

BEFORE THE
ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

SUPPLEMENTAL
PREHEARING SUBMISSION

Z.C. Case No. 18-21

HANOVER 8th STREET

SQUARE 3832 LOT 15
SQUARE 3835 LOT 804
3135 AND 3201 8th Street, N.E.
WASHINGTON, D.C.

APPLICATION FOR
A CONSOLIDATED PUD
AND ZONING MAP AMENDMENT

April 4, 2019

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I.
INTRODUCTION

This Supplemental Prehearing Statement and accompanying documents (the “Supplemental Prehearing Submission”) are submitted by Hanover R.S. Limited Partnership (the “Applicant”) in support of its application to the Zoning Commission for the District of Columbia for approval of a consolidated planned unit development (“PUD”) and a related Zoning Map amendment. This application is submitted in accordance with Subtitle X, Chapter 4 and Subtitle Z of the 2016 District of Columbia Zoning Regulations.

The property that is the subject of this application includes 3201 8th Street, N.E. (Lot 15 in Square 3832) and 3135 8th Street, N.E. (Lot 804 in Square 3835) (collectively the “Site”). The Site has a total land area of 90,293 square feet and is zoned PDR-1. The Site is bounded by the Washington Metropolitan Area Transit Authority (“WMATA”) tracks to the east and 8th Street, N.E. to the west. Kearny Street, N.E. is located to the northwest of the Site, and Irving Street, N.E. is located to the southwest of the Site. As part of the PUD, the Applicant is seeking a related Zoning Map amendment to the MU-4 District in order to bring the Site into compliance with its designation on the Future Land Use Map as well as the residential neighborhood surrounding the Site.

The Zoning Commission considered this case for set down at its December 17, 2018, public meeting and voted to set the case for hearing. The Applicant filed its prehearing submission providing updated information in response to the Office of Planning’s and Zoning Commission’s comments on February 25, 2019. The Applicant submits this Supplemental Prehearing Submission to provide additional information in advance of the hearing scheduled for April 25, 2019.

II. **UPDATES ON ARCHITECTURE AND DESIGN**

Included as Exhibit A, the Applicant submits a fully re-issued set of the updated Architectural Plans and Renderings (the “Plans”). The Plans include only minor refinements and changes to ensure consistency among the architectural, landscape and civil plans. The specific changes are described herein.

A. Revised Landscape Drawings

In its setdown report dated December 7, 2018, and at the Interagency PUD meeting (the “Interagency Meeting”) on February 6, 2019, OP requested additional information regarding the proposed landscaping for the Project, including additional information on the landscaped entry plaza. Included as part of the Plans are updated landscape sheets. Specifically, the Applicant has removed the synthetic turf from the landscaped entry plaza and increased the amount of seating that will be made available to the building’s residents and the general public. This additional seating includes benches that face one another. In addition, as shown on Sheet L08 of the Plans, the Applicant has designed the landscaped entry plaza to create an open and inviting space.

The Plans also include more detail regarding the plantings located between the sidewalk and townhouse units that will be located along 8th Street. As shown on Sheets L02 and L08 of the Plans, the plantings will consist of layers of groundcovers, shrubs, and trees. Specifically, the Applicant will install a mixture of evergreen and deciduous shrubs each with different heights, textures, leaf colors, and forms, such that these varied plantings will create interest throughout the year. Eye-level evergreen trees are paired with flowering ornamental trees that help break down the building’s façade and enhance the pedestrian corridor. Moreover, all ornamental street trees proposed for the public space adjacent to 8th Street will comply with all District Department of Transportation (“DDOT”) standards and requirements.

B. Revised Access and Loading Dock Layout

The Applicant has revised the civil sheets and landscape sheets to ensure consistency with the architectural sheets, as previously submitted. As shown on Sheet C-301 of the Plans, the civil sheets include the revised loading dock layouts that were previously shown on the architectural sheets. As shown on Sheets L02, L06, C-301, C-401, and C-501 of the Plans, the Applicant has slightly elongated the access drive along the eastern portion of the Site. The revision to the access drive results in minor revisions to the sizes of bioretention areas 3 and 4, as shown on Sheet C-901 of the Plans. As shown on Sheet C-903 of the Plans, these revisions to the bioretention areas did not result in a decrease in the provided green area ratio (“GAR”) and the Project continues to comply with the minimum GAR requirements of Subtitle G § 407.1 of the Zoning Regulations.

C. Revised Building Materials

As shown on Sheets A25 and A26 of the Plans, the Applicant has slightly revised the North and South Building’s design. The southern portion of the North Building’s east façade fronting the WMATA tracks includes a shift in the building’s balconies and additional metal panel in lieu of the stucco. In addition, metal panel has replaced the masonry that was previously located at the northwest corner of the South Building at the top of the second floor fronting the plaza.

D. Revised Pool Courtyard Guardrail

In order to comply with the Building Code, the Applicant has increased the height of the guardrail located around the pool in the north building’s courtyard from three feet, nine inches to four feet. *See* Sheet L12 of the Plans. The guardrail is setback from the edge of the roof a distance equal to its height.

E. Updated and Revised Development Flexibility

The Applicant has made every effort to provide a level of detail that conveys the architectural significance of the Project and only requires minimal flexibility from the

requirements of the Zoning Regulations. Nonetheless, some flexibility is necessary to address potential issues that arise during construction and other issues that cannot be anticipated at this time. The Applicant included flexibility in its original Statement in Support (Exhibit 2 of the record). However, the Applicant proposes adding two additional areas of flexibility relating to the design of public space and the sustainable design features, consistent with other cases. Accordingly, the Applicant proposes the inclusion of Items 8 and 9 below, such that the final list of flexibility would include the following areas:

- (1) To provide a range in the number of units of 375 plus or minus 10%;
- (2) To vary the location and design of all interior components, including amenities, partitions, structural slabs, doors, hallways, columns, stairways, and mechanical rooms, elevators, escalators, and toilet rooms elevators, provided that the variations do not change the exterior configuration of the building;
- (3) To make refinements to the garage configuration, including layout, number of parking spaces, and/or other elements, so long as the number of parking spaces does not decrease below the minimum level required by the Zoning Regulations;
- (4) To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges proposed in the Plans;
- (5) To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior design shown on the Plans. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;
- (6) To vary the font, message, logo, and color of the proposed signage, provided that the maximum overall dimensions and signage materials do not change from those shown on the Plans;
- (7) To vary the number and mix of inclusionary units if the total number of dwelling units changes within the range of flexibility requested, provided that the location and proportionate mix of the inclusionary units will substantially conform to the layout shown on the IZ Unit Location Plan included as Exhibit 15B of the record;
- (8) To vary the location, attributes, and general design of the approved streetscape to comply with the requirements of, and the approval by, the DDOT Public Space Division; and

- (9) To vary the approved sustainable features of the Project, provided the total number of LEED points achievable for the Project does not decrease below the minimum required for the LEED standard specified by the order.

III.
UPDATED INFORMATION REGARDING PUBLIC BENEFITS
AND PROJECT AMENITIES

The Project incorporates numerous public benefits and project amenities, including both on-site and off-site, which provide significant benefit to the neighborhood and the District as a whole. The Applicant's proffered public benefits and project amenities include the following:

- The Applicant will set aside approximately 12% of the gross floor area of the overall Project as affordable units at varying levels of the median family income ("MFI"). This set aside includes a commitment to provide two three-bedroom IZ units.
- The Project has been designed to LEED Gold standards under the LEED v4 Multifamily Midrise standard and the Applicant intends to seek LEED Gold certification of the Project under the LEED v4 Multifamily Midrise standard.
- The Project includes approximately 2,750 square feet solar panels that are anticipated to generate approximately 1% of the energy for the Project.
- The Applicant will construct an approximately 5,150 square foot landscaped entry plaza in between the two residential buildings that will include seating for the public as well as the buildings' residents.
- The Applicant will work with DDOT to ensure that the Project coordinates with potential future improvements to the Metropolitan Branch Trail that are planned for 8th Street adjacent to the Site.

- The Applicant will incorporate the TDMs outlined in Section (IV) below, including removing the PUD from the District’s Residential Parking Permit (“RPP”) program in order to alleviate on-street parking concerns of the surrounding neighborhood.
- The Applicant will contribute \$10,000 to Beacon House to support Beacon House’s summer camp.
- The Applicant will contribute \$24,000 to the Edgewood Civic Association for the creation of an Edgewood Street Festival.
- The Applicant will contribute \$20,000 to a non-profit organization that supports the McKinley Tech Track Club (Fast Lane), to fund additional uniforms, meet fees, and specified travel expenses that are not currently covered by the Track Club’s budget.
- The Applicant will contribute \$20,000 to 1way2rise, which will fund tutoring and afterschool services that will occur during the construction of the Project.
- The Applicant will contribute \$50,000 to the Hope Community Public Charter School, Tolson Campus to fund improvements to the Campus.
- The Project is designed to be compatible with the adjacent residential community, with a combination of setbacks and courtyards breaking up the façade and creating a pedestrian scale consistent with the recommendations of the Small Area Plan.

A. Uses of special value to the neighborhood or the District of Columbia as a Whole

The Applicant has continued to work with the community and related organizations in order to refine and provide further information relating to the benefits and amenities that are consistent with the Community Benefits Agreement approved by Advisory Neighborhood Commission 5E (“ANC 5E”) and in the record at Exhibit 10. Updated information and specificity regarding a number of the Applicant’s proffered public benefits and project amenities was

provided in the Applicant's Prehearing Submission. Updated information and specificity regarding the Applicant's contributions to the McKinley Tech Track Club (Fast Lane) and 1way2rise is as follows:

1. McKinley Tech Track Club (Fast Lane)

The Applicant will contribute \$20,000 to a non-profit organization that supports the McKinley Tech Track Club (Fast Lane). Specifically, the Applicant's contribution will fund the following: (i) \$5,200 for the Track Club's participation in the Penn Relays Meet including bus transportation and lodging costs; (ii) \$10,750 for the Track Club's participation in the National Capitol Invitational Meet including a timer, security, officials, venue fees, clerks, and a starter; (iii) \$1,850 for uniforms and equipment; and (iv) \$2,200 for other meet and administrative fees.

The Penn Relays is the world's first and most widely recognized annual meet hosted at the University of Pennsylvania. Over the course of the three day meet, top high school, collegiate, and professional athletes compete in the events. The Penn Relays not only provide an opportunity for the students to compete, but to also see what it takes to compete at the highest level of track competition. The National Capitol Invitational Meet is hosted at McKinley Technology High School. While the meet was hosted in 2017, it was not hosted in 2018 as a result of a lack of funds. The Applicant's contribution will provide vital funds to ensure that the meet can remain an annual event.

The Applicant's contribution will fund the above expenses during the school year in which the donation is made or in the school year immediately following the school year in which the donation is made. In the event that there are excess funds, those funds will be devoted to additional meet and administrative fees. While the above breakdown is the intended distribution of the contribution, the actual distribution of the funds may vary based on the actual costs at the time the

funds are spent. Included as Exhibit B is a letter from the Track Club outlining how the Applicant's contribution will be used. Consistent with Subtitle X § 305.3(d) of the Zoning Regulations, the Applicant agrees that no final certificate of occupancy for the PUD will be issued unless the Applicant provides proof to the Zoning Administrator that the items or services funded have been or are being provided.

2. 1way2rise

The Applicant will contribute \$20,000 to 1way2rise, which will fund tutoring and afterschool services that will occur during the construction of the Project. 1way2rise is a non-profit organization licensed to do business in the District of Columbia. It's mission is to educate at-risk, teens and adults through technology training, job training, and sports development programs. The focus of the programming is intended for families and residents of ANC 5E.

Specifically, the Applicant's contribution will fund the following: (a) \$14,500 for educational supplies and programming for the afterschool youth and teen tutoring services, which may include but not be limited to book bags, pens, pencils, composition books, flash drives, lecturer and workshop fees, facility rental fees, and volunteer expenses; (b) \$4,000 for sporting equipment, which may include but not be limited to rugby equipment, tennis equipment, lacrosse equipment, and chess equipment; (c) \$1,500 for STEM/robotics supplies and equipment, which may include but not be limited to scientific calculators. In the event that there are excess funds, those funds will be used for miscellaneous educational expenses related to the afterschool program or a scholarship for one senior at McKinley Technology High School who is pursuing post-secondary education. Included as Exhibit C is a letter from the 1way2rise confirming how the Applicant's contribution will be used. Consistent with Subtitle X § 305.3(d), the Applicant agrees that no final certificate of occupancy for the PUD will be issued

unless the Applicant provides proof to the Zoning Administrator that the items or services funded have been or are being provided.

IV. TRANSPORTATION ISSUES

In accordance with Subtitle Z § 401.8, the Applicant submitted its Comprehensive Transportation Review (“CTR”), dated March 8, 2019, and prepared by Gorove/Slade Associates, Inc. to the Zoning Commission on March 26, 2019. The CTR concluded that the Project will not have a detrimental impact to the surrounding transportation network assuming that all planned site design elements and mitigations are implemented. The CTR identified only the Monroe Street and Michigan Avenue intersection as operating at unacceptable levels as a result of the Project. As a result, the CTR recommends a reallocation of the green signal timing at this intersection, which can reduce delays that meet DDOT’s requirements. The Applicant will coordinate with DDOT on the implementation of this mitigation measure.

The Applicant’s CTR includes the Applicant’s finalized list of transportation demand management (“TDM”) measures, which are as follows:

- The Applicant will identify a TDM Leader (for planning, construction, and operations) at the building, who will act as a point of contact with DDOT/Zoning Enforcement with annual updates. The TDM Leader will work with residents to distribute and market various transportation alternatives and options.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials.
- The Applicant will work with DDOT and goDCgo (DDOT’s TDM program) to implement TDM measures at the site.

- The applicant will share the full contact information of the TDM Leaders for the site with DDOT and goDCgo (info@godcgo.com).
- The Applicant will post all TDM commitments online for easy reference.
- The Applicant will exceed Zoning requirements by providing 125 long-term bicycle parking spaces in the development garage.
- The Applicant will provide 20 short-term bicycle parking spaces along 8th Street, meeting zoning requirements.
- All parking on site will be priced at market rates, at minimum, defined as the average cost for parking in a 0.25-mile radius from the Site.
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase of each unit.
- The Applicant will provide a \$100 SmartTrip Card for the first two years of occupancy to each incoming unit. A proactive marketing strategy will be provided to ensure residents are aware of this benefit.
- The Applicant will provide a bicycle repair station to be located in the secure long-term bicycle storage room.
- The Applicant will provide an on-site business center to residents with access to internet services.
- The Applicant will install a Transportation Information Center Display (electronic screen) within the residential lobbies containing information related to local transportation alternatives.
- The Applicant will provide a total of at least 4 shopping carts in the residential buildings for residents to use for running errands and grocery shopping.

V.
UPDATED WITNESSES

Included as Exhibit D is the resume of Benjamin Kasdan of KTG Architecture + Planning. Mr. Kasdan will testify at the public hearing in lieu of David Senden and is proffered as an expert in architectural design. In addition, Stephen Luna, architect at The Hanover Company, will be available for questions at the public hearing and is proffered as an expert in architectural design. Mr. Luna's resume is included as Exhibit E.

VI.
REVISED CERTIFICATE OF SERVICE

Included as Exhibit F is a revised Certificate of Service for the Applicant's Prehearing Submission. The Applicant's Certificate of Service included with its Prehearing Submission stated that the Prehearing Submission was served by US Mail, Hand-Delivery, and E-Mail on February 26, 2019. However, due to printing complications, the Applicant's Prehearing Submission was served by US Mail on February 27, 2019. The Applicant's Prehearing Submission was served by E-Mail and Hand Delivery on February 26, 2019, as stated in the previous Certificate of Service.

VII.
CONCLUSION

This Supplemental Prehearing Submission along with the original application and Prehearing Submission meets the filing requirements for a consolidated PUD and related Zoning Map amendment, as required by Subtitle X, Chapter 4 and Subtitle Z of the Zoning Regulations. For the foregoing reasons, the Applicant respectfully requests that the Zoning Commission approve the applications.

Respectfully submitted,

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