

ZONING COMMISSION CASE NO. 24-11
Jemal’s Schaeffer LLC & Jemal’s Bumper George LLC
Consolidated PUD and Related Map Amendment from MU-5B to PDR-1

Applicant’s Initial List of Proffered Public Benefits and Corresponding Conditions

Submitted in Accordance with Subtitle X §§ 308.2-308.4

March 5, 2026

Proffer ¹	Condition
<p><u>Super Urban Design and Architecture</u> <u>(Subtitle X § 305.5(a))</u></p> <p>The Project results in superior urban design and architecture consistent with the goals of the Zoning Regulations, the Comprehensive Plan (the “CP”), the Future Land Use Map (the “FLUM”) and the Generalized Policy Map (the “GPM”). The Project is designed to present as three separate buildings along the New York Avenue frontage. The building’s massing is broken up by two 52’ x 20’ open courts, and each section of the building has different building materials and color pallets, and architectural elements. The extensive use of glass on the ground floor enhances transparency and visibility, inviting pedestrian interaction and ensuring the space feels open and welcoming. The prominent, well-lit entrance serves as a focal point, drawing attention and encouraging foot traffic, while the clean, contemporary design elements provide a refreshing counterpoint to the building’s classic exterior.</p>	<p>Condition No. [#]: The Project shall be developed and constructed substantially in accordance with the plans titled “New City, DC”, prepared by Powers Brown Architecture, submitted by the Applicant on March 4, 2026, and included in the case record as <u>Ex. 156A1-156A5</u> (collectively, the “Approved Plans”).</p> <p>Condition No. [#]: In accordance with the Approved Plans, the PUD shall have:</p> <ul style="list-style-type: none"> • A maximum building height of approximately 49’-3”; • A density of .463 FAR; • Approximately 181,090 sf of GFA, consisting of: <ul style="list-style-type: none"> ○ Approximately 20,436 square feet devoted to a showroom on the ground floor of the building; ○ Approximately 139,854 square feet of warehouse and storage on the main level of the building; and ○ Approximately 20,800 square feet of open office space on the main level. • A lot occupancy of 46.3%; • A maximum of 12 loading berths;

¹ The Applicant submitted its proposed Findings of Fact and Conclusions of Law on November 10, 2025. See Ex. 141–141A. Pursuant to Subtitle X § 308.3, each public benefit description mirrors the proposed order, with revised language incorporated for clarity and to reflect information added to the record after the draft order was filed. See Applicant’s Second Post-Hearing Submission (Dec. 19, 2025) (Ex. 149); Third Post-Hearing Submission (Jan. 16, 2026) (Ex. 151–151A4); and Fourth Post-Hearing Submission (Feb. 2, 2026) (Ex. 154).

<p>The New York Avenue façade employs a varied material palette, recessed storefront conditions, and architectural articulation to reduce perceived massing, enhance the pedestrian experience, and maintain flexibility for future tenant entrances while preserving strong sidewalk connectivity.</p>	<ul style="list-style-type: none"> • Approximately 198 vehicle parking spaces; and • Approximately 10 long-term bicycle parking spaces.
<p><u>Superior Landscaping, or Creation or Preservation of Open Spaces (Subtitle X § 305.5(b))</u></p> <p>The incorporation of superior landscaping elements along New York Avenue, NE enhances the streetscape while contributing to environmental performance and user comfort. The streetscape design includes street trees, tree boxes, low plantings, and buffer planting that provide greenery and shade, improve aesthetic appeal, and create a more pleasant and inviting environment for pedestrians and cyclists. These landscaped elements also contribute environmental benefits, including improved air quality and reduction of the urban heat island effect.</p> <p>In addition, the Project incorporates bioretention areas within the streetscape plan to manage stormwater runoff and support sustainable urban drainage. This environmentally responsive approach helps reduce flooding and improves water quality, while the coordinated use of planting, tree pits, and landscaped buffers creates a natural separation between pedestrians, cyclists, and vehicular traffic, further enhancing comfort and safety within the public realm.</p>	<p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project</u>, the Applicant shall install the streetscape and landscaping improvements abutting the PUD site along New York Avenue, NE, subject to DDOT approval, consistent with the Approved Plans.</p>
<p><u>Streetscape Plans (Subtitle X § 305.5(l))</u></p> <p>The Project provides a comprehensive streetscape plan for New York Avenue, NE, demonstrating an integrated approach to enhancing transportation infrastructure and the public realm. The proposed improvements include a 10-foot-wide bike trail that provides</p>	<p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project</u>, the Applicant shall demonstrate to the Zoning Administrator that it has constructed the streetscape and landscaping improvements abutting the PUD site along New York Avenue, NE, subject to DDOT approval, consistent with the Approved Plans.</p>

<p>a safe and convenient route for cyclists and promotes alternative modes of transportation. The bike trail is separated from New York Avenue, NE, by a tree box and low plantings, enhancing safety and reducing conflicts with vehicular traffic.</p> <p>The streetscape plan also includes a 10-foot-wide sidewalk that provides ample space for pedestrians and enhances the pedestrian experience. A landscaped buffer separates the sidewalk from the bike trail, ensuring safety and comfort for all users. Collectively, these improvements establish a cohesive, well-designed streetscape that balances the needs of pedestrians, cyclists, and vehicles and will be implemented and maintained for the duration of the Project, subject to approval by the Department of Transportation Public Space Committee.</p>	
<p><u>Transportation Infrastructure Beyond That Needed to Mitigate Any Potential Adverse Impacts (Subtitle X §§ 305.5(o))</u></p> <p>The Project will include the following infrastructure improvements in public space, subject to DDOT approval:</p> <ul style="list-style-type: none"> • Install sidewalk and trail along the site’s New York Avenue frontage and along Montana Avenue NE from New York Avenue NE to Bladensburg Road NE; • Provide an easement for all sidewalk and trail facilities within the property line so that DDOT can provide maintenance; • Install intersection signalization as needed at the driveway on Montana Avenue NE at 17th Street NE and on Bladensburg Road NE at T Street NE; and • Upgrade the sidewalk along the site’s Bladensburg Road frontage to DDOT’s width and buffer standards where it does not already meet this standard. 	<p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project</u>, the Applicant shall have installed and/or delivered the following infrastructure improvements in public space, all of which are subject to DDOT approval:</p> <ol style="list-style-type: none"> a. Install sidewalk and trail along the site’s New York Avenue frontage and along Montana Avenue NE from New York Avenue NE to Bladensburg Road NE. b. Provide an easement for all sidewalk and trail facilities within the property line so that DDOT can provide maintenance. c. Install intersection signalization, as needed, at the driveway on Montana Avenue, NE at 17th Street, NE and on Bladensburg Road, NE at T Street, NE. d. Upgrade the sidewalk along the site’s Bladensburg Road frontage to DDOT’s

	width and buffer standards where it does not already meet this standard.
<p><u>Use of Special Value to the Neighborhood or the District of Columbia As a Whole (Subtitle X §§ 305.5(q))</u></p> <ul style="list-style-type: none"> • <u>Improvements to the 5th District Police Station.</u> The Applicant proposes to upgrade the community meeting room of the 5th District Police Station, including improvements to the HVAC, lighting, and interior finishes as well as enhance the landscape on the exterior of the station, valued at approximately \$125,000.00. These upgrades will enhance the functionality and appeal of these community spaces and will enhance the professional atmosphere, making the space more inviting and conducive to productive meetings and community engagement. Additionally, the upgraded hardscape outside the police station provides a more attractive and functional outdoor space for public use. These outdoor landscape improvements increase the usability of the outdoor area and contribute to the overall aesthetic appeal of the neighborhood. • <u>Improvements to the Arboretum Recreation Center.</u> The Applicant proposes to make improvements to the Arboretum Recreation Center at a value of up to \$5,000.00. Improvements to the Arboretum Recreation Center, including the addition of benches and ADA-compliant features (e.g. pathways, ramps and seating), represent a significant enhancement to community amenities, making the space more inclusive and accessible to all residents. Additionally, the inclusion of benches and other seating options contribute to the recreational and social 	<p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project,</u> the Applicant shall make improvements to the 5th District Police Station located at 1805 Bladensburg Road, NE. Such improvements shall include upgrades to the HVAC system, lighting, and interior finishes of the community meeting room, as well as new exterior landscaping at the police station, with an estimated total value of \$125,000.</p> <p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project,</u> the Applicant shall install, or cause the installation of, new benches and ADA-compliant features at the Arboretum Recreation Center located at 2412 Rand Place, NE, with an estimated total value of \$5,000.</p> <p>Condition No. [#]: <u>Prior to the issuance of the final certificate of occupancy for the Project,</u> the Applicant shall install, or cause the installation of, shot detection cameras near the intersection of Bladensburg Road, NE and Montana Avenue, NE, with an estimated total value of \$15,000.</p> <p>Condition No. [#]: <u>Prior to the issuance of a final certificate of occupancy for the Project,</u> the Applicant shall maintain a 45-foot-wide landscaped green space at the south side of the PUD site, as shown on the Approved Plans.</p> <p>Condition No. [#]: <u>For the life of the Project,</u> the parking areas on the Property shall be restricted from public use after the regular business hours for the building tenant(s).</p>

<p>value of the space. Benches provide resting spots for people of all ages, encouraging longer visits and more interaction among residents. This not only enhances the usability of the recreation center but also promotes social cohesion and community engagement.</p> <ul style="list-style-type: none"><li data-bbox="253 527 808 1146">• <u>Installation of Shot Cameras.</u> The Applicant proffers the installation of shot cameras at Bladensburg Road, NE and Montana Avenue, NE at a value of approximately \$15,000.00. The installation of shot cameras significantly enhances public safety and security. These advanced acoustic sensors are designed to detect and accurately locate gunfire incidents in real-time, allowing law enforcement to respond swiftly and effectively. By reducing response times, shot cameras help to deter criminal activity, improve the chances of apprehending offenders, and enhance the safety and well-being of the community.<li data-bbox="253 1188 808 1478">• <u>45-Foot-Wide Landscape Buffer.</u> The Applicant proffers to provide a 45-foot-wide landscaped green space on the south side of the PUD site, as shown on the Approved Plans. The area is intended as a buffer between the PUD and any future development in the remainder of the Montana Triangle.<li data-bbox="253 1520 808 1698">• <u>Public Parking Restriction.</u> This condition is proposed to address concerns raised by the community regarding safety and activity at the PUD site during non business hours.	
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<p>PDR Use Prohibitions and Limitations²</p> <p>These conditions are proposed to address concerns raised by ANC 5C, ANC 5D, and the surrounding community regarding the potential impacts of certain uses permitted in the PDR-1 zone, and to ensure compatibility with nearby residential and mixed-use areas through the prohibition or appropriate limitation of such uses. In addition to uses already prohibited pursuant to Subtitle U § 801.1(v), the Applicant is voluntarily prohibiting certain additional uses otherwise permitted as a matter of right in direct response to community feedback.</p>	<p>Condition No. [#]: <u>For the life of the Project</u>, in addition to the uses prohibited pursuant to Subtitle U § 801.1(v), the following matter of right PDR or industrial-based uses shall not operate within the PUD:</p> <ul style="list-style-type: none"> a. Concrete plant; b. Asphalt plant; c. Material salvage; d. Hauling or terminal yard; e. Outdoor material storage; f. Acetylene gas manufacturing; g. Fertilizer manufacturing; h. Rock quarrying; i. Access ways, airports; j. Gasoline service station; k. Electrical sub-station l. Sewer plant; m. Water treatment plant; n. Utility pumping station; o. Incinerator; p. Waste-related service uses, except for composting facility and non-intensive recycling facility; q. Data centers; r. Self-storage establishment; s. Motor-vehicle related repair; and t. Chemical Storage and Distribution, whether such activities constitute the primary or accessory element. <p>Decision No. [#]: <u>For the life of the Project</u>, the Applicant agrees to limit the PDR uses in the Property to those listed below, subject to the conditions in Subtitle U § 801 of the Zoning Regulations or other applicable laws:</p> <ul style="list-style-type: none"> a. Animal Sales and Care; b. Youth Rehabilitation Home and Adult Rehabilitation Home; c. Education Uses, Public; d. Government Uses, Large Scale; e. Parking, other than a parking garage;
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² The language has been revised from its counterpart in the Applicant’s draft order to reflect changes set forth in the Applicant’s Second Post-Hearing Submission (Ex. 145) and Fourth Post-Hearing Submission (Ex. 154).

	<ul style="list-style-type: none"> f. Production, Distribution, and Repair; g. Transportation Infrastructure; h. Utilities (basic) i. Composting facility and non-intensive recycling facility; and j. Wholesale or Storage Establishment.
<p>Transportation Demand Management Plan</p> <p>These conditions are set forth in Attachment C to the Applicant’s Transportation Statement (see Ex. 49A at p. 21) and are proposed herein consistent with DDOT’s recommendation.</p>	<p>Condition No. [#]: <u>During the operation of the Project (unless otherwise noted)</u>, the Applicant shall provide the following transportation demand management (“TDM”) measures for the Project:</p> <ul style="list-style-type: none"> a. Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo. b. Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year for the first three years following the issuance of a Certificate of Occupancy for the Project. All employer tenants must survey their employees and report back to the Transportation Coordinator. c. Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.

	<ul style="list-style-type: none">d. Transportation Coordinators will receive TDM training from goDCgo to learn about the transportation conditions for this Project and available options for implementing the TDM Plan.e. Transportation Coordinators will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant as they move in.f. Provide links to CommuterConnections.com and goDCgo.com to employees.g. The Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby.h. Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.i. Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in at least one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
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	<ul style="list-style-type: none">j. Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future. k. Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised. l. Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new employee employed by the first tenant of the building for up to the first six months of occupation. m. Provide, at no charge to and for use by any employee thereof, 10 long-term bicycle parking spaces. Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes. The storage room must be designed so that a minimum of 50% of long-term spaces (5 spaces) are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces (1 space) are served by electrical outlets, and 5% of spaces (minimum 2 spaces) are designed for larger cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). There will be no fee to the residents for use of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room. n. Install a minimum of four (4) electric vehicle (EV) charging stations on site.
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	<p>o. Provide improved pedestrian and bicycle facilities along the site frontage on New York Avenue NE and parts of the site frontage on Montana Avenue NE.</p>
<p>The Project also incorporates enhanced sustainable design features, including rooftop solar panels covering approximately 12% of the roof area, an extensive sedum-based green roof covering approximately 49% of the roof area, and clearly delineated bioretention areas, collectively advancing the Project's environmental performance.</p>	<p>Condition No. [#]: <u>For the life of the Project</u>, the rooftop solar panels will occupy approximately 12% of the roof area as depicted on the Approved Plans at pg. 1-6 of <u>Exhibit 156A3</u> and pg. 1 of <u>Exhibit 156A5</u>.</p>