

UNION MARKET – 1270 FOURTH STREET NE



FIRST-STAGE AND CONSOLIDATED PUD AND MAP AMENDMENT

SUPPLEMENTAL PREHEARING SUBMISSION

MARCH 6, 2015

TABLE OF CONTENTS

INTRODUCTION..... 7

I. BACKGROUND..... 7

II. PROJECT SUMMARY..... 7

III. REVISIONS TO SOUTH PARCEL BUILDING DESIGN..... 9

A. Roof Structure Design 10

IV. NEAL PLACE EXTENSION 10

V. AFFORDABLE HOUSING..... 12

VI. PARKING..... 12

VII. TRANSPORTATION..... 14

A. Pedestrian Facilities..... 14

B. Bicycle Facilities 15

C. Vehicular Facilities..... 15

D. TDM Plan..... 15

E. Parking Management Plan..... 16

F. Loading Management Plan 16

G. Curbside Management Plan 17

VIII. INFRASTRUCTURE 17

IX. SUSTAINABILITY 17

X. EMPLOYMENT AND TRAINING OPPORTUNITIES 18

XI. COMMUNITY ENGAGEMENT..... 18

XII. SUMMARY OF PUBLIC BENEFITS AND PROJECT AMENITIES 18

XIII. PHASING..... 19

XIV. RESUMES OF EXPERT WITNESSES..... 19

TABLE OF EXHIBITS

<u>Exhibit A</u>	Revised Architectural, Landscape, and Civil Plans
<u>Exhibit B</u>	Storefront and Signage Design Guidelines
<u>Exhibit C</u>	Response Memorandum from Gorove/Slade to DDOT
<u>Exhibit D</u>	Memo from Bohler Engineering Regarding Infrastructure
<u>Exhibit E</u>	Applicant's Response to DDOE
<u>Exhibit F</u>	Form First Source Employment Agreement
<u>Exhibit G</u>	Summary of Project Benefits and Amenities
<u>Exhibit H</u>	Resumes of Expert Witnesses

INTRODUCTION

This supplemental pre-hearing statement is submitted by 1250 4th ST EDENS LLC (“**Applicant**”) in support of its request for (1) consolidated review and approval of a PUD and map amendment from the C-M-1 to the C-3-C Zone District for property known as 1270 4th Street NE (Parcels 129/95 and 129/96) (“**South Parcel**”) and (2) first-stage review and approval of a PUD and map amendment from the C-M-1 to the C-3-C Zone District for property immediately to the north (Parcel 129/77) (“**North Parcel**”) (together, “**Property**”).

As set forth below, since setdown the Applicant has worked extensively with all stakeholders, including the Office of Planning, District Department of Transportation, District Department of the Environment, ANC 5D (the affected ANC) and ANC 6C. The revised and updated application responds to the issues and concerns that have been raised by the Commission, OP, and other stakeholders, and it otherwise meets the standards for review and approval under Chapter 24 of the Zoning Regulations.

I. BACKGROUND

The Property is located in the Union Market area (also known as the Florida Avenue Market) in the Northeast quadrant of the District of Columbia. The Property is located approximately 1/3 mile from the NoMa / Gallaudet Metrorail Station.

The Property fronts on 4th Street NE and is currently improved with warehouse facilities designed for wholesale distribution and surface parking. The Property is bounded on the north and south by low-scale warehouse buildings. The Property is bounded to the west by a 48-foot wide piece of private property controlled by the District and, pursuant to an easement agreement, is intended to operate as an alley. The Property and related public space is currently oriented to facilitate wholesale distribution and the loading and offloading of trucks along 4th Street. As a result, the sidewalk along 4th Street is interrupted with back-in parking and extremely narrow sidewalk segments.

The Union Market area has been targeted for redevelopment by the District and community as set forth in the Florida Avenue Market Study (“**Small Area Plan**”). The Small Area Plan calls for the rezoning of parcels to permit high density residential and commercial development as well as the creation of an urban street grid.

II. PROJECT SUMMARY

The Applicant proposes to redevelop the existing Property into a vibrant mixed-use development with approximately 41,042 square feet of ground-floor retail space and approximately 545 – 680 residential units (“**Project**”). Through a combination of high-quality retail uses, new residents, new pedestrian and vehicular connections, and superior streetscape

and architectural building design, the Project will implement the place-making and public realm themes of the Small Area Plan.

The Project will be constructed as two separate buildings¹ in two phases.

- The first phase will be the South Parcel building, which will consist of approximately 29,042 square feet of retail space and approximately 415 – 510 residential units. (The unit range represents 10% flexibility in the unit count to account for the final unit mix and layout.) The Applicant seeks consolidated PUD approval for the South Parcel building.
- The second phase will be the North Parcel building, which will consist of approximately 12,000 square feet of retail space and approximately 130 – 170 residential units. The Applicant seeks first-stage PUD approval for the North Parcel building.

As described in greater detail below, the Project will also provide a total of approximately 480 – 750 underground parking spaces, which are accessed from the alley at the rear of the Project. A portion of the underground parking within the Project will serve not only the uses within the Project but also be open to the public and satisfy broader parking demand within the Union Market neighborhood. The Project's loading facilities will also be accessed from the rear alley.

In direct response to agency and community request, and in furtherance of the Small Area Plan, the Applicant will incorporate the extension of Neal Place through the property, between the North and South Parcels. The extension will be provided through a public access easement over a portion of the Project's parking garage. As described in further detail below, the Applicant will initially improve the extension with an interim park and then construct the roadway upon the completion of certain other conditions.

The Neal Place extension is a key public benefit of the proposed PUD. Other benefits include the provision of over 41,000 square feet of place-making, pedestrian-activating ground floor retail space, approximately 545 – 680 new housing units, including approximately 39,725 square feet of affordable housing, the retention and reuse of portions of the existing warehouse façade, and significant pedestrian-oriented improvements in public space along 4th Street that will transform the existing site into the primary spine for the emerging neighborhood. Based on these significant public benefits and project amenities, ANC 5D has voted to support the Project.

The Project will have a height of 110 feet and FAR of 8.0. The Applicant seeks rezoning from the C-M-1 to the C-3-C Zone District in order to achieve the requested height and density.

¹ The Applicant will construct the Project as two separate buildings for zoning purposes.

The Applicant also seeks flexibility from the rear yard, court, roof structure, and loading provisions of the Zoning Regulations.

III. REVISIONS TO SOUTH PARCEL BUILDING DESIGN

Since setdown, the Applicant and its design team have revised the design of the PUD to refine the detailed design of the South Parcel building and integrate the Neal Place extension, the North Parcel building, and related improvements in public space as well as to the alley at the rear of the Property. The revised design of the South Parcel building is depicted on the attached plans. (Exhibit A: Revised PUD Plans.)

As shown on the revised plans, the architectural design of the South Parcel building features a cohesive, detailed, and articulated 11-story building that integrates and evokes the industrial character of the surrounding Union Market area. The ground-floor retail component of the South Parcel building will integrate portions of the existing façade materials into the architectural design of the Project, as shown on the plans. The reuse of the original materials retains the neighborhood's authentic industrial characteristics. The Project will also provide high ceiling ground floor retail space on 4th Street, which will recapture the feeling of the existing warehouse and create high quality shopping and dining opportunities as called for in the Small Area Plan. The residential portion of the South Parcel building will rise above the retail area in four distinct volumes that articulate the massing along the Property's 4th Street frontage.

In response to the Commission's request, the Applicant has revised the design of the South Parcel building to reflect the industrial character of the neighborhood and better integrate the retained warehouse façade. As a result, the revised design is more compatible with the surrounding Union Market area and plays off the design cues of not only the retained portions of the warehouse but also the surrounding built environment. The industrial aesthetic is integrated into the design through the windows, brick masonry, and simple clean lines.

Key changes to the South Parcel building design include the setback of the residential floors from the retained façade of the warehouse building to celebrate and strengthen the warehouse façade as well as changes in fenestration and materials intended to knit the upper-story addition together with the retained warehouse base. The revised plans also include detailed study of the proposed facades and additional information on the proposed materials palette. (Exhibit A, pages A11 – A14.) Samples of the proposed materials will be provided at the public hearing.

Finally, the Applicant has developed a series of storefront and signage design guidelines that will balance the need for flexibility for individual tenant branding with the desire to retain the industrial character of the existing warehouse façade and maintain the overall cohesive design of the building. (Exhibit B: Storefront and Signage Design Guidelines.) The Applicant

requests flexibility to modify the Project's storefront design and retail tenant signage in accordance with the Storefront and Signage Design Guidelines.

A. Roof Structure Design

The Applicant previously submitted alternative roof structure plans reflecting anticipated amendments to the roof structure regulations currently under review in Z.C. Case No. 14-13. Based on more recent guidance from the Commission, the Applicant now withdraws those alternative plans, and only submits a roof structure plan that is designed based on the current Zoning Regulations. The roof structure is limited to housing for mechanical equipment; elevator and stairway penthouses; and a small enclosed area that is accessory to the rooftop pool and recreation space. (Exhibit A, page A4.) The enclosed area is limited to storage, restrooms, and a transitional lobby area that is clearly incidental to the outdoor recreation space. Accordingly, the proposed roof structure meets the requirements of Section 411.1 of the Zoning Regulations. The Applicant continues to request, however, flexibility from the uniform height (§ 411.5) requirements of the Zoning Regulations. (Exhibit A, page A10.)

Once the Commission has adopted the final text amendments in Z.C. Case No. 14-13, the Applicant will explore the potential to incorporate greater recreational and other habitable space consistent with the revised regulations and return to the Commission to modify the PUD, as appropriate. To the extent that such modification is consistent with the revised regulations and does not significantly alter the approved design of the Project, the Applicant hopes that such changes could be processed as a minor modification to the PUD.

IV. NEAL PLACE EXTENSION

As discussed above, the Applicant has revised the design of the PUD to incorporate an extension of Neal Place through the Property. The 50-foot wide extension will match the alignment and dimensions of the existing right-of-way to the east. The Neal Place extension will be provided through a public access easement over a portion of the Project's parking garage.

Initially, the Applicant will build out the sidewalk and tree box components of the extension as well as portions of the underlying roadbed infrastructure, but will improve the roadbed as a green space. (Exhibit A, page L3.) This interim park will function as a pocket park and provide the transitioning neighborhood with a green space when there is little to no other public green space or parks in the immediate area. The interim park will be also be programmed and used for community events, pop-up retail establishments, and other placemaking and street-activating uses.

The final plan for the Neal Place extension will convert the interim park to a vehicular roadway. The extension will incorporate two 11-foot wide vehicular travel lanes flanked by 14-foot wide sidewalk and tree planting areas on either side of the road. (Exhibit A, pages L1 and

A2.) By building out the sidewalk and tree planting areas in the interim plan, the Applicant will also create an additional opportunity for outdoor dining and allow the six proposed street trees to begin to get established.

The Applicant has discussed the timing of the opening of the extension to vehicular traffic with DDOT. Based on these conversations, the Applicant has agreed to open the extension to vehicular traffic when it is necessary to complete the proposed street grid for the western portion of Union Market or potentially earlier if traffic queuing along 4th Street NE requires the opening of a second east-west connection between the alley and 4th Street.

Based on the above, the Applicant proposes the following condition of approval regarding the Neal Place extension:

Prior to the issuance of a certificate of occupancy for the South Parcel building, the Applicant shall demonstrate that it has constructed the interim Neal Place extension improvements as shown on the Interim Neal Place Extension Plan.

Within 12 months of the issuance of the certificate of occupancy for the South Parcel building, and on an annual basis thereafter, the Applicant shall conduct a performance monitoring study of the length of queues along the northbound 4th Street approach to Morse Street (“Monitoring Study”). Each Monitoring Study shall consist of at least three (3) visual observations of traffic conditions over a two (2) week period during the weekday PM peak hour. The peak hour is defined as the peak of the 4th Street and Morse Street intersection during a Tuesday, Wednesday or Thursday when DC Public Schools and Congress are in session, and when traffic patterns are not affected by inclement weather or temporary conditions. The Applicant shall provide a copy of each Monitoring Study to DDOT.

The Applicant shall design and construct the final Neal Place extension improvements as shown on the Final Neal Place Extension Plan and open the Neal Place extension to vehicular traffic within twelve (12) months of the earlier of the following events:

- When, after review of a Monitoring Study that demonstrates more than three (3) instances per hour on more than two (2) observations of the PM peak hour of queuing spillover onto Florida Avenue, DDOT concludes and communicates to the Applicant that the Neal Place Extension is needed to alleviate traffic queuing conditions at 4th and Morse Street. Queuing spillover onto Florida Avenue must be observed to be a result of typical traffic patterns (vehicle, pedestrian and/or bicycle volumes) and not a result of an atypical traffic event; or*
- When DDOT communicates to the Applicant that the proposed 3rd Street NE and further extension of Neal Place to 3rd Street are completed, opened, and dedicated to the District or open as private street connections serving public vehicular traffic.*

Once the Neal Place extension is opened, the Applicant shall cease the Monitoring Studies.

V. AFFORDABLE HOUSING

As discussed above, the Project will provide approximately 545 – 680 new housing units. The Applicant will set aside approximately 8% of the residential gross floor area as affordable housing. This will provide approximately 28,425 square feet of affordable housing in the South Parcel building and approximately 11,300 square feet of affordable housing in the North Parcel building, for a total of approximately 39,725 square feet of affordable housing. This is a significant public benefit that exceeds what is permitted as a matter of right under the current zoning.

The Applicant initially proposed to set aside all of the affordable units for households earning up to 80% of the Area Median Income. In response to the Commission's request, the Applicant will reserve five units that are equivalent to at least 12% of the South Parcel's affordable housing, or approximately 3,411 square feet, for families earning up to 50% of the Area Median Income, for the life of the Project. The remaining 80% of the affordable housing in the South Parcel building, approximately 22,740 square feet, will be set aside for families earning up to 80% of the Area Median Income, for the life of the Project.

All of the affordable housing within the North Parcel building will be reserved for households earning up to 80% of the Area Median Income, for the life of the Project.

The Applicant is continuing to evaluate market conditions and develop the residential program for the South Parcel building with its residential development partner. As a result, additional information on unit types and residential floor plans are not available at this time. However, the Applicant will agree as a condition of the PUD to distribute affordable units across all unit types and throughout the Project on all floors except for the top two floors. Based on these parameters, the Zoning Administrator will be able to evaluate the final floor plans and affordable unit locations at the building permit stage to confirm compliance with this condition.

VI. PARKING

The Project will include a total of approximately 480 – 750 underground parking spaces, including approximately 400 – 550 parking spaces delivered with the South Parcel building and approximately 80 – 200 additional spaces delivered with the North Parcel building. The underground parking within the Project will serve not only the uses within the Project (approximately 545 – 680 residential units and over 41,000 square feet of retail space) but also be open to the public and satisfy broader parking demand within the Union Market neighborhood.

Put simply, the Applicant is planning parking now for an anticipated deficit of parking later. Additional retail parking within this Project is required to offset the amount of parking that will be lost through the redevelopment the Union Market area. The area currently has approximately 800 on-street, back-in parking spaces. As streets within the market are converted to more traditional streets with parallel parking, such as is planned for this Project on 4th Street, and another PUD on 5th Street, the amount of on-street parking will be halved to approximately 400 parking spaces. An additional approximately 225 off-street free public parking spaces that serve the entire Market area will be lost through the redevelopment of the surface parking lot immediately south of Union Market. Therefore, redevelopment will result in the loss of approximately 625 retail serving parking spaces within the area—nearly 60% of the existing retail parking supply.

As one of the major landowners within the Union Market area, the Applicant has developed a plan to create “pools” of retail parking within key redevelopment sites in order to replace the lost 625 parking spaces and ensure that the area remains sufficiently parked. The Property has been selected as one such pool because of its size and shape, which yield a very efficient layout for underground parking. Of the 400-550 parking spaces provided within the South Parcel building, approximately 250-310 parking spaces will be set aside as retail parking. Under the Zoning Regulations, the Property is required to provide at least 55 retail parking spaces, so the remaining 195-255 parking spaces are being provided to offset parking loss.

The additional parking within this Project is needed not only to satisfy the loss of existing retail parking but also to satisfy the parking demand for parcels in Union Market that will not otherwise provide their own parking. The central “spine” of the Market along 4th and 5th Streets is comprised of a combination of small lots under fragmented ownership that are improved with existing structures that are likely to be retained. This limits the opportunity and feasibility for underground parking within these properties, which comprise an additional 250,000 square feet of retail and entertainment uses. (This translates into a parking requirement of over 300 parking spaces under the Zoning Regulations.) By providing adequate public parking within the Project, the Applicant will accommodate parking demand within the redeveloped Market’s “spine.”

Ensuring adequate retail parking is essential to realizing the long-term economic development potential of the redevelopment of Union Market. With the intended mix of retail and entertainment uses, the Union Market area will serve as a regional attraction and destination. This redevelopment has the potential to recapture “retail leakage” to Maryland and Virginia as well as draw in spending from surrounding jurisdictions to Ward 5, but only if adequate access is provided for those who drive as well as those who walk, bike, and use transit.

The Applicant’s transportation study confirms that the additional 400-550 parking spaces provided within the South Parcel building will not impose adverse impacts on traffic conditions. The Applicant will prepare an additional transportation study in connection with the second-

stage application for the North Parcel building that will evaluate the potential impact of additional parking within that component of the Project.

VII. TRANSPORTATION

The Applicant is committed to developing a multi-modal Project that will provide its residents, customers, and employees with transportation choices. The Applicant has been working with DDOT and DMPED, and will continue to do so, to incorporate pedestrian-friendly street network improvements into the Project that will improve multi-modal circulation surrounding the Property and within the broader area. These improvements include:

- Reconfiguration of 4th Street, NE to eliminate back-in parking and convert the street to two-way traffic.
- Construction of new sidewalks, street trees, and tree planting areas along 4th Street from Morse Street to Neal Place.
- Reconstruction of portions of the private alley along the Property's west frontage and south to Morse Street (in coordination with the Deputy Mayor for Planning and Economic Development).
- Construction, design, and maintenance of the Neal Place extension pedestrian and vehicular connections.

(Exhibit A, Pages L1 – L4 and C3.),

As a result of these improvements, the Project will transform the existing truck- and service-oriented market into a multi-modal transportation network, separate out pedestrian and vehicular traffic, and improve pedestrian safety, all in furtherance of the goals of the Small Area Plan. Below is an updated summary of the transportation features and benefits of the Project.

The Applicant submitted its transportation study to DDOT in early January and has met weekly with DDOT staff to review the study and the Project over the past two months. (The transportation study was submitted to the Commission as a part of the Applicant's January 27, 2015 filing – Exhibit 24, Tab H of the record.) In response to questions from DDOT, the Applicant's transportation consultant has provided additional information to DDOT. (Exhibit C: Supplemental Response Memo to DDOT.)

A. Pedestrian Facilities

As discussed in detail in Z.C. Case No. 14-12, the Applicant is developing streetscape design guidelines for the entire Union Market area in close consultation with DDOT. Consistent with the final guidelines as approved by DDOT, the Applicant will upgrade and construct

streetscape improvements along 4th Street not only along the length of the Project but also extending down to Morse Street NE. (Exhibit A, Pages L1 – L4 and C3.) These improvements will transform the existing truck-oriented conditions into a pedestrian-oriented experience with generous sidewalks, new street trees and other plantings, street furniture, and other pedestrian amenities.

Consistent with DDOT’s standards and guidelines, the Applicant has proposed to locate the access to the Project’s parking and loading off of the alley at the rear of the Project, away from the primary pedestrian right-of-way along 4th Street. This will separate pedestrians from car and truck traffic, and significantly improve pedestrian safety.

B. Bicycle Facilities

For the South Parcel building, the Applicant will provide 147 to 179 bicycle parking spaces for residents and retail users. (Exhibit A, Page A2.) (The amount will vary depending on the final unit count but will provide no less than 1 space per 3 residential units.) In addition, the Applicant will provide 20 short-term bicycle parking spaces on the sidewalks surrounding the South Parcel building, subject to final approval by DDOT.

For the North Parcel building, the Applicant will provide 48 to 71 bicycle parking spaces. (Again, the amount will vary based on final unit count but will provide no less than 1 space per 3 residential units.)

C. Vehicular Facilities

As discussed above, the Property abuts land that is owned by the District and operated as an alley. The alley is approximately 48 feet wide. In connection with the Project, the Applicant will reconstruct portions of the alley at the rear of the Project to facilitate its use by automobile and truck traffic. (Exhibit A, Pages L1 – L2 and C3.) This will place loading, service and parking access and activity behind the Project in the alley, rather than along the public street frontage on 4th Street.

Notwithstanding the alley’s primary use as a vehicular thoroughfare, the Applicant has revised the design of the Project to incorporate lighting and landscaping, which will help enhance the appearance and safety of the alley condition. The building design also incorporates clearstory windows, balconies, and the same high-quality materials and design along the west elevation facing the alley.

D. TDM Plan

The Property is 1/3 mile from the entrance to the NoMA/Gallaudet Metrorail station, and it is expected that many of the Project’s residents, patrons, and employees will use Metrorail and other transit options available at this “close-in” urban location. Furthermore, as the Union

Market area evolves into a fully-developed urban neighborhood, many of the day-to-day necessities and amenities will be available within walking distance.

To further encourage the use of transportation alternatives, the Applicant proposes the following additional TDM measures for the Project:

- Designation of a TDM coordinator responsible for organizing and marketing the TDM plan
- Provide a transportation information screen within each building lobby
- Reserve two car-sharing spaces in the garage. If the space is not desired by a carsharing company, then the space shall revert to general parking use.
- Install two electric car charging stations.
- Provide each new resident for the first year after the issuance of the certificate of occupancy for each building with a \$75 subsidy for a car-sharing or bike-sharing program, up to a maximum of \$35,000.

E. Parking Management Plan

The Applicant will create a parking management plan to encourage the efficient use of its parking facilities for the residents, tenants, and visitors throughout the Union Market district. For the residential portion of the parking garage, parking costs will be unbundled from the cost of lease or sale of each residential unit. The parking for this project will have controlled access.

F. Loading Management Plan

The Project has been designed to locate the loading facilities and related truck traffic in the alley, away from major pedestrian pathways, which will minimize the need for active loading management measures. As shown on the attached truck turning diagrams, trucks will be able to navigate from surrounding public streets through the alley and into and out of the Project's loading facilities. (Exhibit A, Pages C6 – C6.3.) However, to ensure that the Project's loading and service needs will not adversely impact surrounding property, the Applicant proposes the following measures:

- Designate a loading facility manager, who will coordinate with residents and retail vendors to schedule deliveries.
- Require all residential and retail tenants to schedule deliveries that utilize the loading dock.

G. Curbside Management Plan

The Applicant will develop a Curbside Management Plan for 4th Street NE. This plan will accommodate the needs of existing and new businesses as well as new residents and visitors. The plan will introduce striping and signage along 4th Street. The details of the plan will be finalized with DDOT during the public space permitting process.

VIII. INFRASTRUCTURE

As set forth on the attached memorandum prepared by Bohler Engineering, the Applicant's civil engineers, the infrastructure is sufficient for development of the Project or will be upgraded by the Applicant where it is not, as a part of the implementation of the Project. (Exhibit D: Memorandum from Bohler Engineering Regarding Infrastructure.)

The Applicant is also committed to working with the District and other landowners and developers within the Union Market area to facilitate the implementation and planning of a district energy system. The Project will be designed so that it is able to switch onto a district energy system in the event that such system is created in the future.

IX. SUSTAINABILITY

As an urban infill site, the Project is inherently sustainable as it relies upon existing infrastructure and transportation networks. The Project will also retain and feature portions of the existing building's façade, reducing both the material transported to landfills and new materials used in new construction. The Project will achieve the equivalent of certification under the LEED 2009 program at the Silver level.

The Project will satisfy onsite stormwater requirements with a combination of extensive and intensive green roofs. The private extension of Neal Place will handle stormwater with tree pits and soil panels beneath the sidewalk, as will the public space along 4th Street. The service alley in the rear will be paved in pervious asphalt or concrete, and will include plantings against the proposed building.

The building roof will be structured to carry the load of a future photovoltaic system, and the building switchgear will be design to facilitate the future tie-in of such a system. The Project will purchase green power from offsite sources.

The Project will achieve a GAR of at least 0.22, which exceeds the minimum requirement of 0.2. The LEED checklist, GAR scorecard, and stormwater management plans and calculations are all included in Exhibit A. (Exhibit A, Pages A19 and C4.1 – C4.3.)

The Applicant discussed DDOE's issues related to the Project on March 5, 2015. (A previous meeting with DDOE in January 2015 on another project addressed many of the same issues.) The Applicant has reviewed DDOE's memo dated October 27, 2014 and has prepared a detailed written response, which is attached. (Exhibit E: DDOE Response.)

X. EMPLOYMENT AND TRAINING OPPORTUNITIES

The Applicant will enter into a First Source Agreement in the form attached as Exhibit F with the District of Columbia Department of Employment Services.

XI. COMMUNITY ENGAGEMENT

The Applicant has engaged extensively with ANC 5D and its representatives regarding the Project. The Applicant met with the single member district representative for ANC 5D01 (the SMD where the Project is located) on five occasions between June and December 2014 to discuss the Project. Following these discussions, the Project was presented to representatives of ANC 5D on November 11, 2014 and then to the full ANC at its December 9, 2014 public meeting, at which time the ANC unanimously voted to support the Project. The Applicant also discussed the Project with representatives of the Trinidad Neighborhood Association in April and July 2014.

The Applicant has also discussed the project with ANC 6C. The Project was initially presented to ANC 6C's Planning, Zoning, and Environment Committee and the full ANC in November 2014. The Applicant returned to ANC 6C's PZE committee in February and March 2015.

XII. SUMMARY OF PUBLIC BENEFITS AND PROJECT AMENITIES

The Applicant has prepared an updated list of the Project's public benefits and project amenities. (Exhibit G: Public Benefits.) As set forth in the attached, the Neal Place extension is a signature public benefit that directly responds to agency and community request, facilitates visual and physical connections through the emerging neighborhood, and is consistent with the Small Area Plan. The Applicant will furthermore develop the extension as a pocket park on an interim basis until such time as the extension is needed for vehicular traffic. Other benefits and amenities include exemplary architecture and design, site planning and economic and efficient land utilization, street network improvements, street-activating and place-making retail uses, housing and affordable housing, a First Source Agreement, and transportation demand, parking, and curbside management measures.

XIII. PHASING

The Applicant requests flexibility to file the second-stage application for the North Parcel building within two years after the issuance of a certificate of occupancy for the South Parcel building.

XIV. RESUMES OF EXPERT WITNESSES

The Applicant looks forward to presenting the Project at the public hearing on March 26, 2015. At this time, the Applicant anticipates that its presentation will require 1 hour. At the public hearing, the Applicant intends to offer representatives of the Applicant as well as representatives of the architect, landscape architect, civil engineer, and traffic consultant as witnesses. The representatives of the architect, landscape architect, civil engineer, and traffic consultant will be proffered as experts in their respective fields, and one of the representatives of the Applicant will be proffered as an expert in the field of urban design. Resumes of the proffered experts are attached. (Exhibit H: Resumes of Proffered Expert Witnesses.)