

February 3, 2020

**VIA IZIS AND HAND DELIVERY**

Anthony J. Hood, Chairman  
Zoning Commission for the District of Columbia  
441 Fourth Street, NW, Suite 200S  
Washington, DC 20001

**Re: Z.C. Case No. 19-16: Application of MCF WALP Phase 1, LLC (the “Applicant”) to the District of Columbia Zoning Commission for a Consolidated Planned Unit Development (“PUD”) at 1200 5<sup>th</sup> Street, NW (Square 481, Lot 23, the “Property”) — Applicant’s Post-Hearing Submission**

Dear Chairman Hood and Commissioners:

This submission addresses the additional requests for information that were made during the Zoning Commission’s January 16, 2020 public hearing in the above-mentioned case.

**Further Analysis of the Vents on Bay Projections**

The Applicant’s design team has determined that it is possible to remove the vents that were formerly located on the front bay projections. The required venting will be achieved internally through the residential units. In addition, the Applicant has agreed that no vents will be provided through any white metal panels proposed for the project’s façade. The materials provided in Exhibit A depict these proposed changes.

**Further Analysis of the Location of the Inclusionary Zoning (“IZ”) Units**

Based on comments provided at the public hearing regarding the proximity of the loading docks to some of the IZ units, the Applicant has revised the locations of the IZ units. Previously there were four IZ units located adjacent to the loading docks, now there is only one. That one unit is a three-bedroom unit located at the northeast corner of 5<sup>th</sup> and N Streets. This unit mainly fronts on 5<sup>th</sup> Street and is a prominent corner unit. The proposed new locations are depicted in Exhibit B. The Applicant believes that these new locations fully address the concerns that were raised at the January 16, 2020 public hearing.

**Views of the Project During Winter Months**

Views of the Project in the winter months are provided in Exhibit C. These views continue to show that the Project is entirely in scale and character with the adjacent properties.

**Further Analysis of the Appearance and Treatment of the Interior Courts**

The Applicant's design team conducted a further analysis of the proposed treatment of the interior courts of the Project. It was determined that maintaining the landscaping as the focus of these spaces is most important to their success. The goal is to have the façade design be quiet and to serve as a background to the landscaping, which includes approximately 1,000 sf of vegetative walls. The Applicant notes that it purposefully designed the parking garage so that it did not extend underneath the south courtyard to allow for mature trees and overall landscape growth to flourish.

However, in response to the comments made during the public hearing, the design team has made the following enhancements to the facades of the interior courts (see attached Exhibit D):

- Addition of trim and banding to the facades;
- Incorporation of different accent shades of the façade color; and
- Variation of the material types provided on the facades of the interior courts.

The Applicant's design team believes that these modifications create a more composed design for the courtyard spaces and will improve the resident experience in these spaces.

**Updated Construction Management Plan**

An updated Construction Management Plan is included as Exhibit E. This updated plan requires the Applicant to commence all repairs within 60 days of the Applicant and the Adjacent Owner agreeing upon any necessary and appropriate repairs.

**Updated Information on the Proposed Flexibility Regarding Unit Count**

The Applicant proposed the following residential unit types and percentages of units in the final plans submitted into the record on December 20, 2019 (Exhibit 23A1, page G05):

UNIT SUMMARY			
Proposed Units	360 Units		
Unit Type	Percentage		
Studio	5%	To	10%
Jr 1 Bedroom	25%	To	30%
1 Bedroom	25%	To	30%
Jr. 2 Bedroom	5%	To	10%
2 Bedroom	20%	To	25%
3 Bedroom	5% MIN		

In the draft proffers and conditions submitted into the record on January 23, 2020 (Exhibit 71), the Applicant proposed the following flexibility language regarding the unit count:

To provide a range in the number of residential units in the Project of plus or minus five percent (5%) relative to the number depicted in the Final Plans, with no reduction in the number of three-bedroom units (18) and maintaining the percentage range of units noted on page G05 of the Final Plans.

The Applicant believes that this proposed flexibility is appropriate and does not diminish the significant project benefits and amenities that are provided in the Project.

### **Update on Meetings with Nearby Churches**

The Applicant engaged in significant community dialogue throughout this public hearing process. Attached as Exhibit F, is a list of community meetings and outreach focused on the Applicant's attempts to engage in dialogue with representatives of First Rising Mt. Zion Baptist Church and Miles Memorial CME Church.

At the request of the Zoning Commission, representatives of the Applicant reached out to Pastor Young of First Rising Mt. Zion Baptist Church and Pastor Andujo of Miles Memorial CME Church immediately after the January 16, 2020 Public Meeting. A meeting occurred on January 22, 2020 with representatives of the Applicant (Dr. Robert Johns, Director of Community Relations; Stephanie Liotta-Atkinson, Executive Vice President; and Jamie Weinbaum, Executive Vice President) and Pastors Young and Andujo. The meeting lasted approximately 90 minutes. During that meeting, the Applicant listened to the churches' concerns regarding street parking and building density.

Pastors Young and Andujo requested that the Applicant increase the number of parking spaces in the Project. The Applicant explained that the Project's Comprehensive Transportation Review and DDOT analysis both concluded that 103 spaces is sufficient to meet parking demand generated by the Project, particularly given the project's proximity to Metro rail and bus lines. The Applicant informed the Pastors that they are unable to accommodate the request to build additional underground parking as part of the Project.

The Pastors also requested that the Applicant reduce the proposed building's size. The Applicant explained that in constructing to the by-right 50-foot standard, instead of seeking 60 feet of building height that might be allowable under a PUD, the Project's design is crafted to be thoughtful about neighborhood impact. The architecture and massing of the Project are intended to blend into the existing neighborhood fabric, while creating a new, efficient building. The Applicant also noted that this Project is entirely consistent with the Mayor's Housing goals and that there is significant value in delivering approximately 40 permanently affordable apartment units where currently there are none.

Additional dialogue occurred between the parties after that initial meeting, including the Applicant proposing temporary multi-year use of nearby sites to the Churches to accommodate parking some of their parishioners. However, those additional discussions have not resulted in any final resolution of the concerns raised by Pastors Young and Andujo.

### **Sufficiency of the Parking Provided in the Project and Additional Information Regarding Residential Permit Parking (RPP) Restrictions in the Area Surrounding the Property**

Gorove Slade Associates has prepared an additional Technical Memorandum regarding the sufficiency of the parking provided in the Project and information regarding RPP restrictions immediately adjacent to the property and in the immediate vicinity. As noted in the attached Exhibit G:

- the proposed parking garage will contain 103 parking spaces, exceeding the 61 parking spaces required by the Zoning Regulations; and
- The Park Right DC Tool (created by the DC Department of Transportation to help determine residential parking demand using extensive data from residential buildings in the District) estimates the number of utilized parking spaces for the Project to be in a range of 72-115, the 103 on-site parking spaces falls within this range.

The Gorove Slade Associates Technical Memorandum also includes a map (Figure 2 of Exhibit G) that shows the RPP restrictions which exist on all of the streets surrounding the Property and in the immediate vicinity. All of these RPP restrictions are for the period of Monday – Saturday from 7:00 AM – 8:30 PM.

Based on the conclusions in the attached Technical Memorandum, the CTR prepared by Gorove Slade Associates (Exhibit 21A of the record), and the conclusions of the Department of Transportation, the Applicant believes that the amount of parking provided in the Project is appropriate and will not result in adverse impacts on the surrounding properties (including nearby churches). Moreover, requiring the Applicant to prevent residents of the Project from seeking RPP privileges would not address parking concerns raised by members of adjacent churches, as the existing RPP restrictions do not apply on Sundays.

### **Response to Urban Forestry Division Report**

The Applicant also notes the report of the Urban Forestry Division (UFD) of the Department of Transportation (Exhibit 22 of the record). In response to that report, representatives of the Applicant met with UFD representatives for a second site visit on January 9, 2020 to review the potential street trees that can be protected and those that may need to be removed. Based on that meeting, the Applicant agreed to prepare and submit a tree preservation plan as part of the public space permitting process for the Project. The Applicant also fully recognizes that it will be required to obtain permits for the removal of any Special Trees on public and private property.

The Applicant looks forward to the Commission's action on this application at their February 24, 2020 Public Meeting. Please feel free to contact the undersigned with any questions.

Respectfully submitted,

  
Paul Tummonds

## Certificate of Service

I certify that on February 3, 2020, I delivered a copy of the foregoing document and attachments via hand delivery or first-class mail to the addresses listed below.

  
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