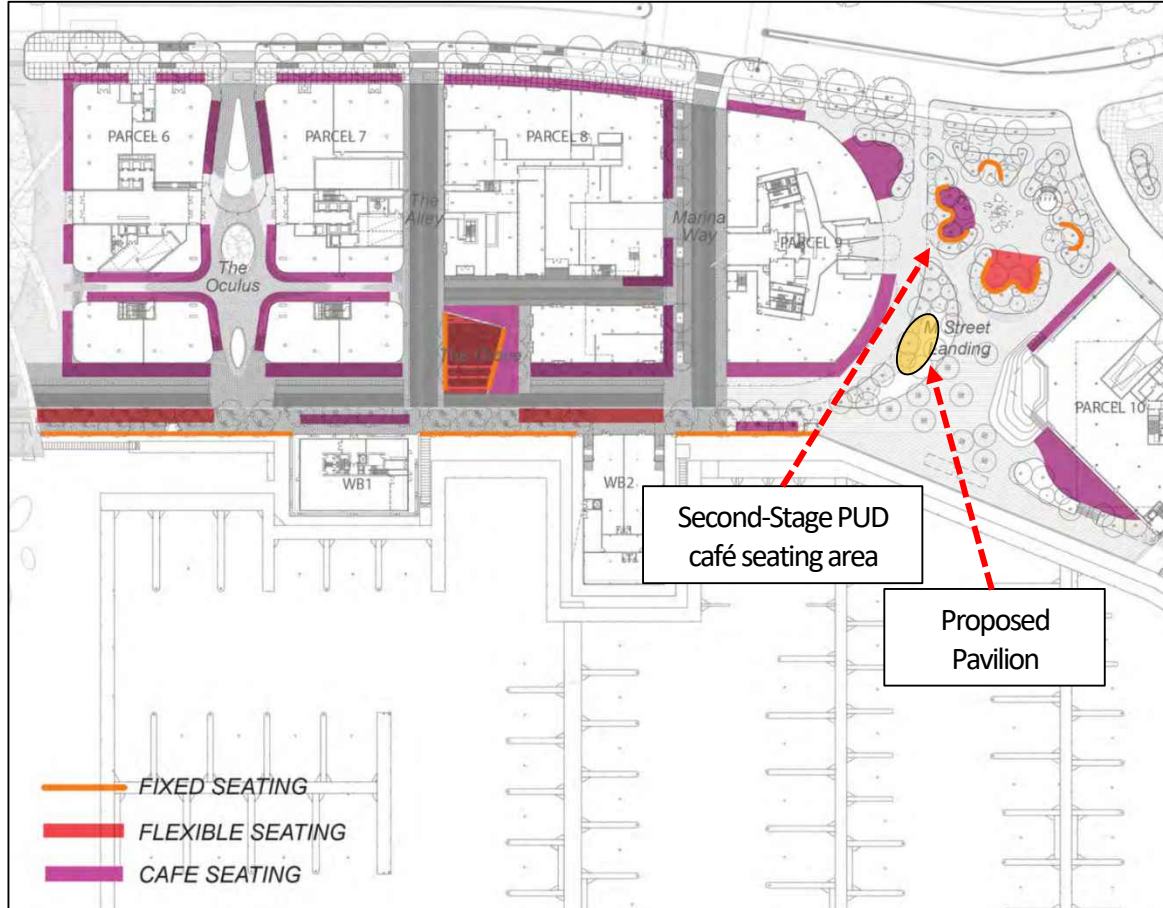
- The proposed pavilion is consistent with the character, scale, height, and mix of uses contemplated for M Street Landing in the First-Stage PUD.
- M Street Landing will continue to be an active urban plaza with a mixture of retail and gathering spaces that incorporates water features and showcases views of Arena Stage and the waterfront.

Evaluation | Site Plan | Character and Use



- No impact on existing open space within M Street Landing.
- No impact on the existing fountain or surrounding seating in the eastern portion of M Street Landing. The “primary room” function of the fountain is maintained and improved by relocation of café seating area closer to Wharf Street
- M Street Landing remains consistent with how it was described in the Second-Stage PUD:
 - Passive, contemplative area around the fountain
 - Active area closer to Wharf Street and waterfront

Evaluation | Site Plan | Character and Use



Fixed, Flexible, and Café Seating Diagram from Second-Stage PUD
Z.C. Order No. 11-03J, Exhibit 21A3, Sheet 2.5

* Annotation added for clarity

- Second-Stage PUD approved leasable café seating use within M Street Landing.
- Per flexibility granted under PUD order, café seating use was relocated.
- This location was chosen as it was considered a more appropriate location given its:
 - Proximity to the retail space in the ground floor of the building on Parcel 9 at the terminus of Wharf Street, and
 - Closer to the activity near the waterfront and along Wharf Street.
- Location of retail pavilion will not have any greater impacts than was already considered under the Second-Stage PUD.
- Impact may be lessened due to enclosing elements of the pavilion.

Evaluation | Site Plan | View Corridors



Existing
Garage
Access



Image taken on June 19, 2024 w/ a Canon DSLR camera with fixed 50 mm lens

Evaluation | Site Plan | View Corridors

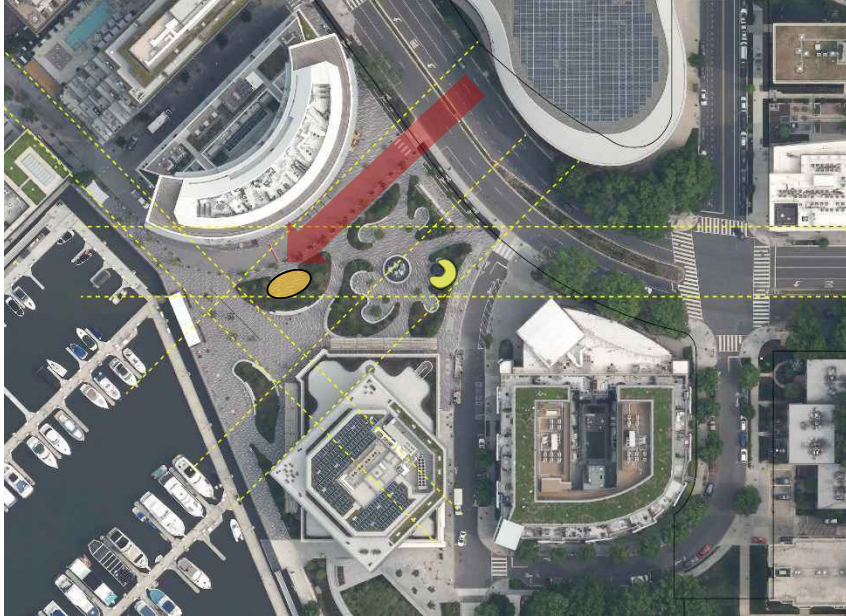


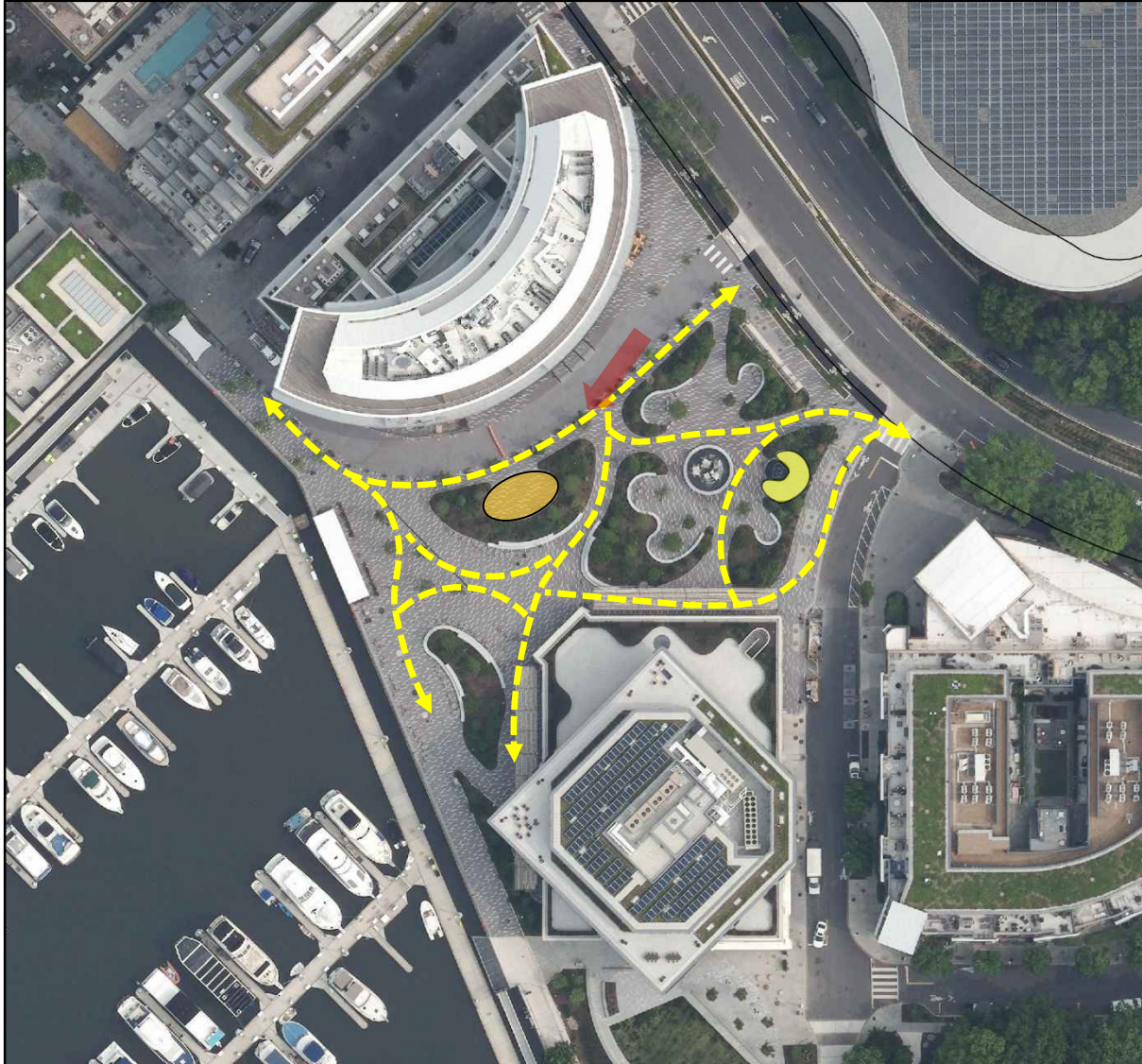
Image taken on June 19, 2024 w/ a Canon DSLR camera with fixed 50 mm lens

Evaluation | Site Plan | View Corridors



Image taken on June 19, 2024 w/ a Canon DSLR camera with fixed 50 mm lens

Evaluation | Site Plan | Circulation

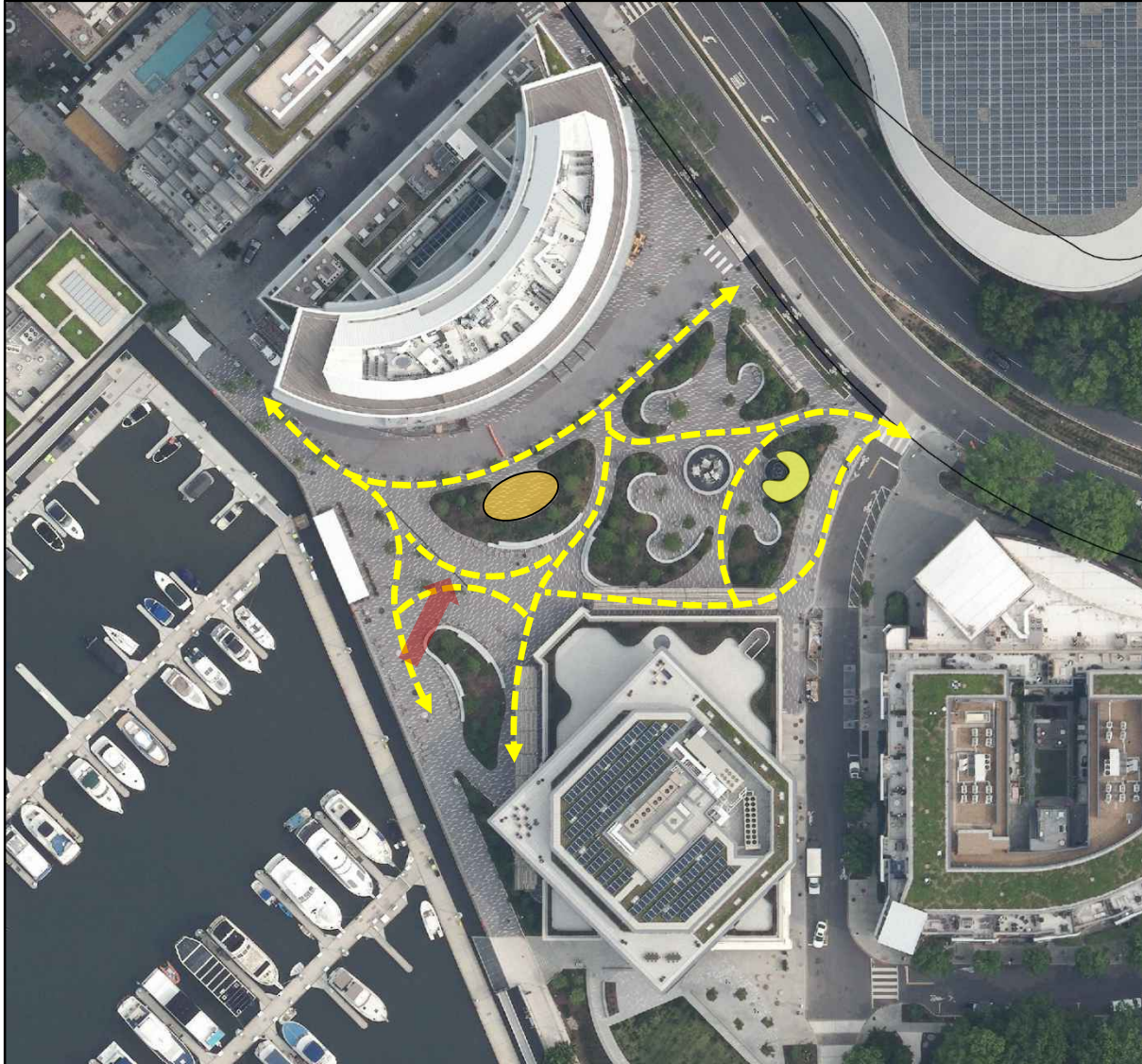


- No impact on circulation through and around M Street Landing since retail pavilion is tucked into a previously constructed landscaped garden area near the terminus of Wharf Street.
- Pavilion does not project into or impede the protected pedestrian-only walkway that runs along the shared-use extension of Wharf Street.



Google Street View – October 2024

Evaluation | Site Plan | Circulation



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Google Street View – October 2024

Conclusion

- Proposed modification is consistent with the intent and purpose of the first-stage PUD for M Street Landing as an active urban plaza with a mix of passive and active open spaces and appropriately scaled and located retail uses.
- Retail pavilion is consistent with the types of uses that are contemplated for the Wharf in the Comprehensive Plan, including the use designations shown on the Future Land Use Map for M Street Landing.
- Proposal will have no impact on the site plan, character, use, views, and circulation of M Street Landing.