

**BEFORE THE ZONING COMMISSION  
FOR THE DISTRICT OF COLUMBIA**

**899 Maine Avenue, SW  
Lot 53 in Square 0390**

**\*\*\***

**Application for a Consolidated Planned Unit Development and  
Related Zoning Map Amendment**

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**Z.C. Case No. 22-06  
Prehearing Submission**

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**June 4, 2022**

Submitted by:

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**Certification of Compliance**  
**with Subtitle Z § 401 of the Zoning Regulations**

Pursuant to Subtitle Z § 401.4, the undersigned, on behalf of 801 Maine Ave SW PJV, LLC, certifies that this Supplemental Filing in support of Zoning Commission Case No. 22-06 complies with the provisions of Subtitle Z § 401.1 of the 2016 Zoning Regulations of the District of Columbia, as set forth below. In accordance with Subtitle Z § 401.5, the application shall not be modified less than twenty (20) days prior to the public hearing.

| <b><u>Subtitle Z Subsection</u></b> | <b><u>Description</u></b>  | <b><u>Page / Tab</u></b>                                   |
|-------------------------------------|--|--|
| 401.1(a)                            | Information requested by the Zoning Commission and the Office of Planning  | Submitted herewith   |
| 401.1(b)                            | List of witnesses prepared to testify on the Applicant's behalf  | Pgs. 10-11   |
| 401.1(c)                            | Written summary of testimony of all witnesses and resumes of expert witnesses  | Tab D  |
| 401.1(d)                            | Additional information introduced by Applicant   | Submitted herewith   |
| 401.1(e)                            | Reduced plan sheets  | None   |
| 401.1(f)                            | List of maps, plans, or other documents readily available that may be offered into evidence  | Tab E  |
| 401.1(g)                            | Estimated time required for presentation of Applicant's case   | Pg. 11   |
| 401.3(a)                            | Names and addresses of owners of all property within 200 feet of the PUD site  | Tab F  |
| 401.3(b)                            | Names and addresses of each person having a lease with the owner for all or part of any building located on the property involved in the application | N/A  |
| 401.8                               | Transportation memorandum prepared by Applicant's traffic consultant   | To be submitted no later than 30 days prior to the hearing |

Respectfully submitted,



Christopher S. Cohen  
Holland & Knight LLP

**List of Exhibits**

| <b><u>Description</u></b>  | <b><u>Tab</u></b> |
|--|-------------------|
| Updated Architectural Drawings (the "Updated Plans")   | A                 |
| 9 <sup>th</sup> Street Reconfiguration Detail  | B                 |
| Exhibit Showing Traffic Pattern in Relation to Thomas Jefferson Middle School Academy  | C                 |
| Outlines of Testimony for Witnesses and Resumes of Expert Witnesses  | D                 |
| List of maps, plans, or other documents readily available that may be offered into evidence  | E                 |
| List of names and addresses of all owners of property within 200 feet of the PUD Site (plus two sets of mailing labels submitted separately) | F                 |
| Hearing Fee Calculator Form 116  | G                 |

## I. INTRODUCTION

### A. Project Overview

This Prehearing Statement and accompanying documents (the "Prehearing Submission") are submitted by 801 Maine Ave SW PJV, LLC (the "Applicant") in support of its application to the Zoning Commission for the District of Columbia (the "Commission") for approval of a consolidated planned unit development ("PUD") and a related Zoning Map amendment from MU-12 to MU-9A for Lot 0053 in Square 390 (the "PUD Site"). This Prehearing Submission is submitted in accordance with Subtitle Z § 401 of the Zoning Regulations of the District of Columbia, 11 DCMR (September 2016), as amended (the "Zoning Regulations").

The PUD Site is a triangular shaped parcel located in the southwest quadrant of the District and contains approximately 53,363 square feet of land area (1.23 acres ±). The PUD Site is generally bounded by G Street on the north, Maine Avenue on the south, and 9th Street on the west. The PUD Site's immediate surroundings include Benjamin Banneker Park to the west, Thomas Jefferson Middle School Academy and Jefferson Field are located to the east, and The Wharf and the Capitol Square PUDs to the south. The PUD Site is improved with an office building that was recently leased by the National Institute of Food and Agriculture, an agency of the U.S. Department of Agriculture. The building is now occupied with a concierge and building maintenance services, as well as a few temporary uses. The PUD Site also includes a one-level underground public parking garage with 83 parking spaces that supports the daytime office uses as well as evening and weekend events at The Wharf.

The Applicant proposes to redevelop the PUD Site with a mixed-use building consisting of approximately 454,243 square feet of gross floor area ("GFA") devoted to residential and retail uses (the "Project"). The first through twelfth levels of the new building will contain approximately 430,191 square feet of GFA devoted to residential use, resulting in approximately 499 residential dwelling units (± 10%). Of the residential gross floor area, 15% will be set aside for affordable housing for households with incomes not exceeding 60% of the median family income ("MFI"). Approximately 24,052 square feet of GFA (potential deviation of ± 20%) will be programmed with ground-floor retail.

As further discussed below, the design of the Project has evolved since the Applicant's initial submission in response to feedback received from the community stakeholders, the Office of Planning ("OP"), and the District Department of Transportation ("DDOT").

### B. Application History and Request for Public Hearing

The Application was filed with the Zoning Commission on February 11, 2022. *See* Ex. 1 - 4A4. On March 22, 2022, the Applicant filed a supplemental statement that amended and restated its proffer of public benefits and amenities for the proposed Project. *See* Ex. 12. The supplemental statement also provided additional information regarding the Applicant's affordable housing proffer. *Id.* at p. 1-2. In its report dated April 18, 2022, OP recommended that the Commission set down the application for public hearing. (Ex. 13). OP concluded that "[o]n balance, the project is generally not inconsistent with the Comprehensive Plan Elements and Map and the Southwest Small Area Plan." *Id.* at p.1. Moreover, OP noted that "some elements of the design may change

during further plan development. However, fundamental elements of the project's design...are complementary to the core concept of the Modernist style noted in the [Southwest Neighborhood Plan]." *Id.* at p. 16.

The Commission considered this case for setdown during its public meeting on April 28, 2022, and voted (4-0-1) to schedule the case for public hearing. During that meeting, the Commission requested clarification on the proposed building height. The Commission also requested additional information regarding the proposed mix of market rate versus affordable housing units, and the location of the affordable housing units. Further, OP advised the Commission that the Applicant should consider refining its request for design flexibility, particularly with respect to exterior details. The Applicant's responses to the information requested by the Commission and OP are detailed below in Section II below. The Applicant's responses to the community stakeholders comments and concerns are addressed in Section III below.

As demonstrated by the Certification of Compliance above and as set forth below, this Prehearing Submission meets the filing requirements of Subtitle Z § 401. Accordingly, the Applicant requests that the Commission schedule a public hearing for consideration of this application.

## **II. RESPONSE TO COMMENTS FROM THE ZONING COMMISSION AND THE OFFICE OF PLANNING**

### **A. Revised PUD Plans**

#### **1. Adjustments to Building Design, Height, and Massing**

As depicted in the attached architectural drawings and elevations (the "Updated Plans"), the Applicant has instituted a number of revisions to the height, massing, façade articulation and access to the proposed mixed-use building. The various modifications have enhanced the exterior design quality and better accommodate the distinct geometry of the PUD Site. Furthermore, the changes to the building design are directly responsive to feedback received from both OP and the surrounding community.

The Applicant's initial submission proposed a building height of 100 feet for the northern part of the building along G Street, and a building height of 120 feet for the southern part of the building along Maine Avenue. In accordance with the rules of measurement for building height under Subtitle B § 308, both heights are measured from the building height measuring point ("BHMP") along the PUD Site's G Street frontage. Upon receiving input from OP and the community, the Applicant's design team made adjustments to the proposed building heights. As shown on Sheet 16 of the Updated Plans, the height at the northern portion of the building has been lowered to 90 feet; and the height of the southern portion of the building (fronting on Maine Avenue) has been increased to 130 feet, with a small section at the southeast corner remaining at 120 feet. The proposed 90' height at the northern portion of the building will lessen the impact of shadows on the adjacent Jefferson recreation field, and increase compatibility with the lower-scale residential development on the north side of G Street. Further, the proposed 130' height at the southern portion of the building enhances the Project's relationship with the 130' buildings at the

northern end of the Wharf, which together will establish a gateway condition along this portion of the Maine Avenue corridor and into the Southwest Waterfront neighborhood.

With respect to massing, the Applicant has made several adjustments that will result in a superior urban design. In response to comments from Advisory Neighborhood Commission 6D (the “ANC”), the primary residential entrance along 9th Street is larger and more pronounced. In addition, the extended width of the open court facing Maine Avenue creates a better connection toward The Wharf. The building articulation has also been refined. As shown on Sheets 40 and 41 of the Updated Plans, vertical elements, bay windows, and balconies at the corner of 9th Street and Maine Avenue have been modified to establish more relatable scale.<sup>1</sup>

## 2. Revised Shadow Studies

The shadow studies submitted with this Prehearing Submission (Sheets 51-53 of the Updated Plans) account for the various adjustments made to the building's design and account for some modeling discrepancies in the prior version. The updated shadow studies reveal that the Project will have a lesser impact on the adjacent properties than the previous building design.

To validate its methodology, the Applicant compared its shadow analysis for existing site structures with output shadows for existing structures generated by the Light Study tool available within the Office of Zoning’s 3D Zoning Map.<sup>2</sup> Shadows rendered using the Applicant’s methodology were generally consistent with the shadows rendered in the 3D Zoning Map.

### **B. Revised Request for Design Flexibility**

In its setdown report, OP commented on the Applicant’s request for flexibility for exterior details, streetscape design, and sustainable features, noting that elements of the Project’s design that fall into these areas of flexibility “provided the basis for initial community agreements and which OP believes are complementary to the core concept of the Modernist style noted in the [SW Neighborhood Plan]. At setdown, OP also commented on the requested design flexibility relative to the Applicant’s IZ proffer, stating a concern that changes to the design under the requested flexibility could potentially decrease the amount of affordable housing in the Project.

The language of the Applicant’s request is consistent with recent PUDs approved by the Commission, including PUDs in the Southwest neighborhood. Thus, as requested by OP in its setdown report, the Applicant and design team will continue to develop the exterior details and materials of the Project to the greatest extent possible prior to the hearing, including completion of detailed cost estimates. The Applicant will also coordinate with OP on the flexibility language so that it provides an acceptable degree of flexibility without compromising the Project’s design integrity or amount of affordable housing. The revised flexibility will be submitted to the Zoning Commission no less than 20 days prior to the public hearing.

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<sup>1</sup> The balcony projections proposed at the corner of 9<sup>th</sup> Street and Maine Avenue are subject to change or removal depending upon whether the Applicant is able to obtain the necessary DC Construction Code waivers from DCRA and public space approvals from DDOT.

<sup>2</sup> <https://maps.dcoz.dc.gov/3d/>.

### **C. Request for Technical Relief/Flexibility for Side Yard**

The PUD process was created to allow greater flexibility in planning and design than may be possible under conventional zoning procedures. In this application, the Applicant has attempted to comply with all requirements and/or permissions in the Zoning Regulations applicable to the MU-9A zone. However, as a result of the changes made to the height and massing of the building, which have been made in response to feedback from OP, the ANC, and the community, the Project now requires technical relief/flexibility from the minimum side yard requirement applicable to the east and west side of the building. *See* 11-G DCMR § 406.1. Based on the maximum proposed height of 130 feet, a side yard of approximately 21'-8" is required, however, portions of the eastern and western side yards will not comply. *See* Sheet 13 of the Updated Plans. The requested side yard relief/flexibility is in harmony with the intent of the Zoning Regulations and will not tend to affect adversely the use of neighboring property.

### **D. Clarification on Proposed Building Height**

As shown on Sheet 31 - 32 of the Updated Plans, the Project will have a maximum height of 130 feet, as measured from the BHMP at the level of the curb opposite the middle of the building along the G Street frontage. From the BHMP, the northern portion of the building will rise to a height of 90 feet, and the south portion of the building will have a maximum height of 130 feet. The 130' southern portion of the building will be located approximately 290 feet from the residential development on the north side of G Street.

## **III. AMENDED AND RESTATED LIST OF PUBLIC BENEFITS AND AMENITIES**

On March 22, 2022, the Applicant submitted a letter to the Zoning Commission providing a revised and fully restated proffer of benefits and amenities for the proposed PUD. *See* Ex. 12. The Applicant incorporates by reference the supplemental information provided within that correspondence, and provides an amended and restated list of public benefits and amenities below:

- Housing (11-X DCMR § 305.5(f) and Affordable Housing (11-X DCMR § 305.5(g));
- Environmental and Sustainable Benefits (11-X DCMR 11-X DCMR § 305.5(k));
- Urban Design and Architecture (11-X DCMR § 305.5(a)); Site Planning and Efficient Economical Land Utilization (11-X DCMR § 305.5(c); Streetscape plans, subject to approval by DDOT Public Space Committee (11-X DCMR § 305.5(l));
- Commemorative Works or Public Art (11-X DCMR § 305.5(d));
- Uses of Special Value to the Neighborhood (11-X DCMR 305.5(q));
- Other public benefits and project amenities and other ways in which the proposed PUD substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan (11-X DCMR § 305.5(r); and



- Transportation infrastructure beyond that needed to mitigate any potential adverse impacts of the application (11-X DCMR § 305.5(o)).

The Applicant has evaluated potential improvements to the 9<sup>th</sup> Street and G Street intersection based on two primary concerns expressed by the community. The first concern was that the existing intersection had two southbound lanes from two different streets (e.g., 9<sup>th</sup> Street, SW and an off-ramp from I-395) that allow overlapping left turns onto G Street. Notably, the existing intersection is only stop-controlled, but experiences heavy traffic volumes in existing conditions. Additionally, the intersection is broken up by various medians, which make it difficult for both pedestrians and cyclists to navigate.

The community has also expressed concern regarding pick-up/drop-off ("PUDO") operations for the proposed PUD. The community is advocating for a designated PUDO zone on 9<sup>th</sup> Street SW so that vehicles do not block traffic. Accommodating this PUDO zone, however, would require an additional restructuring of both the 9<sup>th</sup> Street/G Street intersection and the adjacent 9<sup>th</sup> Street & L'Enfant Plaza intersection. Accordingly, the Applicant proposes short-term and long-term improvements to the 9<sup>th</sup> Street/G Street intersection. The enhancements are intended to remedy ongoing vehicular, pedestrian, and cyclists issues, and accommodate a dedicated PUDO zone along 9<sup>th</sup> Street.

#### *Short-Term Improvements*

For short-term solutions, the Applicant is exploring the reconstruction of the 9<sup>th</sup> Street/G Street intersection in tandem with a reconfiguration of the 9<sup>th</sup> Street right-of-way between Maine Avenue and G Street as depicted in **Tab B**. At the 9<sup>th</sup> Street/G Street intersection, the existing median between the 9<sup>th</sup> Street turn lanes and right-turn slip lane onto G Street will be removed and replaced with a narrow median. Doing so will widen the pedestrian realm. On the opposite side of 9<sup>th</sup> Street, the slip lane onto L'Enfant Plaza will be removed, and the outer thru lane will be converted to a right-turn only lane onto L'Enfant Plaza. The curb will be extended to meet this lane.

9<sup>th</sup> Street will also be reconfigured to accommodate two thru lanes moving southbound from G Street to L'Enfant Plaza, and a third right-turn lane from L'Enfant Plaza's eastbound approach. Traveling northbound, 9<sup>th</sup> Street will be reduced to a single thru lane from Maine Avenue to G Street, with a left-turn storage lane at the intersection with L'Enfant Plaza. The proposed lane reductions allow for the addition of a PUDO zone directly in front of the proposed building entrance. The lane consolidations also allow for a northbound and southbound bike lane along 9<sup>th</sup> Street.

The Applicant's preliminary analysis indicates that the proposed short-term improvements will not cause additional operational issues in the surrounding transportation network. Service levels and queuing will also not be adversely affected. As a proposed public benefit, this reconstruction addresses the community's concern with local traffic patterns and desire for a specific PUDO zone. The designated PUDO zone allows for food deliveries, rideshare services, and other similar activities to service the building's residents without causing traffic congestion on 9<sup>th</sup> Street. The new bike lanes allow for a safer cyclist experience up and down 9<sup>th</sup> Street, and will establish connections with the existing bike lanes on L'Enfant Plaza to the bike path on the south

side of Maine Avenue. Moreover, the reconfiguration and lane removals provide for a more comfortable pedestrian experience on the east side of 9<sup>th</sup> Street and will accommodate the Applicant's proposed art installation.

### Long-Term Improvements

In the long-term, the Applicant's Comprehensive Transportation Review ("CTR") will explore the signalization of the 9<sup>th</sup> Street/G Street intersection. The signal would control and direct traffic, particularly left turns, entering from both the I-395 off-ramp and the 9<sup>th</sup> Street southbound approach, as well as the 9<sup>th</sup> Street northbound approach onto G Street. Signal timings will be optimized in coordination with surrounding signalized intersections at 9<sup>th</sup> Street/Maine Avenue and 7<sup>th</sup> Street/G Street. The Applicant's preliminary analysis indicates that the proposed long-term improvements will not cause additional operational issues in the surrounding transportation network. Service levels and queuing will also not be adversely affected. The Applicant will continue to explore the benefits of the 9<sup>th</sup>/G Street intersection with DDOT and will provide an update in a supplemental filing, as necessary.

## **IV. COMMUNITY STAKEHOLDER ENGAGEMENT**

### **A. List of Community Meetings**

The Applicant has attended meetings with the ANC 6D Subcommittee, the Capitol Square and Town Square Towers Homeowners Association, and the Jefferson Middle School Parent Teach Organization on the dates listed below:

#### ANC 6D

- August 13, 2021 – SMD 6D-01
- September 6, 2021 – Administrative Meeting
- September 13, 2021 – Regular ANC Meeting
- December 6, 2021 – Administrative ANC Meeting
- January 10, 2022 – Regular ANC Meeting

#### ANC 6D PUD Subcommittee

- February 7, 2022
- February 17, 2022
- March 3, 2022
- March 17, 2022
- March 21, 2022
- April 25, 2022
- May 5, 2022
- May 11, 2022
- May 23, 2022

Capitol Square and Town Square Towers Homeowners Associations

- November 2, 2021
- April 27, 2022
- May 12, 2022

Jefferson Middle School Parent Teacher Organization

- October 28, 2021
- March 16, 2022
- April 26, 2022

**B. Responses to Community Concerns**

1. Reduced Building Height at G Street

As discussed above, the Applicant has reduced the height at the northern portion of the building fronting G Street from 100 feet to 90 feet. The lowered height is more sensitive to the moderately-scaled townhomes on the north side of G Street and lessens shadow impacts on the Jefferson recreation field to the east. Moreover, the reduced height creates a more dramatic step down from the southern portion to the northern portion of the building, resulting in a superior urban design and creating more visual interest.

2. 9<sup>th</sup> Street Configuration

The community has expressed concerns about the functionality of the 9<sup>th</sup> Street/G Street intersection and has advocated for a designated PUDO zone along 9<sup>th</sup> Street. As discussed above, the Applicant proposes several short-term improvements to the 9<sup>th</sup> Street right-of-way that are intended to respond to the community, and make 9<sup>th</sup> Street a safer experience for motorists, cyclists, and pedestrians. Moreover, the Applicant continues to explore long-term solutions – e.g., signalization – that will further enhance the surrounding transportation network.

3. Traffic Pattern in Relation to Jefferson Middle School

The community requested the exhibit at **Tab C**, showing how the traffic pattern from the Project in relation to Jefferson Middle School Academy (the "School"). The School, which is located to the east of the PUD Site, is accessed from two points along 7th Street. The first point is along a driveway that runs along the north side of the school building (which runs along the former right-of-way of H Street SW). There is a fence at the western end of this driveway that terminates at the eastern boundary of the PUD Site. The second point is from a driveway that leads to the school's parking and loading areas at the rear and southeast corner of the school building.

In connection with the Project, the Applicant proposes a private service alley running from Maine Avenue to G Street, perpendicular to the driveway running along the north side of the school. The existing school driveway will not connect vehicular traffic to the new service alley. All school traffic will continue to egress onto 7th Street, while all inbound and outbound traffic for the PUD will enter via the Maine Avenue or G Street curb cuts, or alternatively use the designated pick-up/drop-off zone along 9th Street. Therefore, the traffic generated by the proposed

PUD and the traffic resulting from the adjacent school will not conflict, and school operations will not be adversely impacted.

#### 4. Access Options and Vehicular Circulation

The Applicant has received extensive feedback from the community regarding the anticipated traffic impacts and proposed vehicular circulation. In evaluating the access options for the PUD, the design team first considered DDOT's standards and priorities. In prior meetings, DDOT indicated its preference that all access to the PUD Site be made available via a single curb cut on G Street, citing to that right-of-way as having the lowest volume. A curb cut on G Street, however, would not achieve the 60-foot DDOT standard distance between an intersection and a curb cut. In contrast to DDOT's preferences, the ANC is opposed to vehicles exiting onto G Street and to all truck activity on G Street.

In addition to balancing DDOT's access preferences with the ANC's, the Applicant considered the needs of the proposed development program. Specifically, the proposed access must accommodate various forms of vehicular activity (e.g., passenger cars to/from the parking garage, modest-sized loading trucks and larger-sized grocer trucks), account for potential changes to the 9th Street right-of-way, and overcome the lack of public alley access. Further, the proposed circulation must accommodate the Applicant's proposed public art component along Maine Avenue.

The Applicant's transportation expert believes the access option that is most favorable involves the construction of a two-way service alley as shown in the figure to the right. This configuration provides motorists with the option to access the PUD via Maine Avenue or G Street. These alternative access points help to reduce inefficient circulation around the PUD Site and minimize pedestrian conflicts, as both access points to the proposed private alley are right-in/right-out only. Of note, the proposed access limits grocer truck circulation to ingress from Maine Avenue and egress to G Street. This travel pattern better accommodates the geometry of the PUD Site and enables better turn angles.

At its meeting on May 26, 2022, the Public Space Committee granted concept approval for the curb cut on Maine Avenue and the curb cut on G Street. The design and vehicular/truck circulation will be approved by Public Space Committee at final approval for the curb cuts.

### **V. SUPPLEMENTAL FILING REQUIREMENTS OF SUBTITLE Z § 401**

#### **A. Additional Information Specified by the Commission**

As discussed in detail above and in accordance with Subtitle Z § 401.1(a), the Applicant has provided the additional information specified by the Commission at the time the matter was set down for public hearing.

#### **B. List of Witnesses Prepared to Testify on Behalf of the Applicant**

In accordance with Subtitle Z § 401.1(b) of the Zoning Regulations, the following is a list of persons the Applicant intends to call as witnesses:

1. Brett Swiatocha, AIA, Perkins Eastman DC
  - The Applicant intends to proffer Mr. Swiatocha as an expert witness in architecture and urban design.
2. Matthew Bell, FAIA, Perkins Eastman DC
  - The Applicant intends to proffer Mr. Bell as an expert witness in architecture and urban design.
3. Robert Schiesel, P.E., Gorove/Slade Associates, Inc.
  - The Applicant intends to proffer Mr. Schiesel as an expert witness in transportation planning and traffic engineering.
4. Gabriela Canamar, LandDesign, Inc.
  - The Applicant intends to proffer Ms. Canamar as an expert witness in landscape architecture.
5. Shane L. Dettman, Director of Planning Services, Holland & Knight LLP
  - The Applicant intends to proffer Mr. Dettman as an expert witness in land use and zoning.

### **C. Summary of Testimony of Witnesses or Reports and Area of Expertise**

In accordance with Subtitle Z § 401.1(c) of the Zoning Regulations, outlines of testimony for all witnesses, and a complete and professional resume for any expert who may be called to testify at the public hearing are attached as **Tab D**.

### **D. List of Maps, Plans or Other Documents Readily Available**

In accordance with Subtitle Z § 401.1(f) of the Zoning Regulations, a list of the maps, plans, or other documents that are readily available to the general public and that may be offered into evidence at the public hearing is attached as **Tab E**.

### **E. Estimated of Time Required for Presentation of Applicant's Case**

In accordance with Subtitle Z § 401.1(g) of the Zoning Regulations, the estimated time for the presentation of the Applicant's case is 45 minutes, subject to the decision of the presiding officer at the public hearing.

### **F. Names and Addresses of Owners of Property with 200 Feet of the Subject Property**

In accordance with Subtitle Z § 401.3(a) of the Zoning Regulations, a list of the names and addresses of the owners of all of the property located within two hundred feet (200 ft.) of the PUD Site is attached as **Tab F**.

**G. Report by Traffic Consultant**

In accordance with Subtitle Z § 401.8 of the Zoning Regulations, any traffic report for the Application will be filed with the Commission at least thirty (30) days prior to the public hearing.

**VI. CONCLUSION**

This Prehearing Submission, along with the original application, meets the filing requirements for a consolidated PUD and related Zoning Map amendment, as required by Subtitle X, Chapter 3 and Subtitle Z of the Zoning Regulations. For the foregoing reasons, the Applicant respectfully requests that the Zoning Commission schedule a hearing on the application.

Respectfully submitted,

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