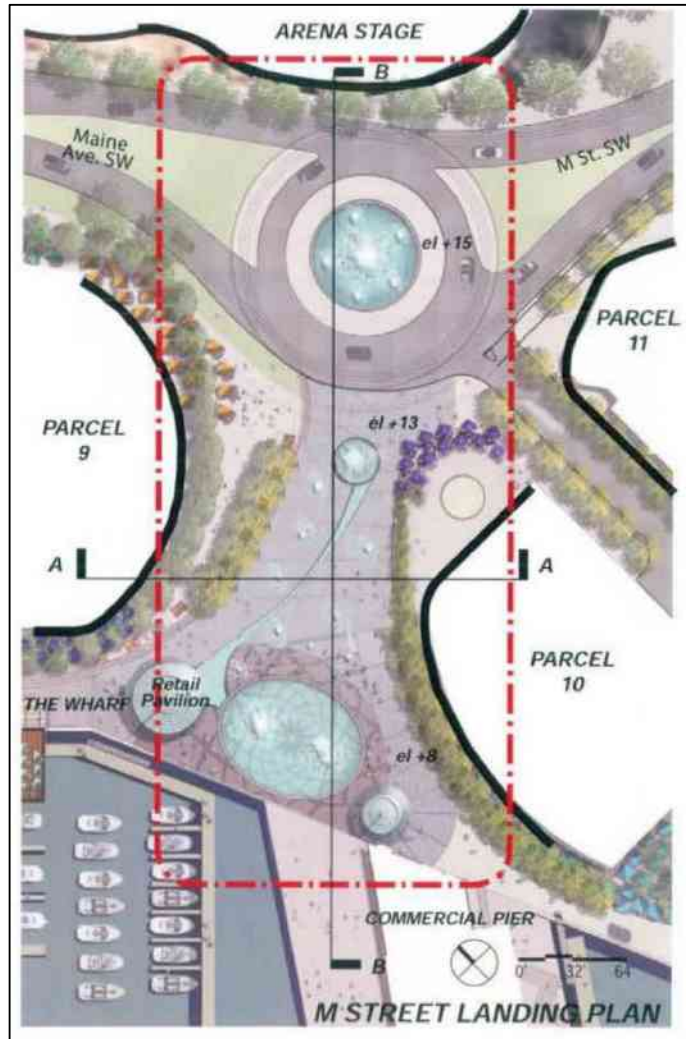
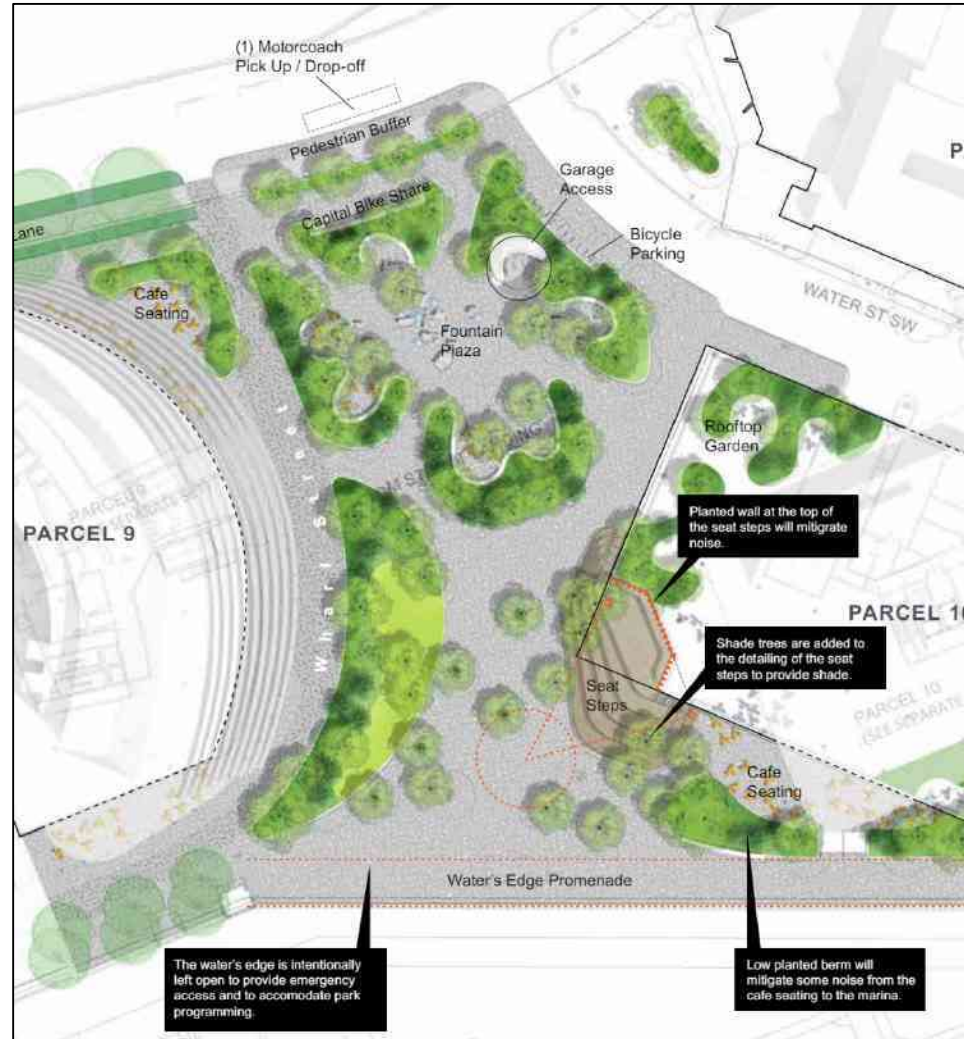


The structure and use are consistent with the character, scale, and mixture of uses contemplated for M Street Landing in the First-Stage PUD

Comparison of First-Stage PUD and Second-Stage PUD Plans for M Street Plans



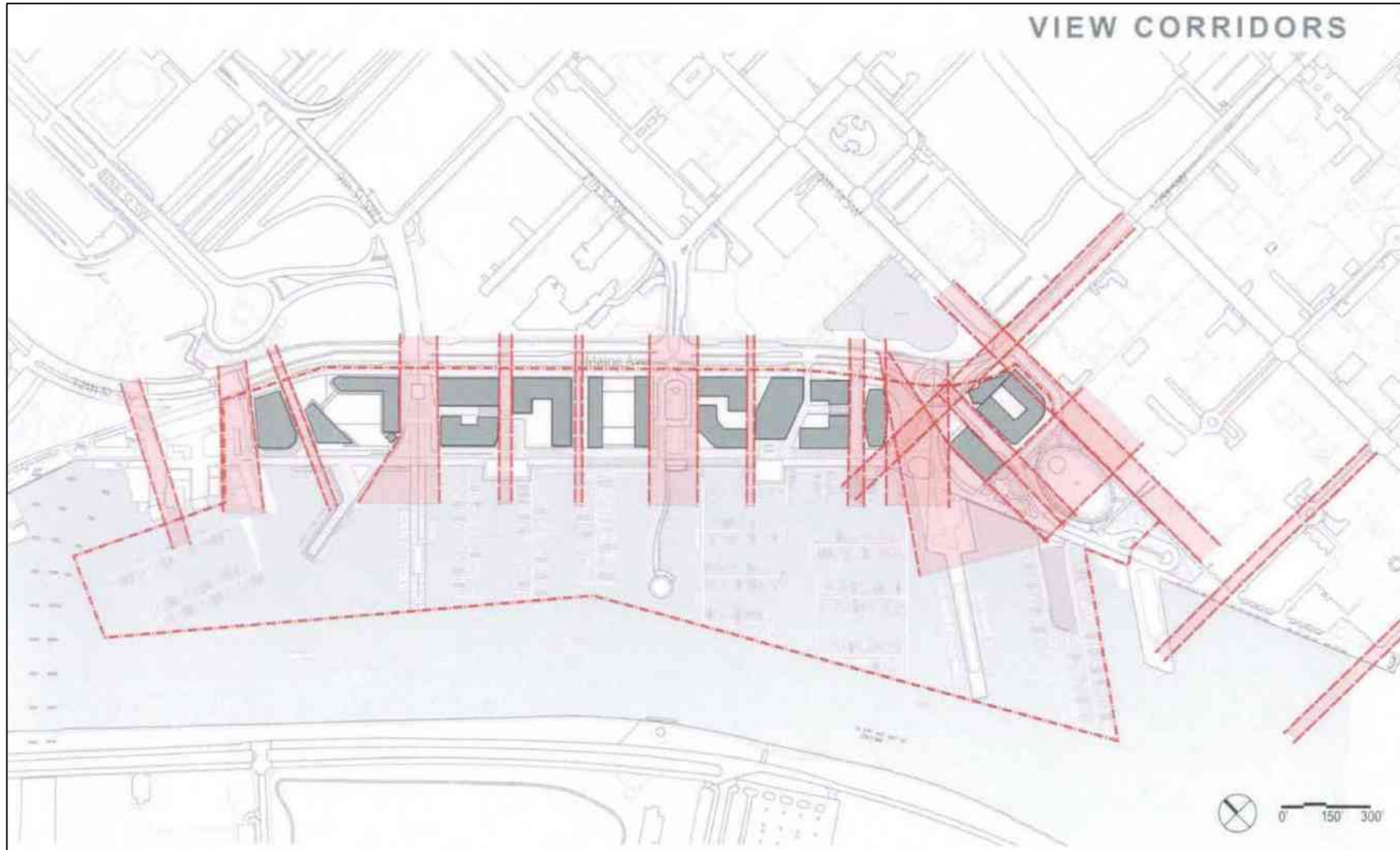
Approved First-Stage PUD Plan for M Street Landing
Z.C. Case No. 11-03, Exhibit 26A, Sheet 4.18



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

- The purposes of a First-Stage PUD include a review of a PUD's "character, scale, height, mixture of uses, and design of the uses." 11-X DCMR 3-02.2
- The First-Stage PUD order describes M Street Landing as "a new urban plaza incorporating water features and showcasing views of the evocative forms of the Arena [Stage]," and that M Street Landing will include two 20-foot-tall retail pavilions. Z.C. Order No. 11-03, FOF 20 and FOF 38.
- The First-Stage PUD plans for M Street Landing show the two, 20-foot-tall retail pavilions, one of which is in approximately the same location as the proposed Merchant's structure.
- While the Second-Stage PUD plans do not include the two enclosed retail pavilions from the First-Stage PUD, this is simply a result of design evolution. Nothing was done in the Second-Stage PUD to modify the "character, scale, height, mixture of uses, and design of uses" in M Street Landing, as established by the First-Stage PUD.
- The proposed modification of consequence simply seeks to modify the Stage-Stage PUD plans for M Street Landing to allow an enclosed structure in the approximate where the First-Stage PUD plans show a much larger retail pavilion.

**The structure does not impede on views or view corridors in and around the Wharf, including through M Street
Landing toward the waterfront.**

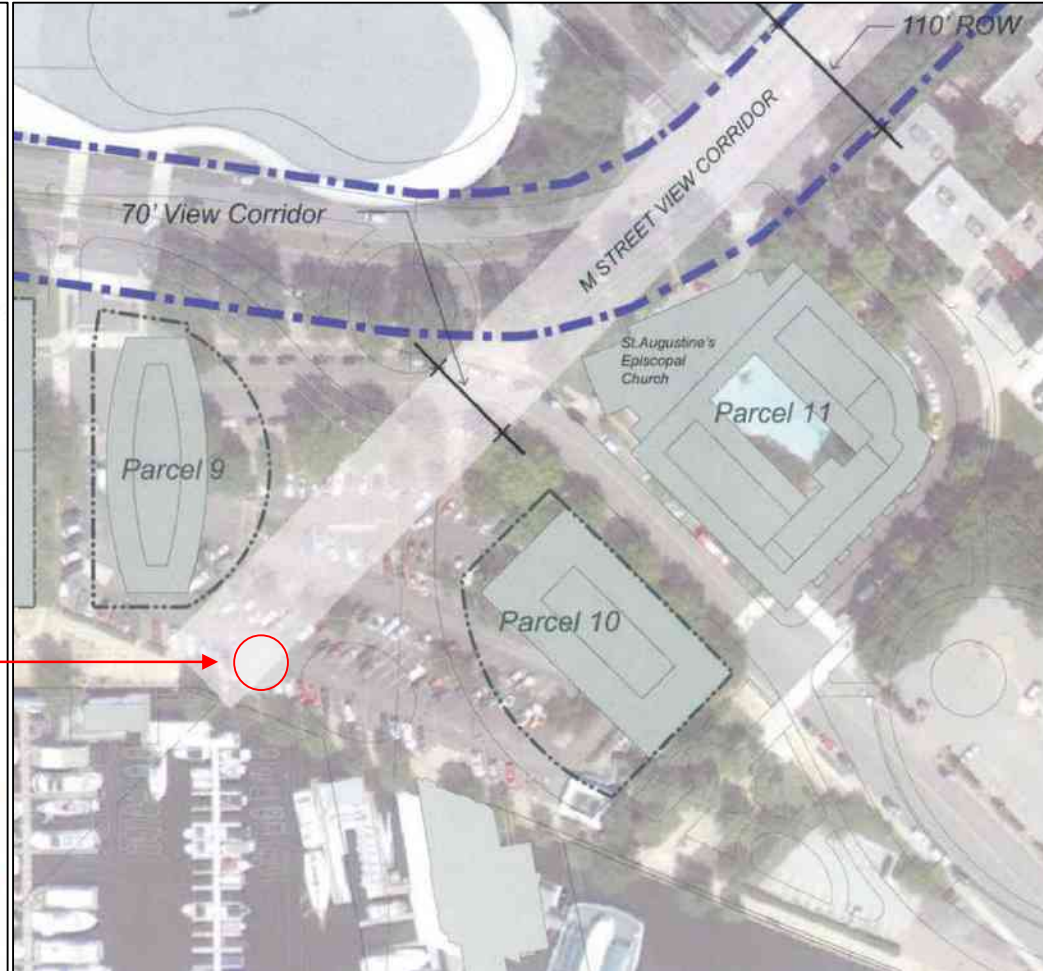


- The issue of views and view corridors through the Wharf was considered during the First-Stage PUD, and specifically the view corridor along M Street toward the waterfront.
- In response to questions raised, the applicant for the Wharf PUD conducted a view corridor analysis.

View Corridor Diagram from First-Stage PUD
Z.C. Case No. 11-03 (First Stage PUD), Exhibit 63A

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD



- As noted, at the time of the First-Stage PUD the design of M Street Landing was envisioned to be more of an open urban plaza with very little landscaping, thus allowing views through the space.
- One of the 20-foot retail pavilions within M Street Landing was located within the view corridor looking toward the waterfront from along the M Street corridor.

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD



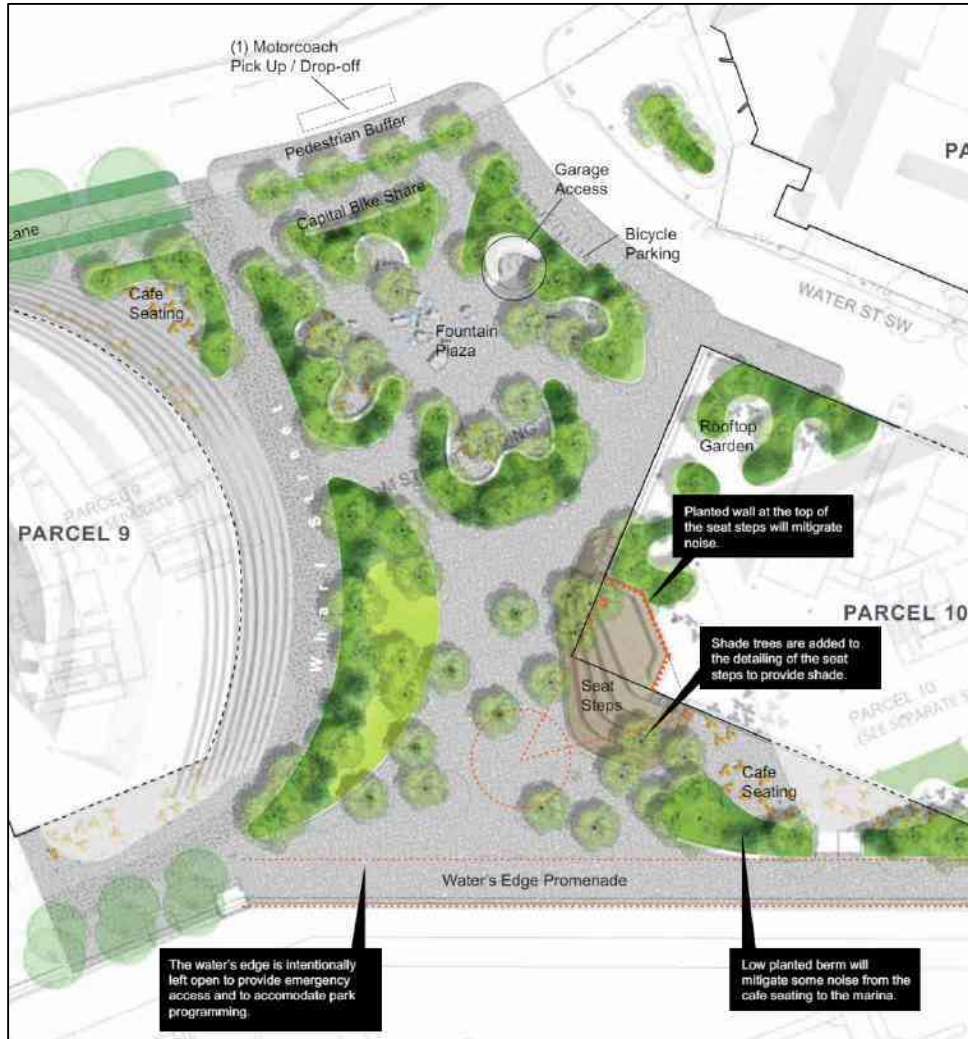
- Despite one of the 20-foot retail pavilions being located within the M Street view corridor, the Commission concluded that:

“the views west along M Street toward the water are adequately preserved...the M Street view corridor toward the water is obscured by a mature stand of trees and the curve of the roadway as it transitions to Maine Avenue at 6th Street, S.W. As a result, there is no view corridor from M Street to the water except during winter months. Nevertheless, the Applicant proposes through the PUD to provide an enhanced vista toward the water that will exist all year round. ”

Z.C. Order No. 11-03, COL 12

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD

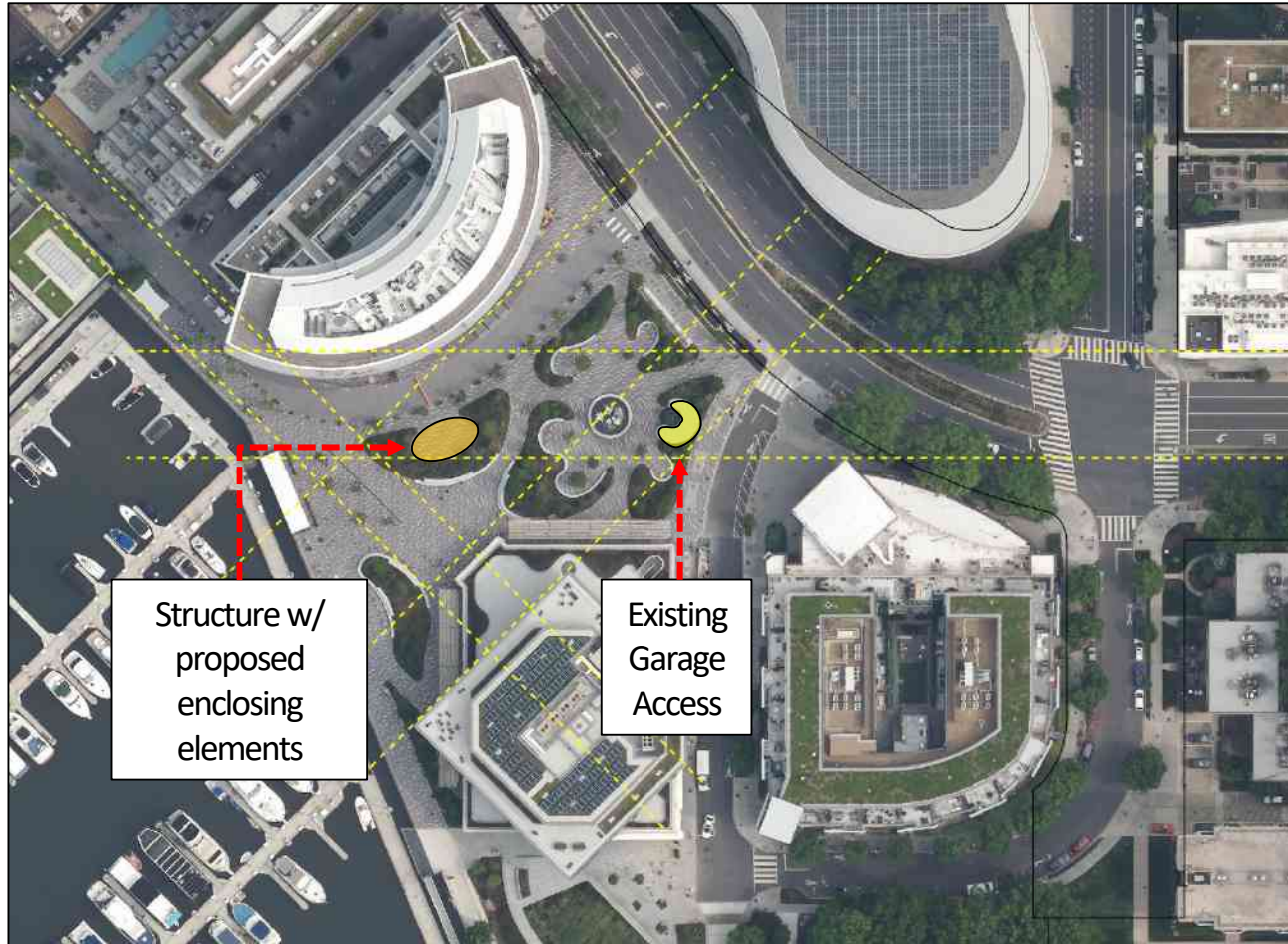


- As is typical in a Second-Stage PUD, the design of M Street Landing evolved, with greater definition provided for the various spaces, structures, and features within M Street Landing. One way in which the plans evolved is that substantial landscaping was added to M Street Landing to define outdoor “rooms” and provide shape and heat respite. Rather than maintain a view corridor through M Street Landing toward the waterfront, the plans include a major fountain feature that serves as a focal point at the terminus of the M Street corridor.
- The Office of Planning’s hearing report for the Second-Stage PUD states that “M Street Landing would be between Parcels 9 and 10 and would form a view terminus for the M Street corridor.” Z.C. Case No. 11-03J, Exhibit 33
- The Second-Stage PUD order describes M Street Landing 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. The primary “room” of M Street Landing is “Fountain Plaza,” which contains a large, interactive fountain. Z.C. Order No. 11-03J, FOF 62.

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

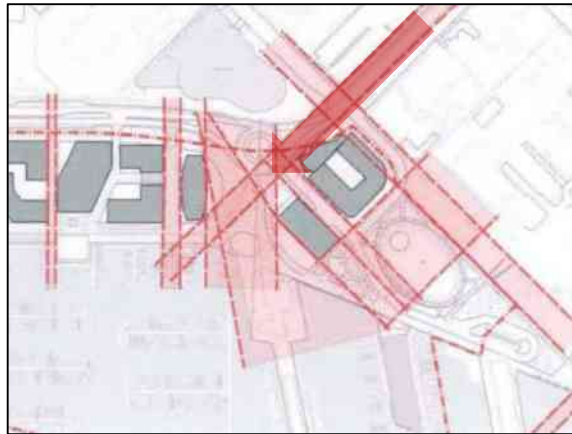
M Street Landing Plan and View Corridor Diagram from First Stage PUD



- The Second Stage PUD plan for M Street Landing made the space a focal point in and of itself with different defined spaces that make up the urban plaza rather than a single undifferentiated space. M Street Landing became something to look at rather than just something to look through toward the waterfront.
- Because of how the plan for M Street Landing evolved, the views and view corridors through M Street Landing, particularly the view along M Street, were shortened, and became less focused on maintaining a view through M Street Landing, and more about views to M Street Landing.
- As approved under the Second-Stage PUD and as currently constructed, the existing fountain, landscaping, tree canopy, and parking garage access structure form the view toward M Street Landing along the M Street corridor rather than a view through to the waterfront.
- As a result, the structure and proposed enclosing elements have no impact on views through M Street Landing. Furthermore, its modest size, limited height, and darker material palette allow it to seamlessly blend into the mature landscaping that surrounds the structure on three (3) sides.
- The next three diagrams clearly demonstrate that the structure and proposed enclosing elements are barely visible and does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD



Existing
Garage
Access



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

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD

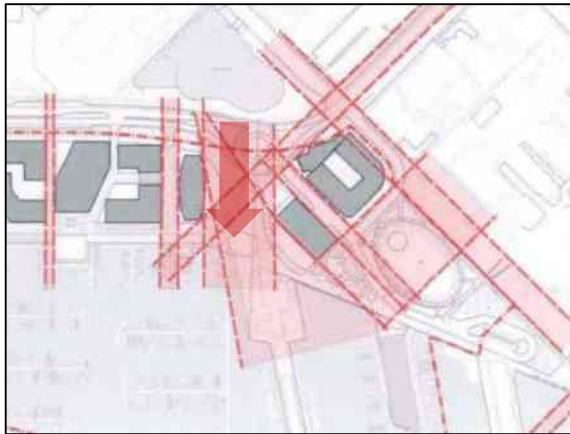


Image taken on June 19, 2024 w/ a Canon DSLR camera with fixed 50 mm lens

The structure does not impede on views or view corridors in and around the Wharf, including through M Street Landing toward the waterfront.

M Street Landing Plan and View Corridor Diagram from First Stage PUD

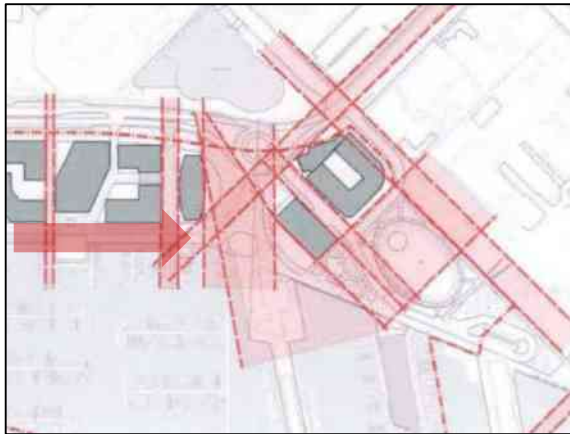
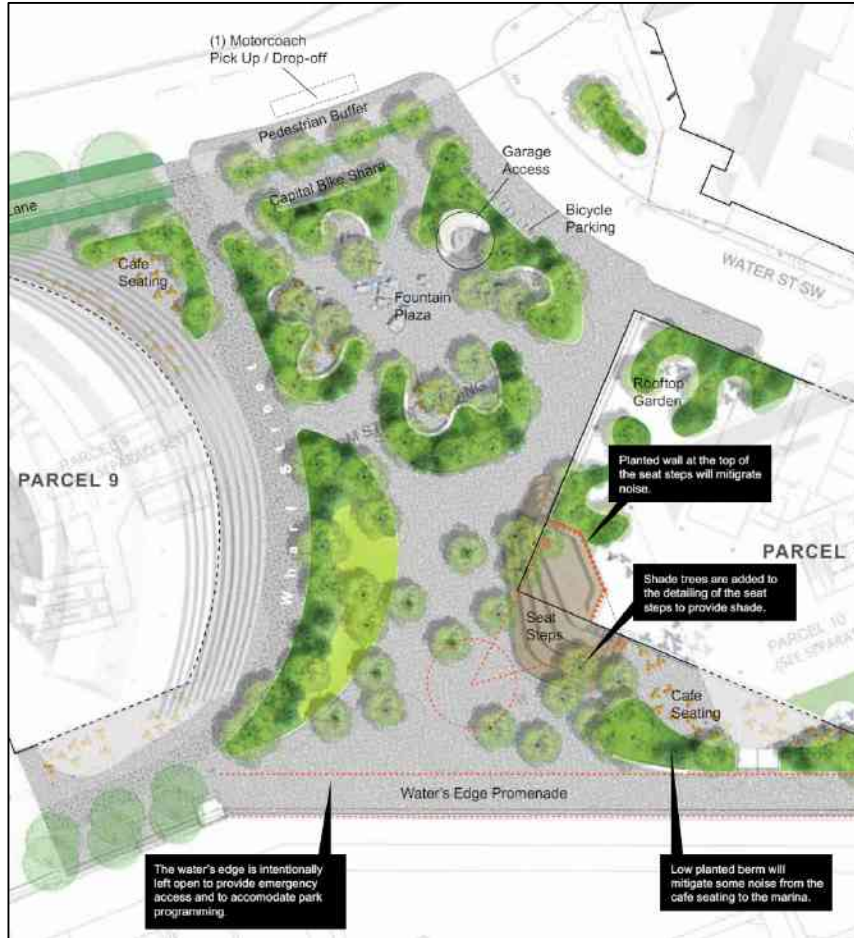


Image taken on June 19, 2024 w/ a Canon DSLR camera with fixed 50 mm lens

The structure does not have any impact on open space, circulation and programming within M Street Landing, as approved under the Second-Stage PUD

Comparison of Approved Stage-Stage PUD Plan and Location of Structure within Existing M Street Landing

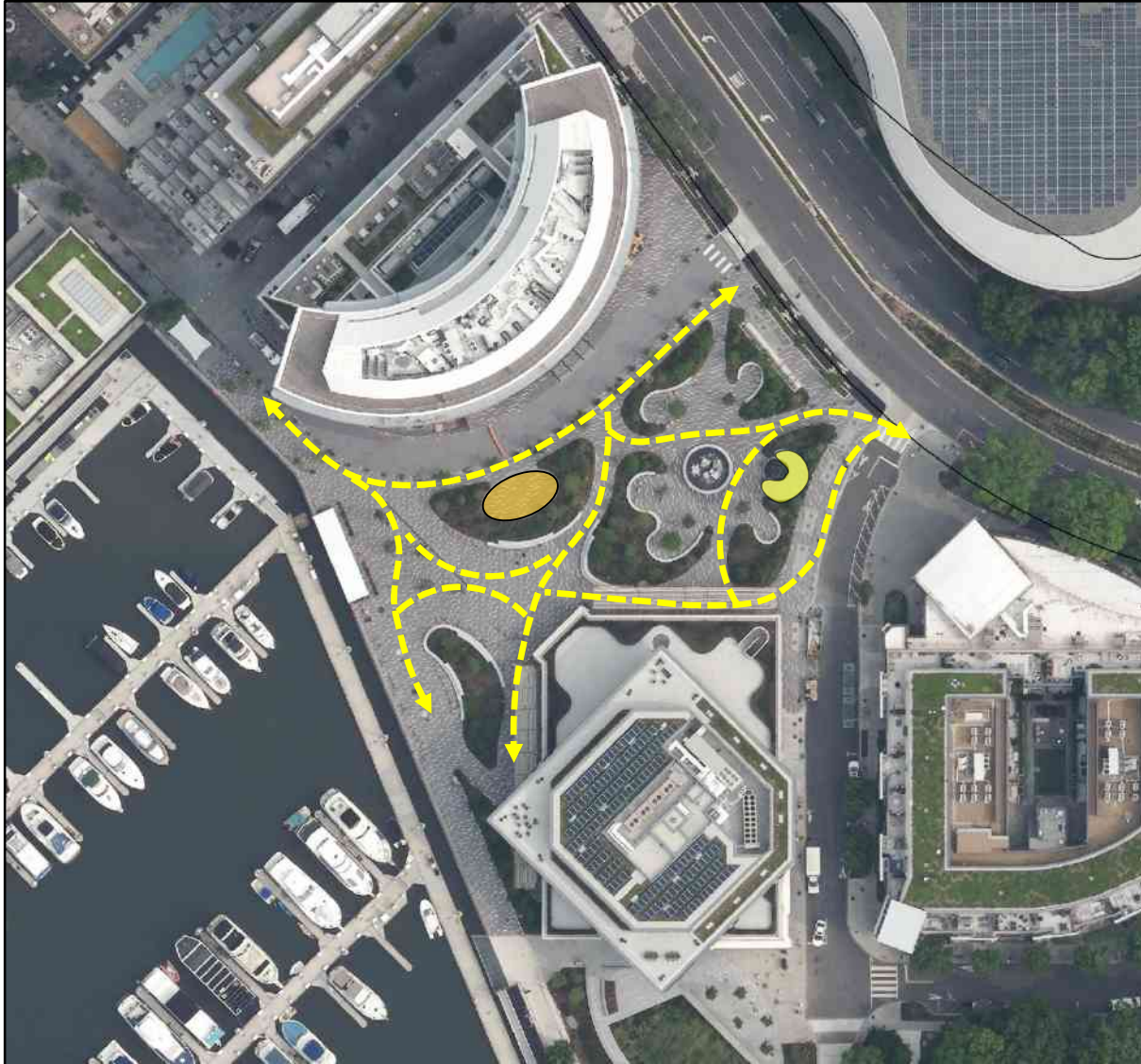


- As shown on the diagrams to the left, the structure and proposed enclosing elements will have no impact on the existing open space within M Street Landing as it is quite literally located within what was approved as a landscaped garden area near the terminus of Wharf Street.
- The location of the structure has no impact on the fountain or surrounding seating in the eastern portion of M Street Landing. In fact, the setting of the fountain, described in the Second-Stage PUD order as M Street Landing's "primary room," is improved since a leasable café seating area originally approved next to the fountain has been relocated closer to Wharf Street, adjacent to the Phillippe Chow restaurant in the ground floor of the Amaris building on Parcel 9.
- Indeed, the location of the structure and proposed enclosing elements allows M Street Landing to remain perfectly in line with how it was envisioned by its designer, as was stated at the public hearing:

"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. It's constructed of large pieces of marble, jets of water. But in this space you're actually surrounded by plants which I think will be a unique experience along the wharf. 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.)"

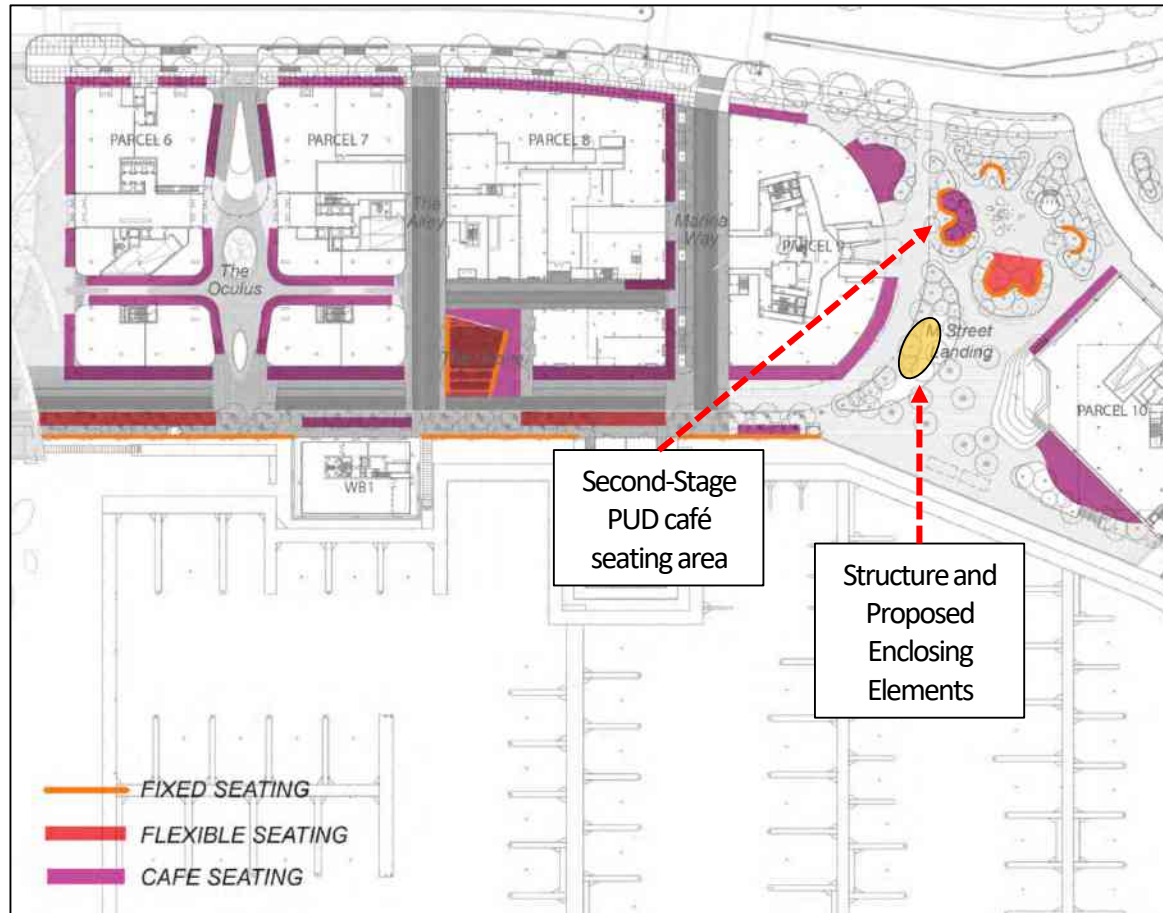
The structure does not have any impact on open space, circulation and programming within M Street Landing, as approved under the Second-Stage PUD

Comparison of Approved Stage-Stage PUD Plan and Location of Structure within Existing M Street Landing



- The structure and proposed enclosing elements will also have no impact on circulation through and around M Street Landing since, again, it is quite literally located within a previously approved landscaped garden area near the terminus of Wharf Street.
- The fountain will remain the “primary room” of M Street Landing, providing a more passive space that is buffered from the activity along Wharf Street and near the water by substantial landscaping. The portion of M Street Landing closer to the water will continue to be a flexible space that functions as informal passive recreation space and also be programmed with events by the neighborhood.

The structure and use do not impact the Amaris building on Parcel 9 any more than was already considered under the Second-Stage PUD



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

- As shown on the diagram to the left, the Second-Stage PUD approved a leasable café seating area near the M Street Landing fountain and just outside the Amaris building on Parcel 9.
- In accordance with the flexibility granted under the PUD order, this café seating area was relocated to the location of the structure and proposed enclosing elements. This location was chosen as it was considered a more appropriate location given its: (i) proximity to the retail space in the ground floor of the Amaris building at the terminus of Wharf Street, and (ii) closer to the activity near the waterfront and along Wharf Street.
- To the extent there are any impacts to the Amaris building, the location of the structure and enclosing elements will not have any greater impacts than was already considered under the Second-Stage PUD.
- In fact, the impacts are likely to be lessened if the enclosing elements are approved by the Commission as they will help reduce noise that may be generated when the bar use is open. The enclosing elements, together with the conditions of the Cooperative Agreement that has been approved by Advisory Neighborhood Commission 6D as part of its approval of the applicant's liquor license, will keep the potential impacts of the bar use to a level that is consistent with the Second-Stage PUD.