

**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**

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

September 16, 2022

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I. INTRODUCTION

This Supplemental Prehearing Statement and accompanying documents (the "Supplemental 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 Supplemental Prehearing Submission is submitted in accordance with Subtitle Z § 401.5 of the Zoning Regulations.

A. Description of Subject Property

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 \pm). 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 to the east; The Wharf and the Capitol Square PUDs to the south, across Maine Avenue; and Capitol Square Homeowners Association to the north, across G Street. Currently, 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 (83 spaces) that supports the daytime office uses as well as evening and weekend events at The Wharf.

B. Proposed Development Program

As detailed in its prior submissions, the Applicant proposes to redevelop the PUD Site with a mixed-use building consisting of residential uses and ground-floor retail. With the most recent refinements to the building design (discussed below), the mixed-use building will consist of approximately 458,644 square feet of gross floor area ("GFA") devoted to residential and retail uses (the "Project"). The first through thirteenth levels of the new building will contain approximately 434,475 square feet of GFA devoted to residential use, yielding approximately 498 new residential units (plus or minus 10%). Of the residential GFA, 15%, or approximately 65,171 square feet, will be set aside for affordable housing for households with incomes not exceeding 60% of the median family income ("MFI"). The Applicant will also set aside an amount of GFA equal to 15% of any penthouse habitable space devoted to dwelling units to households earning no more than 50% MFI. The Applicant's affordable housing proffer will generate approximately 75 inclusionary units. Furthermore, approximately 24,169 square feet of GFA will be programmed with neighborhood-serving, ground-floor retail. The overall Project will have a density of approximately 7.99 FAR.

As reflected in the enclosed architectural plans, particularly on Sheets 15 – 17 of the (related to concept massing) and Sheets 38 – 45 (showing contextual aeriels), the Applicant has carefully considered the proposed design to ensure that the new building will achieve maximum

compatibility with the surrounding context. The Project will have a maximum height of 130 feet¹ along Maine Avenue, but will step down to a height of 90 feet where the PUD Site confronts the townhomes on the north side of G Street.

The Commission considered this case for set down at its public meeting on April 28, 2022, and voted to schedule the case for public hearing. The Applicant filed its prehearing submission on June 4, 2022, which provided updated information in response to comments received from the Commission and the Office of Planning ("OP"). *See* Ex. 14 – 15G (the "Prehearing Submission"). The Applicant submits this Supplemental Prehearing Statement to provide additional information in advance of the public hearing scheduled for October 6, 2022.

II. ADDITIONAL BACKGROUND ON THE APPLICANT

The Applicant, a sub-entity of Jair Lynch Real Estate Partners ("Jair Lynch"), provided a brief overview of its mission and business strategies in the initial Statement in Support. *See* Ex. 3 at p. 1. Below the Applicant provides the Commission with additional information about Jair Lynch and its main tenets.

Jair Lynch was founded nearly 25 years ago on the three pillars of people, place, and prosperity. In everything they do, they seek to be a catalyst of positive change for the people they serve by investing soundly, celebrating diversity, and creating extraordinary places for people to live, learn, play, and prosper. The firm believes in the art of placemaking – of creating spaces that will stand the test of time – and generating value and opportunities for their residents, communities, partners, investors, and customers to thrive.

Jair Lynch accomplishes this by providing advisory and development services for third party clients, as well as the sponsorship and execution of institutional grade projects with investment partners, with a deliberate attainable housing strategy to achieve *housing for all*. From market-rate to deeply affordable residential offerings, Jair Lynch is committed to providing housing for all and improving access to quality housing across income levels.

Jair Lynch's attainable housing strategy aims to increase and preserve affordable and workforce housing for families and individuals earning between 30% - 120% of the MFI. To date, Jair Lynch has invested over \$1.3 billion toward this goal.

Jair Lynch has developed or acquired over 10,000 housing units, of which over 4,000 serve families earning up to 60% MFI and over 300 of which serve families earning up to 30% MFI. For example, Jair Lynch has recently committed to preserving over 1,300 units of affordable housing in Arlington, Virginia for families earning up to 60% MFI for the next 99 years and continues to work with institutional partners to conduct similar preservation of affordability throughout the Mid-Atlantic region and beyond.

Other examples include the recently delivered *Entwine*, a modern apartment community in Northwest, Washington DC, serving seniors over the age of 55 with 129 units dedicated to

¹ As measured from the building height measuring point along the G Street, SW frontage, in accordance with Subtitle B § 307.6.

individuals and families earning up to 60% MFI, 24 of which are Permanent Supportive Housing units serving individuals and families transitioning from homelessness and making no more than \$35,160 or 30% MFI. Another example includes the acquisition and preservation of 236 brand new homes at *Jamison at Dakota Crossing* in Northeast DC, the majority of which serve individuals and families earning less than 60% MFI.

Additional information regarding Jair Lynch's core housing principles and efforts to advance economic inclusion is provided at Appendix 1.

III. UPDATES REGARDING THE PUD

A. Updated Plans and Evolution of Proposed Building

Submitted herewith at **Tab A** is an updated and complete set of architectural plans and renderings (the "Updated Plans"). Submitted herewith at **Tab B** is the Applicant's proposed signage and storefront package (the "Signage Plan").

Since the Applicant's initial filing (*see* Ex. 1 – 4A4) considered by the Commission when it set down the application for public hearing, the Applicant made several modifications to the building and efforts to upgrade the overall PUD package in light of feedback provided by OP and the surrounding community. The major changes are highlighted below:²

- **Building Design, Height, and Massing**. 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. Upon receiving input from OP and the community, the Applicant's design team adjusted the proposed building heights. As shown on Sheet 17 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. And as shown on Sheet 16 of the Updated Plans, the massing of the building has also been developed to create a superior urban design intended to further the goals and objectives of the Southwest Neighborhood Small Area Plan (the "SW Plan").
- **Transportation Infrastructure Benefit / 9th Street Improvements**. In response to community concerns, the Applicant upgraded its public benefits and amenities package by proposing several short-term improvements to the 9th Street right-of-way that will create a safer experience for motorists, cyclists, and pedestrians. The proposed reconfiguration of 9th Street will also accommodate potential long-term solutions to calm and control vehicular traffic (e.g., signalization of the 9th Street/G Street intersection) and will further enhance the surround transportation network.

² A more detailed summary of the Applicant's efforts to respond to issues and concerns raised by the community is provided in Section V.B.

- Private Alley to Accommodate Access and Favorable Circulation. In evaluating the access options for the Project, the Applicant's design team had to balance DDOT's standards and priorities with the concerns raised by the surrounding community. In addition, the Applicant had to remain cognizant of the proposed development program and its needs. The Applicant's transportation expert found that the most favorable solution to be the construction of a two-way service alley, which is further discussed below in Section C.3. This configuration provides motorists with the option to access the PUD via Maine Avenue or G street. Moreover, 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.

Since the Applicant's Prehearing Submission that was filed after setdown, the height, massing, and site configuration for the Project have slightly changed; namely, the penthouse footprint and amenity terrace have been reconfigured and refined. The Updated Plans also show adjustments to the building openings, exterior materials, streetscape elements in public space, and landscape design in private space.

In its Prehearing Submission, the Applicant requested technical flexibility from the side yard requirements. With the Updated Plans, the Project will provide a western side yard of 9'-0", where a minimum side yard of 21'-8" is required. As it relates to the flexibility required for the western side yard, the northern edge of the building was adjusted to provide additional room for truck maneuvers onto G Street. The space in this area of the private alley had become constrained due to the shifting of the G Street curb cut – as far west as possible – in response to concerns raised by the abutting townhome community (to the north across G Street). This portion of the building has therefore been refined accordingly. Another positive outcome of this redesign is that each IZ unit in this area of the building – the northernmost IZ unit on the third through ninth floors along 9th Street – has increased by approximately 107 square feet (total IZ gain of approximately 750 square feet), thus enhancing the functionality of these units.

B. Transportation Considerations

1. Comprehensive Transportation Review

In accordance with Subtitle Z § 401.8, the Applicant filed its Comprehensive Transportation Review ("CTR") report on August 29, 2022. *See* Ex. 25A. The CTR report concludes that the Project will not have a detrimental impact to the surrounding transportation network assuming the proposed site design elements are installed and mitigation measures are implemented. The potential impacts of the Project will be mitigated via the Applicant's proposed Transportation Demand Management ("TDM") plan, which includes some enhanced measures per the District Department of Transportation ("DDOT") guidelines, and Loading Management Plan, both of which are detailed in the CTR. *See* CTR at pp. 34-37. Additionally, the CTR finds that the characteristics of the PUD Site and the design of the Project will help minimize transportation impacts. These considerations include: (i) close proximity to public transit; (ii) access to existing bicycle infrastructure; (iii) location within a well-connected pedestrian network; (iv) secure long-

term bicycle parking that complies with the Zoning Regulations;³ and (iv) short-term bicycle parking spaces along the perimeter of the PUD Site in compliance with the Zoning Regulations.⁴

2. 9th Street Infrastructure Improvements

Included with the Project's public benefits and amenities package is a series of improvements to 9th Street along the frontage of the PUD Site. This includes reconfiguring traffic operations along both 9th Street between Maine Avenue and G Street, and reconfiguring the intersection of 9th and G Streets as illustrated on the plan attached as **Tab C** (the "9th Street Improvements"). As discussed in the *Applicant's Prehearing Statement* (see Ex. 15), these improvements were explored upon the request of Advisory Neighborhood Commission ("ANC") 6D. Various concepts were presented to both ANC and DDOT and the concepts were refined pursuant to these discussions.

The 9th Street Improvements include the reduction of superfluous travel lanes (e.g., the second northbound receiving lane), to allow for the addition of bicycle lanes along 9th Street, a widened sidewalk along the east side of 9th Street (along the frontage of the PUD Site), and a short curbside area in front of the Project intended to serve as a loading/unloading area in front of the building's residential lobby – i.e., a designated "PUDO" zone. Additionally, the slip lane from 9th Street onto G Street has been significantly reduced, and the existing median has been incorporated into the pedestrian area. A similar curb bump out is proposed at the northwest corner of 9th Street and L'Enfant Plaza.

As detailed in the CTR report, the Applicant analyzed these multi-modal improvements and found they can be accomplished with minimal to no loss of vehicular capacity on 9th Street. See CTR report at pp. 44 and 88. Thus, the benefits to pedestrian and bicycle connectivity and overall traffic safety can be realized without detrimental impacts to the surrounding traffic network.

The proposed redesign of 9th Street also creates an opportunity to install a future signal at the intersection of 9th & G Streets, to northwest of the PUD Site, that signal would provide protected phases for pedestrians and bicyclists, as well as for the currently overlapping left turns coming from the I-395 off-ramp and 9th Street (traveling southbound). The CTR report analyzed the feasibility of this traffic signal, and recommended that DDOT explore the idea with the Federal Highway Administration (FHWA), whose cooperation would be necessary since one of the roadways entering that intersection is a ramp from an Interstate highway.

The final design of the 9th Street Improvements is subject to review and approval by the Public Space Committee ("PSC"). The Applicant will file an application for these improvements with the PSC prior to the issuance of a building permit for the vertical improvements for the Project.

³ The Project will provide 134 long-term residential spaces and three long-term retail spaces.

⁴ The Project will provide 31 short-term residential spaces and eight short-term retail spaces.

3. Proposed Curb Cuts and Private Alley Plan

As discussed in the Applicant's Prehearing Statement, the Project involves the construction of a two-way service alley, as shown on the Proposed Circulation Plan attached hereto at **Tab D**. At its meeting on May 26, 2022, the PSC granted concept approval for a new curb cut on Maine Avenue and a shifted curb cut along G Street to accommodate the proposed alley configuration. See **Tab E**. Since receiving concept approval, the Applicant has made adjustments to the design and configuration of the private alley to address community feedback and minimize impacts to the existing traffic network. Specifically, the Applicant shifted the G Street curb cut approximately 19 feet to the west of its existing location to increase the offset from the confronting curb cut to the north used by the abutting townhome community. See **Tab F**. The purpose of the offset is to discourage vehicular traffic through the townhome community as a short cut to and from Maine Avenue. The final design, detail and location of curb cuts are subject to final approval by the PSC.

C. Second Amended and Restated List of Public Benefits and Amenities

Below is the second amended and fully restated list of the PUD public benefits and amenities. Since the Prehearing Submission, the Applicant amended the benefits and amenities package to include a monetary contribution for the installation of public art and the 9th Street improvements.

1. Housing (11-X DCMR § 305.5(f) and Affordable Housing (11-X DCMR § 305.5(g))

The Project results in the creation of new housing consistent with the goals of the Zoning Regulations, the Comprehensive Plan, and the FLUM. Overall, the Project will replace an underutilized office building with approximately 498 new dwelling units. This amount of housing far exceeds the amount of housing that could be provided under the site's existing MU-12 zoning, both as a matter-of-right or through a PUD. See 11-X DCMR § 305.5(f)(1); see also 11-G DCMR §§ 502.1 and 503.1. Additionally, the Project will provide eight 3-bedroom units to accommodate family-sized households.

The Applicant will set aside 15% of the residential GFA of the Project, or approximately 65,171 square feet of GFA for affordable units reserved for households earning no more than 60% MFI. The Applicant will also set aside an amount of GFA equal to 15% of any penthouse habitable space devoted to dwelling units to households earning no more than 50% MFI. The Applicant's affordable housing proffer will help foster a mixed-income community on a site where no housing currently exists and that is within close proximity to transit and numerous amenities.

The Applicant's 15% affordable housing proffer represents a substantial increase in affordable housing when compared to the base amount of affordable housing that would be required for a matter-of-right development in the MU-12 zone. See 11-X DCMR § 305.5(g) Specifically, matter-of-right redevelopment of the site under existing MU-12 zoning would require approximately 21,500 GFA of affordable housing. Thus, the Project will provide over three times more affordable housing than under existing zoning. The IZ unit location plan and unit mix are provided on Sheet 32 of the Updated Plans.

The Applicant's affordable housing proffer also is among the highest of all recent PUDs that do not involve a public subsidy, public financing, and/or public land disposition or ground lease. Indeed, the only regulatory mechanisms that would yield greater affordable housing would be if the site was subject to a District or Federal mandatory affordable housing requirement, or if the Applicant sought and obtained a substantial public subsidy. Absent these mechanisms, greater affordable housing could be realized on the site by having the Applicant forego a PUD and instead pursue a map amendment that would be subject to the recently adopted IZ+ regulations, which are not applicable to PUDs. However, the ANC expressed to the Applicant that it would not be supportive of such a map amendment on the PUD Site, and desires the Applicant to pursue redevelopment through the PUD process.

2. *Environmental and Sustainable Benefits (11-X DCMR 11-X DCMR § 305.5(k))*

The PUD will be designed to **LEED Platinum** v4 for H-Multifamily Midrise, which exceeds the LEED Gold threshold that qualifies a PUD benefit under Subtitle X § 305.5(k) of the Zoning Regulations.

3. *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))*

The Project is designed to be compatible with the overall neighborhood, with the maximum height and the majority of the density focused toward The Wharf. As depicted in the Updated Plans, the massing of the building is configured such that impacts to light and air are minimized, primarily through the use of stepdown techniques.

The variation in building height also reflects a superior urban design, and the proposed heights remain sensitive to the surrounding context. Specifically, the southern portion of the Project, which will have a building height of 130 feet, is intended to mirror the height of the buildings at The Wharf along this section of Maine Avenue. The northern portion of the Project is limited to a height of 90 feet to establish a complementary relationship to the abutting townhome community (to the north across G Street).

Integrating a thoughtful urban design, the Project will replace underutilized land with a mixed-use development providing residential and ground floor retail. The existing government office building is incompatible with the surrounding area and neighboring uses. The replacement of an underutilized site constitutes a significant benefit because enhances safety, result in aesthetic improvements to the community, and replaces a use that is not compatible with the surrounding residential community or consistent with the goals of the Comprehensive Plan. More specifically, **the PUD Site's current MU-12 zoning is inconsistent with the PUD Site's FLUM designations as Medium Density Commercial.** Accordingly, the PUD will result in a much more efficient and economical use of the PUD Site, providing an appropriate mix of residential and non-residential uses that achieve the District's planning objectives.

4. Commemorative Works or Public Art (11-X DCMR § 305.5(d))

The Applicant will contribute \$75,000 to the Southwest Business Improvement District (the "SW BID") to support a public art installation along Maine Avenue where indicated on Sheet 72 of the Updated Plans.

In accordance with Subtitle X § 305.3 (d) of the Zoning Regulations, prior to the issuance of a certification of occupancy for the Project, the Applicant shall furnish to the Zoning Administrator evidence of the contribution and a memorandum of agreement that provides for the creation of a committee to select the artwork to be installed. The committee will include, at minimum, the Applicant, one representative from ANC 6D, a resident within the boundaries of ANC 6D, and a representative from a business within the boundaries of the ANC 6D. The process for selecting the artwork will be coordinated and facilitated by My Ly Design, or a comparable design firm, to serve as a consultant to the District on the arts and cultural strategy and recommendations contained within the SW Plan.

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

The Applicant proposes various improvements to reconfigure and redesign 9th Street that will significantly enhance vehicular traffic flow and pedestrian and bicycle safety along and around the PUD Site. The 9th Street Improvements, which exceed the mitigation measures required to minimize the Project's impacts to the surrounding traffic network, include, but are limited to: (i) the reduction of exceed travel lanes (e.g., the second northbound receiving lane); (ii) the widening of sidewalks along the east side of 9th Street; (iii) the removal of the slip lane from 9th Street to G Street; (iv) the addition of a PUDO zone in front of the main residential lobby of the Project; and (v) a reconfiguration that enables a potential traffic signal installation at the intersection of 9th and G Street. The 9th Street Improvements are subject to review and approval by the Public Space Committee.

6. Uses of Special Value to the Neighborhood (11-X DCMR 305.5(q))

The Applicant is committed to including in the PUD a bank branch and a grocery store that is a minimum of 6,000 square feet.

- Bank. Members of the community have encouraged the Applicant to include neighborhood serving retail and commercial uses within the Project. Based on discussions with the community, the Applicant understands that there is a specific need for a bank that can serve residents in the immediate area. Therefore, the Applicant commits to leasing a portion of the retail/commercial space of the Project to a financial service use.
- Grocery Store. Members of the community also expressed an interest in a grocery store use for the PUD and such interest is ongoing. Accordingly, the Applicant commits to a minimum of 6,000 square feet of ground floor retail for a grocery store use. As discussed in the Applicant's CTR review, the design of the private alley and the configuration of the loading facilities for the Project are capable of

accommodating the larger truck sizes typically utilized by a grocery store (e.g., WB-67s).

D. Updated Requests for Design Flexibility Under PUD Guidelines

The Applicant has requested design flexibility in various areas so that it can adapt to potential issues that arise during construction and other issues that cannot be anticipated during this stage of the entitlement process. Below is an amended and fully restated list of areas for which the Applicant seeks design flexibility under the PUD guidelines:

- Number of Dwelling Units. To provide a range in the approved number of residential dwelling units of plus or minus ten percent (10%).
- Affordable Units. 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 total square footage reserved for affordable units is no less than 15% of the residential gross floor area approved for the Project; and provided that the location and proportionate mix of the inclusionary units will substantially conform to the layout shown on the Approved Plans; and provided further that there are eight (8) three-bedroom units reserved for households with incomes not exceeding 60% of the MFI.
- Parking Configuration. To make refinements to the approved parking configuration, including layout, number of parking spaces plus or minus ten percent (10%), and/or other elements, and to vary the allocation of residential and retail parking spaces, provided that the number of residential parking spaces shall not exceed a ratio of 0.6 spaces per unit.
- Interior Components. To vary the location and design of all interior components, including amenities, partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, elevators, escalators, and toilet rooms, provided that the variations do not change the exterior configuration of the building.
- Exterior Materials and Color. To vary the final selection of the exterior materials within the color ranges and material types as proposed on Sheet 54 of the Approved Plans⁵ (titled, "Material Palette"). In the event the Applicant desires to change the exterior materials, type or color, the Applicant shall file an application for a Modification of Consequence for the Commission's approval of the change of exterior materials.
- Exterior Details. To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior design shown on the Approved Plans. Examples of exterior details would include, but are not limited to, doorways, canopies, railing, skylights, and window locations.

⁵ The term "Approved Plans" would be defined in an order approving the subject application and would include the Updated Plans (Tab A) and the Signage Plan (Tab B).

- Balconies. To vary the number, configuration, and general design of the balconies proposed on the Maine Avenue façade to ensure compliance with the applicable requirements of the 2017 District of Columbia Construction Codes (Title 12 of the District of Columbia Municipal Regulations), so long as the design of the Maine Avenue façade remains substantially in conformance with the Approved Plans.
- Streetscape Design. To vary the location, attributes, and general design of the approved streetscape, including those streetscape improvements proposed within the "Art and Landscape Zone" indicated on Sheet 72 of the Approved Plans, subject to the review and approval of the Public Space Committee.
- Sustainable Features. To vary the approved sustainable features of the Project, provided the total number of LEED points achievable for the PUD does not decrease below the minimum required for LEED Platinum.
- Signage. To vary the font, message, logo, location, and color of the proposed signage, provided that the maximum overall dimensions and signage materials do not change from those shown on the Approved Plans.
- Conversion of Retail Space. To convert up to 15,000 square feet of retail space to residential use or any other use permitted in the MU-9 zone, provided that for any such conversion that requires a modification of the building design, the Applicant shall file an application for a Modification of Consequence for the Commission's approval of the revised building design, and any additional residential square footage shall be subject to the IZ requirement approved for the PUD.
- Retail Use Types. To vary the types of uses designated as "retail" use on the approved Plans to include the following use categories: (i) Retail (11-B DCMR § 200.2(bb)); (ii) Services, General (11-B DCMR § 200.2(cc)); (iii) Services, Financial (11-B DCMR § 200.2(dd)); (iv) Eating and Drinking Establishments (11- B DCMR § 200.2(i)); (v) Medical Care (11-B DCMR § 200.2(u)); and (vi) Arts, Design, and Creation (11-B DCMR § 200.2(e));
- Retail Frontages. To vary the final design of retail frontages of the building, including the location and design of entrances, show windows, signage, and size of retail units, in accordance with the needs of the retail tenants. Retail signage shall be located within the potential retail signage zone shown on Sheet S2 of the Approved Plans.

IV. CONSISTENCY WITH THE SOUTHWEST NEIGHBORHOOD PLAN

The Property is located within the boundaries of the SW Plan, which was adopted by the City Council in July of 2015. Attached hereto at **Tab G** is an evaluation prepared by Shane L. Dettman, the Applicant's land use and urban planning expert (the "SW Plan Memo"). The SW Plan Memo addresses how the Project furthers the policies and recommendations of the SW Plan, which provide the Commission with supplemental guidance in carrying out the objectives of the Comprehensive Plan, that is, to the extent the SW Plan is not in conflict. 10A DCMR § 224.5. Of

particular note, the SW Plan Memo includes an assessment of how the Project is "in keeping with the unique character of the Southwest Neighborhood" and adheres to the eight design principles of the SW Plan. *See* SW Plan at p. 81-84; SW Plan Memo at p. 2-5. A copy of these design principles is attached hereto at **Tab H**.

V. UPDATES ON COMMUNITY OUTREACH AND ENGAGEMENT WITH DISTRICT AGENCIES

A. Meeting History

Since the beginning of the zoning approval process, the Applicant has met with the ANC 6D, including the ANC 6D Subcommittee created to review and make recommendations on the Application to the Applicant; the Town Square Towers Homeowners Association and the Jefferson Middle School Parent Teacher Organization. The Applicant also engaged District agencies, including OP and DDOT, early in the development process. A complete list of meetings that the Applicant has attended to date is provided in the table below:

Date	Description / Purpose	Meeting No.
August 13, 2021	Meeting with Single-Member District ("SMD") 6D01	1
September 6, 2021	ANC 6D Administrative Meeting	2
September 13, 2021	ANC 6D Administrative Meeting	3
October 15, 2021	Meeting with OP, DDOT, and DOEE	4
October 18, 2021	Meeting with SW BID	5
October 18, 2021	Meeting with Jefferson MS Academy Principal	6
October 28, 2021	Meeting with Jefferson MS Academy PTO	7
November 1, 2021	ANC 6D Administrative Meeting	8
November 2, 2021	Mtg. w/ Capitol Square Place HOA	9
November 9, 2021	Meeting with Mill Creek Residential	10
December 6, 2021	ANC 6D Administrative Meeting	11
December 13, 2021	Meeting with DDOT	12
January 7, 2022	Meeting with SMD 6D01	13
January 10, 2022	Regular ANC 6D Public Meeting	14
January 25, 2022	Meeting with Hoffman/Wharf District Developers	15
February 7, 2022	Meeting with ANC 6D PUD Subcommittee	16
February 10, 2022	Meeting with DDOT	17
February 17, 2022	Meeting with ANC 6D PUD Subcommittee	18
March 3, 2022	Meeting with ANC 6D PUD Subcommittee	19
March 8, 2022	Meeting with OP (Development Division)	20
March 16, 2022	Meeting with Jefferson MS Academy PTO	21
March 17, 2022	Meeting with ANC 6D PUD Subcommittee	22
March 21, 2022	Meeting with ANC 6D PUD Subcommittee	23
March 23, 2022	Meeting with Hoffman/Wharf District Developers	24
March 25, 2022	Meeting with Mill Creek Residential	25
April 21, 2022	Hoffman/Wharf District Developers	26
April 25, 2022	Meeting with ANC 6D PUD Subcommittee	27

April 26, 2022	Meeting with Jefferson MS Academy PTO	28
April 27, 2022	Mtg. w/ Capitol Square Place and Town Square Towers HOAs	29
May 2, 2022	ANC 6D Administrative Meeting	30
May 5, 2022	Meeting with ANC 6D PUD Subcommittee	31
May 9, 2022	Meeting with ANC 6D PUD Subcommittee	32
May 11, 2022	Meeting with ANC 6D PUD Subcommittee	33
May 12, 2022	Mtg. w/ Capitol Square Place HOA	34
May 16, 2022	Meeting with Mill Creek Residential	35
May 16, 2022	OP Interagency Consultation Meeting	36
May 23, 2022	Meeting with ANC 6D PUD Subcommittee	37
May 26, 2022	Meeting with Mill Creek Residential	38
June 7, 2022	Special mtg. with ANC 6D and SW BID in re: public art	39
June 9, 2022	Meeting with Mill Creek Residential	40
June 30, 2022	Meeting with ANC 6D PUD Subcommittee	41
July 8, 2022	Meeting with ANC 6D PUD Subcommittee	42
July 14, 2022	Meeting with ANC 6D PUD Subcommittee	43
July 21, 2022	Meeting with ANC 6D PUD Subcommittee	44
July 28, 2022	Meeting with ANC 6D PUD Subcommittee	45
August 4, 2022	Meeting with DDOT (CTR Review)	46
August 9, 2022	Meeting with Southwest DC Community Center	47
August 17, 2022	Mtg. w/ Capitol Square Place HOA	48
September 12, 2022	Meeting with Jefferson MS Academy PTO	49
September 16, 2022	Meeting with SW BID	50

The Applicant anticipates that it will have the opportunity to present the Project to the full ANC at a virtual special meeting scheduled for Wednesday, September 21, 2022.

B. Responses to Community Feedback and Associated Efforts

As indicated by the meeting history above, the Applicant has attended and/or participated in 50 meetings with the ANC and other community stakeholders during the past several months, with the ultimate objective of reaching consensus on the Project's design and the Applicant's public benefits and amenities package. The measures and efforts taken by the Applicant in response to the feedback by stakeholders are summarized below.

- Reduced Building Height. The Applicant 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.
- Access and Private Alley Configuration. The Applicant sought and obtained concept approval for two curb cuts serving the private alley – i.e., a new curb cut on Maine Avenue and a repositioned curb cut on G Street. These two curb cuts, coupled with the

configuration of the private alley itself, enables the Project to balance DDOT's access preferences with the community's concerns regarding adverse impacts to the surrounding traffic network. Specifically, neighborhood residents were concerned with all of the alley ingress and egress being from G Street. The alternative access points will help reduce inefficient circulation around the PUD Site and minimize pedestrian conflicts, particularly because both access points to the private alley will be right-in/right-out only. In addition, the proposed access limits grocer truck circulation to ingress from Maine Avenue and egress to G Street. Overall, the travel pattern better accommodates the geometry of the PUD Site and enables better turn angles. Furthermore, the increased offset of the G Street curb cut from the confronting curb cut to the north used by the adjacent townhome community effectively responds to concerns regarding cut-through traffic to and from The Wharf.

- 9th Street Redesign and Reconfiguration. In response to concerns about improving the vehicular, bicycle and pedestrian experience on 9th Street, the Applicant proposes a significant redesign of 9th Street that will involve the installation of infrastructure and landscaping improvements to calm vehicular traffic and foster a safer environment for pedestrians and cyclists. *Supra* Section III.C.2.
- Public Art Benefit. The Applicant refined its proffer related to the installation of public art to include a monetary contribution in the amount of \$75,000, and to include input from ANC 6D and other neighborhood stakeholders in the selection of the artwork along a portion of Maine Avenue. *Supra* Section III.D.4.
- Coordination with Jefferson Middle School Academy. The Applicant has engaged the PTO to discuss impacts to the school during the construction of the PUD. From those discussions, the Applicant and PTO agreed the following:
 - i. The Developer will make a monetary contribution in the amount of \$150,000 to the PTO to help fund field experiences and curricula for students at Jefferson Middle School over a three (3) year period, including when the PUD is under construction. The payment will be made to the PTO upon (i) the issuance of the final written order by the Zoning Commission approving the PUD; (ii) the expiration of all appeal periods, or the resolution of an appeal if one is filed; and (iii) the issuance of a building permit for the PUD. The approved PUD shall have a minimum density of approximately 7.99 FAR and building heights ranging from 90' to 130' as reflected on the plans filed by the Developer on September 16, 2022.
 - ii. The Developer will enter into a construction management plan that addresses the PTO's concerns about noise and air quality affecting Jefferson Middle School. The construction management plan will provide for testing and

screening of the PUD site during construction, among other measures,⁶ to mitigate impacts from the construction of the PUD.

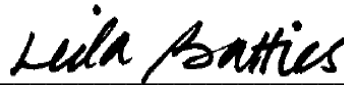
- iii. The Developer agrees to collaborate with the PTO and other community stakeholders to address concerns about the use and maintenance of the DGS storage facility located at Jefferson Field.

VI. CONCLUSION


This Supplemental Prehearing Submission, along with the original application and Prehearing Submission, meet the filing requirements for a consolidated PUD and related Zoning Map amendment, as required by Subtitle X, Chapters 3 and 4 and Subtitle Z of the Zoning Regulations. For the foregoing reasons, the Applicant respectfully requests that the Zoning Commission approve the application.

Respectfully submitted,

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⁶ The Applicant has asked the PTO to identify its desired mitigation measures that will be captured by the construction management plan.