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October 2, 2020

VIA EMAIL

Ms. Jennifer Steingasser
D.C. Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024
jennifer.steingasser@dc.gov

**Re: Large Tract Review Application
100 V Street, SW (Square 609, Lot 804 and Square 611, Lots 19 and 810)**

Dear Ms. Steingasser:

On behalf of SW LAND HOLDER LLC (the “Applicant”), the owner of property located at 100 V Street, SW (Square 609, Lot 804 and Square 611, Lots 19 and 810) (the “Subject Property”), and pursuant to 10-B DCMR Chapter 23, we hereby submit an application for Large Tract Review of the Subject Property.

The Applicant seeks to redevelop the Subject Property with a mixed-use project consisting of two separate buildings each divided into separate “Parcels.” The proposed redevelopment would consist of a mix of residential, office, hotel, retail, and eating and drinking establishment uses. Redevelopment of the Subject Property would also include a variety of private rights-of-way, plazas, pedestrian walkways, and park spaces for use and enjoyment by the public.

Consistent with 10-B DCMR § 2301.3, the following application materials are enclosed:

- Completed Certification Form (10-B DCMR § 2301.3(a));
- Letter of authorization from the owner of the Subject Property (10-B DCMR § 2301.3(b));
- A map showing the location of the proposed project and the existing zoning of the Subject Property (10-B DCMR § 2301.3(c));
- A statement in support of the application (10-B DCMR §§ 2301.3(d), (e) and (i));
- General site and development plans, circulation plan, and typical floor plans (10-B DCMR §§ 2301.3(f), (g) and (h));

- Vehicular trip generation and assessment memorandums (10-B DCMR § 2301.3(j));
- Other information needed to fully understand the proposed project (10-B DCMR § 2301.3(k)); and
- A list of property owners within 200 feet of the subject site, and mailing labels (10-B DCMR § 2306.2(c)).

With these materials, we respectfully request the Office of Planning to begin its review, including referral of the application to all applicable District government agencies and departments. We look forward to working with you on this project.

Respectfully,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Jessica R. Bloomfield

Enclosures

cc: Joel Lawson, D.C. Office of Planning (via Email)
Advisory Neighborhood Commission 6D (via Email)
Commissioner Gail Fast, Chair, ANC 6D (via Email)
Commissioner Fredrica Kramer, ANC 6D05 (via Email)

**SUBMISSION FOR LARGE TRACT REVIEW
BY THE
DISTRICT OF COLUMBIA
OFFICE OF PLANNING**

**Application of SW LAND HOLDER LLC
Squares 609 and 611**

October 2, 2020

Submitted by, on behalf of the Applicant:

Holland & Knight LLP
800 17th Street, NW, Suite 1100
Washington, DC 20006
Norman M. Glasgow, Jr., Esq.
Jessica R. Bloomfield, Esq.

TABLE OF CONTENTS

TABLE OF CONTENTS..... I
DEVELOPMENT TEAM..... II
LIST OF EXHIBITS..... III
I. INTRODUCTION..... 1
II. EXISTING CONDITIONS AND ZONING/PLANNING DESIGNATIONS 2
 A. EXITING CONDITIONS - SUBJECT PROPERTY 2
 B. EXISTING CONDITIONS - SURROUNDING AREA 3
 C. EXISTING ZONING 4
 D. DESIGNATIONS ON THE FUTURE LAND USE AND GENERALIZED POLICY MAPS 5
 E. APPLICABLE PLANNING DOCUMENTS 7
III. DESIGN OF THE PROPOSED DEVELOPMENT 7
IV. CONSISTENCY WITH ZONING REGULATIONS OF THE DISTRICT OF
 COLUMBIA 12
V. CONSISTENCY WITH THE COMPREHENSIVE PLAN 13
 A. COMPLIANCE WITH THE CITYWIDE ELEMENTS OF THE COMPREHENSIVE PLAN 14
 B. COMPLIANCE WITH THE LOWER ANACOSTIA WATERFRONT/NEAR SOUTHWEST
 AREA ELEMENT 30
VI. CONSISTENCY WITH OTHER PLANNING DOCUMENTS..... 33
 A. BUZZARD POINT VISION FRAMEWORK + DESIGN REVIEW GUIDE 33
 B. ANACOSTIA WATERFRONT FRAMEWORK PLAN 37
VII. COMMUNITY ENGAGEMENT 39
VIII. CONCLUSION 40

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LIST OF EXHIBITS

Exhibit A	Zoning Map
Exhibit B	Existing Conditions Photographs
Exhibit C	Plat Showing the Closing of Part of U Street, SW and Assessment and Taxation Plat for Closed U Street, SW
Exhibit D	Plat Establishing Building Restriction Line
Exhibit E	Comprehensive Plan Future Land Use Map
Exhibit F	Comprehensive Plan Generalized Policy Map
Exhibit G	Architectural Plans and Elevations, General Circulation Plan, Civil Plans
Exhibit H	2018 Comprehensive Transportation Review Report
Exhibit I	2020 Trip Generation Assessment Memo
Exhibit J	Completed Certification Form
Exhibit K	Letter of Authorization
Exhibit L	List of Property Owners within 200 feet of the Subject Property

I. INTRODUCTION

This statement and supporting documentation is submitted on behalf of SW LAND HOLDER LLC (the “Applicant”) to the District of Columbia Office of Planning for Large Tract Review of the proposed development at Square 609, Lot 804 and Square 611, Lots 19 and 810 in Southwest Washington, DC (together, the “Subject Property”). The Subject Property consists of approximately 294,800 square feet of land area bounded by T Street, SW to the north, 1st Street, SW to the east, V Street, SW to the south, and 2nd Street, SW to the west. As shown on the attached architectural drawings, the Applicant proposes to develop the Subject Property in two phases with a mixed-use project consisting of two separate buildings divided into separate “Parcels” and comprised of a mix of residential, office, hotel, retail, and eating and drinking establishment uses. Redevelopment of the Subject Property will also include a variety of private rights-of-way, plazas, pedestrian walkways, and park spaces for use and enjoyment by the public.

This application is submitted in accordance with Section 2300.1(a) of Title 10B of the District of Columbia Municipal Regulations (“DCMR”) which states that the Office of Planning shall ensure that there is established a coordinated interagency review process in the District of Columbia to do the following:

- a. Review, prior to the filing of applications for building or construction permits, all large tract development projects comprising three (3) acres or more and any commercial or mixed-use commercial development of fifty thousand square feet (50,000 sf) or more gross floor area (above grade) and cellar area (below grade);
- b. Review, in the case of large tract development of ten (10) acres or more, all applications for subdivision authorizations and for multiple building covenants under § 108.7 of the District of Columbia Building Code (DCMR Title 12); and comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning, such review is necessary; and

- c. Review requests for subdivisions of tracts and land comprising three (3) to ten (10) acres, if in the judgment of the Director of the Office of Planning such review is necessary.

As set forth below, this application meets the standards for large tract review and approval pursuant to 10-B DCMR § 2301.3. In accordance with the provisions of 10-B DCMR, Chapter 23, the Applicant respectfully requests the Office of Planning to proceed with its review, refer the application to District agencies as necessary, and issue a report on the application.

II. EXISTING CONDITIONS AND ZONING/PLANNING DESIGNATIONS

A. Existing Conditions - Subject Property

According to the records of the Office of Tax and Revenue, the Subject Property has a total land area of approximately 294,800 square feet. The Subject Property is rectangular in shape and is bounded by T Street to the north, 1st Street to the east, V Street to the south, and 2nd Street to the west, all within in the southwest quadrant of the District. As shown on the Zoning Map attached hereto as Exhibit A, the Subject Property is zoned CG-4; as shown on the existing conditions photographs (Exhibit B), the Subject Property is presently undeveloped and is used as a surface parking lot with other incidental uses.

By plat recorded in the Office of the Surveyor on November 22, 1939 (Exhibit C, p. 1), the portion of U Street, SW, located in the center of the Subject Property and running east-west between 1st and 2nd Streets, SW, was closed. By plat recorded in the Office of the Surveyor on December 15, 1939 (Exhibit C, p. 2), the closed portion of U Street, SW was designated as Assessment & Taxation Lot 810. The land area of closed U Street (approximately 26,800 square feet) represents the entirety of Lot 810 in Square 611 and is included within the Subject Property.

By plat recorded in the Office of the Surveyor on March 12, 2020, at book 217, page 2 (Exhibit D), a Building Restriction Line was established on the Subject Property 30 feet to the

north of and parallel to V Street, SW (the “BRL”). The BRL effectively widened the V Street public right-of-way adjacent to the Subject Property from 80 feet to 110 feet.

B. Existing Conditions - Surrounding Area

The Subject Property is located within the Buzzard Point neighborhood of the District, which is a rapidly-developing and changing area located to the south of the Southwest Waterfront and Navy Yard neighborhoods at the confluence of the Potomac and Anacostia Rivers. Immediately to the north of the Subject Property is the D.C. United Soccer stadium (Audi Field); immediately to the west is the Fort Lesley J. McNair United States Army post; to the east is the PEPCO Buzzard Point Steam House and Transmission facility; and farther east and south are several projects that are currently under construction or have recently been delivered as new high-density multi-family residential projects. Properties in the surrounding area are generally zoned CG-4, with properties directly adjacent to the Anacostia River zoned CG-5.

Buzzard Point has excellent regional connectivity via automobile, as it is served by the SE/SW Freeways/I-695 and I-395 to the north and I-295 and the Suitland Parkway to the east. Major local roadways near Buzzard Point include South Capitol Street and M Street to the north, which provide north-south and east-west access, respectively, to the regional network. Until recently, the closest Metrobus service to the Subject Property was provided on M Street, with no local public transit entering Buzzard Point. However, on August 21, 2020, WMATA extended the Bus 74 line into Buzzard Point in order to provide additional public transportation options and connectivity to the larger bus network, with the first extension stop added on V Street on the opposite side of the street from the Subject Property. The Waterfront and Navy Yard-Ballpark Metrorail stations, both located on M Street to the northwest and northeast, respectively, provide regional access and connect Buzzard Point with major downtown designations and Metrorail stations.

C. Existing Zoning

As shown on the Zoning Map (Exhibit A), the Subject Property is zoned CG-4. The CG-4 zone is intended to permit medium- to high-density mixed-use development with a balance of uses conducive to a higher quality of life and environment for residents, businesses, employees, and institutions; encourage provision of active pedestrian-oriented streets with active ground floor uses, particularly along specified primary streets; and promote pedestrian safety by separating pedestrian and vehicular circulation patterns. 11-K DCMR § 504.1. The development standards in 11-K DCMR §§ 504.3 through 504.9 control the bulk of buildings in CG-4 zone.

Pursuant to 11-K DCMR § 504.3(a) and (b), the maximum density permitted for the Subject Property in the CG-4 zone is as follows:

- 6.0 FAR, or 7.2 FAR as an Inclusionary Zoning (“IZ”) development;
- 3.0 FAR maximum for non-residential use; and
- 8.2 FAR, provided that the additional 1.0 FAR is devoted solely to residential uses, which for purposes of this section does not include hotel use.

Pursuant to 11-K DCMR § 504.4, the maximum building height permitted in the CG-4 zone for a site utilizing the residential bonus density of 11-K DCMR § 504.1(b) is the maximum height permitted under the Height Act. The maximum permitted penthouse height in the CG-4 zone is 20 feet in one story plus a mezzanine, with a second story permitted for mechanical penthouse space. 11-K DCMR § 504.5.

The maximum permitted lot occupancy in the CG-4 zone is 75% or 80% with IZ. 11-K DCMR § 504.6. The minimum GAR required in the CG-4 zone is 0.2. 11-K DCMR § 504.12. Within the CG-4 zone, a plaza comprising 8% of the lot area must be provided for development on a lot of greater than 10,000 square feet in accordance with the provisions of 11-C DCMR, Chapter 17. However, where preferred use space is required and provided, the requirement to

provide plaza space does not apply. 11-K DCMR § 504.13. Preferred uses are not required for properties fronting any of the streets surrounding the Subject Property. *See* 11-K DCMR § 509.2.

D. Designations on the Future Land Use and Generalized Policy Maps

The Comprehensive Plan Future Land Use Map (“FLUM”) identifies the anticipated future land uses throughout the District. The Comprehensive Plan Generalized Policy Map (“GPM”) provides guidance on whether areas are designed for conservation, enhancement, or change. *See* Section 224.4 of the newly adopted Framework Element of the Comprehensive Plan, which became effective on August 27, 2020 (the “Framework Element”).¹ The FLUM and GPM are intended to provide generalized guidance for development and conservation decisions, and are considered in concert with other Comprehensive Plan policies. Framework Element § 228.1.

As shown on Exhibit E, the FLUM designates the Subject Property and the majority of the surrounding properties as mixed-use High Density Residential and High Density Commercial. The High Density Residential designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than a FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High Density Residential category, and other zones may also apply. *See* Framework Element § 227.8.

The High Density Commercial designation is used to define the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Office and mixed office/retail buildings with densities greater than a FAR of

¹ Other than the newly adopted Framework Element that became law on August 27, 2020, the 2013 Comprehensive Plan is still in effect. As of the date of this submission, amendments to the 2013 Comprehensive Plan are under review by the D.C. Council, and any references herein to the Comprehensive Plan, other than to the Framework Element, are references to the current 2013 Comprehensive Plan (10-A DCMR).

6.0 are the predominant use, although high-rise residential and many lower scale buildings (including historic buildings) are interspersed. The MU-9, D-3, and D-6 Zone Districts are consistent with the High Density Commercial category, and other zones may also apply. *See* Framework Element § 227.13.

As shown on Exhibit F, the GPM designates the Subject Property and the majority of the surrounding properties in a Neighborhood Enhancement Area. Neighborhood Enhancement Areas are neighborhoods with substantial amounts of vacant and underutilized land. They include areas that are primarily residential in character, as well as mixed-use and industrial areas. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible infill development, including new single-family homes, townhomes, other density housing types, mixed-use buildings, and, where appropriate, light industrial facilities. Land uses that reflect the historical mixture and diversity of each community and promote inclusivity should be encouraged. *See* Framework Element § 225.6.

The guiding philosophy in Neighborhood Enhancement Areas is to ensure that new development responds to the existing character, natural features, and existing/planned infrastructure capacity. New housing should be encouraged to improve the neighborhood and must be consistent with the land-use designation on the FLUM and with Comprehensive Plan policies. The unique and special qualities of each area should be maintained and conserved, and overall neighborhood character should be protected or enhanced as development takes place. Publicly owned open space within these areas should be preserved and enhanced to make these communities more attractive and desirable. *See* Framework Element § 225.7.

E. Applicable Planning Documents

1. Buzzard Point Vision Framework + Design Review Guide

The Subject Property is located within the boundaries of the Buzzard Point Vision Framework + Design Review Guide (the “BP Plan”). The Office of Planning issued the BP Plan in 2017 to outline a variety of goals supported by design concepts, recommendations, and implementation guidelines, to make the District’s vision for Buzzard Point a reality. The BP Plan is not a Small Area Plan and was not submitted to or adopted by the DC Council by resolution; instead, the BP Plan provides recommendations that have been incorporated into the Comprehensive Plan currently under review for Council adoption. *See* BP Plan, Introduction. As set forth in Section VI of this statement, the proposed development of the Subject Property through the LTR application process is fully consistent with the vision and goals set forth in the BP Plan to inspire and shape the future of Buzzard Point.

2. Anacostia Waterfront Framework Plan

The Anacostia Waterfront Framework Plan (the “Anacostia Plan”) was published in 2003 by the Office of Planning as a vision for the future of the Anacostia waterfront. As set forth in Section VI of this statement, the proposed project for the Subject Property is fully consistent with the District’s goals and vision for new development along the Anacostia River waterfront.

III. DESIGN OF THE PROPOSED DEVELOPMENT

As shown on the architectural drawings attached hereto as Exhibit G (the “Architectural Drawings”), the Subject Property will be developed with two new buildings (the “Buildings”) that will together provide a total of approximately 2,154,678 square feet of gross floor area (“GFA”) on the Subject Property (approximately 7.3 floor area ratio (“FAR”). To enable development, the Subject Property will be subdivided into two new irregularly-shaped record lots known as “Lot 1”

and “Lot 2” each running north-south on the Subject Property and having frontage on T Street to the north and V Street to the south.

Development on “Lot 1” is known as “Building 1” and will be comprised of five separate parcels known as Parcels A, B, G, H, and I, which will be connected via meaningful connections and considered a single building for zoning purposes. Development on “Lot 2” is known as “Building 2” and will be comprised of four separate parcels known as Parcels C, D, E, and F, which will be connected via meaningful connections and considered a single building for zoning purposes.

As shown on the Architectural Drawings, the Subject Property will be developed in two phases, with Phase I located on the southern portion of the Subject Property and consisting of Parcels A and B on Lot 1, and Parcels C and D on Lot 2. Phase I will be comprised of a total of approximately 1,101,937 square feet of GFA comprised of residential, hotel, office, retail, and other commercial uses. Construction of Phase I is intended to begin in Q4, 2021.

Phase II is located on the northern portion of the Subject Property and will consist of Parcels G, H, and I on Lot 1, and Parcels E and F on Lot 3. Phase II will be comprised of a total of approximately 1,052,741 square feet of GFA comprised of residential, hotel, office, retail, and other commercial uses. Construction of Phase II is intended to begin subsequent to the completion of Phase I.

The overall Project will meet the requirements for an IZ development set forth in Subtitle C, Chapter 10, including the minimum set-aside requirements of 11-C DCMR § 1003.2 for Type I construction.

The innovative master plan for the Subject Property incorporates a broad range of uses, including new residential units, creative office, co-working, and traditional office spaces, retail

and service uses, hotel, eating and drinking establishments, and convenient on-site, below-grade parking and loading to accommodate residents, visitors, and employees, as well as pedestrian and bicycle friendly infrastructure and features. The overall residential density for the project is approximately 5.48 FAR and the overall non-residential density for the project is approximately 1.83 FAR. The project will contain approximately 1,332 total parking spaces and adequate below-grade loading facilities to meet the zoning requirements and serve the diverse mix of proposed uses. Maximum building heights will be 130 feet with lower level podiums or “plinths” as described below.

In developing the master plan for the Subject Property, the Applicant envisioned a vibrant new mixed-use and walkable community in an emerging neighborhood. The soul of the project will be found in creating more meaningful, stimulating, and welcoming social interactions among people who live in or visit this neighborhood. The vision is to create a unique place that prioritizes social interaction through distinctive approaches to public space – an approach that embraces the historic Washingtonian scale derived from its European roots in comfortable, human-scale spaces. The vision will be realized by purposefully designing outdoor spaces, public lobbies with adjacent retail, shared residential amenities, and thoughtful programming for residents and visitors. The neighborhood’s residents will have access to a variety of housing options, best-in-class amenities and services, views of DC’s waterfront, a family and pet-friendly environment, and the benefits of a sincere commitment to sustainability.

Between the Parcels are a variety of new private rights of way that will provide the type of vibrancy and social interactions described above. A new private road (open to the public) will be established in the historic U Street right-of-way. This corridor will provide the singular east-west vehicular connection through the Subject Property, including pick-up and drop-off points, while

also offering access to pedestrian and bicycle traffic. This corridor will also serve as the northern boundary for Phase I and will become the heart of the overall project upon development of Phase II. The streetscape will include wide sidewalks, pedestrian-scaled street furniture, landscaping, and vehicular circulation to complete the street grid running between 1st and 2nd Streets, SW. This space will also include a large plaza that can be secured from vehicles to accommodate larger outdoor gatherings and events. The plaza is also intended to serve as a visual destination for pedestrians moving in all directions within and towards the Subject Property.

Running north-south within the Subject Property is a “corso” pedestrian path designed as additional outdoor space that is appropriately scaled and articulated to encourage multi-modal movements and guide pedestrians and cyclists towards the heart of the development at the intersection of the corso and the east-west vehicular corridor. This intersection of two pedestrian/bicycle paths will help create a strong sense of place vital to the viability of the Project, and will provide connectivity to the cycle track on 2nd Street to the west and the planned extension of the Anacostia Riverwalk Trail to the south. The corso will also serve as a retail corridor for the overall project, and will allow light and air within the inner courts and plazas between adjacent building facades.

Additional narrow passageways running east-west between the individual Parcels are designed as quiet residential spaces and will provide both visual and physical continuity and additional access points through and within the development. At the intersections of these various pedestrian passageways are open plazas or “hearts,” which will provide additional outdoor space for the public to enjoy. These private roadways will incorporate both hardscape and softscape landscaping, including native plantings and trees in tree boxes, planters, and flush plantings, fixed bench seating augmented by other loose furnishings and fixtures such as café chairs and tables,

distinctive paving delineating walkways, entryways, and plaza areas, and rotating public art pieces. Bicycle racks for short-term bike parking will be provided, and certain portions of the streetscape, including the three primary plaza “hearts” and the east-west vehicular corridor, can be transformed into pedestrian-only zones to allow for public events, gatherings, and entertainment. The Applicant will also provide improved public streetscapes and sidewalks along the perimeter of the Subject Property on the south side of T Street and the north side of V Street between 1st and 2nd Streets, and on the west side of 1st Street and east side of 2nd Street between V and T Streets.

The five existing curb cuts that currently serve the Subject Property will be closed. Access to the below-grade parking garage will be provided via three new curb cuts: one on 1st Street, one on 2nd Street, and one on T Street. Access to the below-grade, centralized loading facility will be provided via a new curb cut on 2nd Street. The loading has been designed so that trucks can both enter and exit front-first via 2nd Street. All of the aforementioned curb cuts have already received concept approval from the Public Space Committee.

The Project will also incorporate a park open to the public located within the BRL area and the adjacent public space on V Street. The park will be approximately 15,000 square feet in size and will include both active and passive spaces, providing abundant greenery in the form of lawn areas, denser planted sections, trees for shading, native and other plantings, and affixed seating. Various plazas or “hearts” along the corso within the Subject Property will also include plantings in the form of trees, planters, and flush plantings framing these plazas.

The Project will also incorporate a number of sustainable elements, including bioretention and stormwater management facilities. Each Parcel will be designed to meet LEED Gold requirements (Silver for the hotels). Multiple bioretention facilities are proposed throughout the Subject Property to provide retention and detention in accordance with current DOEE regulations

and slow the flow of rainwater that enters the DC municipal system. Stormwater management controls will include green roofs with varying depths and planting arrangements in accordance with DOEE regulations for GAR and stormwater retention volume. The green roof areas will aid in meeting both the current quality and quantity requirements per DOEE and will be integrated into the architectural roof designs of each Parcel. Permeable paving will also be used to add texture to the pedestrian and vehicular experience and help to communicate speed limits and areas where limited vehicular access coexists with pedestrian movements. A variety of plantings throughout the ground plane will also create a striking and lush native habitat and will serve as a barrier between vehicular and pedestrian traffic.

The Subject Property is currently mapped within a Federal Emergency Management (“FEMA”) 100-year floodplain. The Applicant submitted a Letter of Map Revision (“LOMR”) to FEMA on August 26, 2020 (Case No. 20-03-1674P), which is presently under review. The LOMR process would result in the remapping of the 100-year and 500-year floodplains to reflect more detailed topography. Doing so would remove the Buildings on the Subject Property from the 100-year floodplain entirely. However, the Buildings will still be required to meet otherwise applicable National Flood Insurance Program (“NFIP”) requirements. Moreover, despite being removed from the floodplain, the Subject Property will still include floodproofing design elements for storefronts, mechanical equipment, and residential entrances to provide a more resilient project given its proximity to the Potomac and Anacostia Rivers. This strategy has been discussed and approved in concept by DOEE and will continue to be reviewed during this LTR process.

IV. CONSISTENCY WITH ZONING REGULATIONS OF THE DISTRICT OF COLUMBIA

The project is currently designed to meet all applicable requirements of the CG-4 District, including building height, density, lot occupancy, setbacks, courts, and plaza requirements. The

project also conforms to the applicable parking, loading, GAR, and other physical requirements of the Zoning Regulations. If necessary, the Applicant will seek relief from the Board of Zoning Adjustment if any areas of zoning relief that are not anticipated at this time are needed in the future.

V. CONSISTENCY WITH THE COMPREHENSIVE PLAN

As discussed in detail below, the proposed development at the Subject Property is not inconsistent with the Comprehensive Plan and has been envisioned and designed to directly implement the Comprehensive Plan's objectives of developing new housing and affordable housing, enhancing the local economy, incorporating sustainable practices into new development, and creating vibrant, safe, and productive spaces for District residents, visitors and workers to enjoy.

The District Elements of the Comprehensive Plan are designed to:

- a. Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;
- b. Guide executive and legislative decisions on matters affecting the District and its citizens;
- c. Promote economic growth and jobs for District residents;
- d. Guide private and public development in order to achieve District and community goals;
- e. Maintain and enhance the natural and architectural assets of the District; and
- f. Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District. D.C. Code § 1-306.01(b) (2014).

The project has been designed with consideration given to these general purposes and the specific policies contained within the Comprehensive Plan that are established to carry out these purposes.

A. Compliance with the Citywide Elements of the Comprehensive Plan

i. Framework Element

As stated above, a new Framework Element for the Comprehensive Plan was enacted by the Council on February 11, 2020, and was signed into law on August 27, 2020. The Framework Element provides the foundation for the rest of the Comprehensive Plan by describing the driving forces that define the major issues facing the District; providing forecasts and projections of future growth and change; establishing 40 principles to guide the Comprehensive Plan's specific policies and actions; and explaining how the Comprehensive Plan, GPM, and FLUM, are intended to guide development decisions and address future challenges. *See* Framework Element § 200.1 *et seq.* The Framework Element's growth projections anticipate an increase of over 92,000 households between 2020 and 2045, with a population growth of over 257,000 individuals. *See* Framework Element, Table 2.2.

The 40 principles for the future of the District are grouped into five sections: Managing Growth and Change; Creating Successful Neighborhoods; Increasing Access to Education and Employment; Connecting the City; and Building Green and Healthy Communities. Framework Element § 218.2. The 40 principles acknowledge that the benefits of living in the District are not available to everyone equally and that physical, social, and economic divisions must be overcome to move from vision to reality. Framework Element § 218.3. The 40 principles are used to guide the creation of the specific policies contained within the various elements of the Comprehensive Plan, as well as the development of the GPM and FLUM. Taken together, the forces driving change, growth projections, and guiding principles in the Framework Element provide a foundation for planning the future of the District of Columbia. The subsequent elements of the Comprehensive Plan examine these conditions in more detail and outline the journey from vision to reality. Framework Element § 224.1.

Based on the foregoing, the proposed development of the Subject Property has been designed and envisioned to be fully consistent with many of the Framework Element's principles, including the following:

- Housing should be developed for households of different sizes, including growing families as well as singles and couples, and for all income levels. Framework Element § 219.4.
- The District needs both residential and non-residential growth to survive. Nonresidential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income. Framework Element § 219.5.
- Rather than letting [large development] sites develop as gated or self-contained communities, they should be integrated into the city's urban fabric through the continuation of street patterns, open-space corridors and compatible development patterns where they meet existing neighborhoods. Framework Element § 219.6.
- Residents and communities should have meaningful opportunities to participate in all stages of planning, policy, public investment, and development decision-making. Framework Element § 220.1.
- The preservation of existing affordable housing and the production of new affordable housing, especially for low-income and workforce households, are essential to avoid a deepening of racial and economic divides in the city, and must occur city-wide to achieve fair housing objectives. Affordable renter-and owner occupied housing production and preservation is central to the idea of growing more inclusively. Framework Element § 220.5.
- Public input in decisions about land use and development is an essential part of creating successful neighborhoods, from development of the Comprehensive Plan to every facet of its implementation. Framework Element § 220.10.
- An economically strong and viable District of Columbia is essential to the economic health and well-being of the region. Thus, a broad spectrum of private and public growth (with an appropriate level of supporting infrastructure) should be encouraged. Framework Element § 221.2.
- Increased mobility can no longer be achieved simply by building more roads. The priority must be on investment in other forms of transportation, particularly transit. Mobility can be enhanced further by improving the connections between different transportation modes, improving safety and security of users of all transportation modes, and increasing system efficiency. Framework Element § 222.1.
- Transportation facilities, including streets, bridges, transit, sidewalks, and paths, provide access to land and they provide mobility for residents and others. Investments in the transportation network must be equitably distributed, prioritize safety, access and

sustainable transportation, and balance the needs of pedestrians, bicyclists, transit users, autos and delivery vehicles, as well as the needs of residents and others to move around and through the city. Framework Element § 222.2.

- As the nation's capital, the District should be a role model for environmental sustainability. Building construction and renovation should minimize the use of nonrenewable resources, promote energy and water conservation, encourage the use of distributed energy resources like rooftop solar, and reduce harmful effects on the natural environment. Framework Element § 223.4.
- Planning decisions should improve the health of District residents by reducing exposure to hazardous materials, improving the quality of surface and groundwater, and encouraging land-use patterns and land uses that reduce air pollution and facilitate pedestrian and bicycle travel. Framework Element § 223.5.

In designing the project, the Applicant relied on these and other principles in the Comprehensive Plan, as well as the GPM, FLUM, and the Zoning Regulations and Zoning Map, to create an appropriate mix of uses and open spaces on the Subject Property. The Applicant also considered the city-wide and area elements of the Comprehensive Plan. To assist the District in carrying out the scope of the requested LTR, as defined in 10-B DCMR 2302.1, the following sections of this report discuss the proposed development's relationship to various citywide and area-specific elements of the Comprehensive Plan.

ii. Land Use Element

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to:

Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries.

10-A DCMR § 302.1. The project is not inconsistent with the following specific policies articulated in the Land Use Element:

- **Policy LU-1.4.1: Infill Development** Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. 10-A DCMR § 307.5.
- **Policy LU-1.4.2: Long-Term Vacant Sites** Facilitate the reuse of vacant lots that have historically been difficult to develop due to infrastructure or access problems, inadequate lot dimensions, fragmented or absentee ownership, or other constraints. Explore lot consolidation, acquisition, and other measures which would address these constraints. 10-A DCMR § 307.6.
- **Policy LU-2.2.4: Neighborhood Beautification** Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 10-A DCMR § 310.5.
- **Policy LU-2.4.5: Encouraging Nodal Development** Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them. 10-A DCMR § 312.9.
- **Policy LU-2.4.6: Scale and Design of New Commercial Uses** Ensure that new uses within commercial districts are developed at a height, mass, scale and design that is appropriate and compatible with surrounding areas. 10-A DCMR § 312.10.
- **Policy LU-2.4.10: Use of Public Space within Commercial Centers** Carefully manage the use of sidewalks and other public spaces within commercial districts to avoid pedestrian obstructions and to provide an attractive and accessible environment for shoppers. Where feasible, the development of outdoor sidewalks cafes, flower stands, and similar uses which “animate” the street should be encouraged. Conversely, the enclosure of outdoor sidewalk space with permanent structures should generally be discouraged. 10-A DCMR § 312.14.

Development of the project, including the proposed mix of uses, building design, and improvements to public and private space, is fully consistent with the policies set forth in the Land Use Element. The project will facilitate the reuse and activation of land that has been vacant and highly underutilized for many years. Doing so will improve the visual quality of the Buzzard Point neighborhood through significant new landscaping, tree planting, street and sidewalk construction

and repair, and a myriad of other public and private space improvements that will significantly enhance current conditions. The project has been designed to prioritize pedestrian-oriented travel by establishing a large mix of residential and commercial uses within a single large site and at a height and scale that is consistent with surrounding developments. Streetscapes within and on the perimeter of the development site will include sidewalks, plazas, walkways, and landscaped areas that will animate the street, encourage pedestrian travel, increase safety, and create an attractive and accessible environment for residents, employees, and visitors to the animated new neighborhood. Overall, the proposed development of the Subject Property will result in the reuse of an obsolete and non-productive site with a vibrant and active mix of uses, public and private spaces, and elegant architectural design.

iii. Transportation Element

The Transportation Element of the Comprehensive Plan identifies policies and actions designed to maintain and improve the District's transportation system and enhance the travel choices of current and future residents, visitors, and workers. Through these policies and actions the critical transportation issues facing the District are addressed, including expansion of the transit system and improving its efficiency, making investments to upgrade infrastructure, and managing travel demand. According to the Comprehensive Plan, the overarching goal for transportation in the District is to:

Create a safe, sustainable, efficient multi-modal transportation system that meets the access and mobility needs of the District residents, the regional workforce, and visitors; supports local and regional economic prosperity; and enhances the quality of life for District residents.

10-A DCMR § 401.1. The project is not inconsistent with the following policies of the Transportation Element:

- ***T-1: Linking Land Use and Transportation:*** The balance between housing and jobs plays a clear role in travel patterns. In general, the demands on our transportation system are

reduced when homes are located close to places of employment and shopping. People spend less time traveling and overall quality of life may be improved... Although the District has already developed walkable, transit-oriented neighborhoods, future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. Design features play an important role in this equation. Residential communities should be developed so that services such as shopping are accessible on foot, transit, or bicycle and not just by car. 10-A DCMR § 402.1.

- ***Policy T-1.1.3: Context-Sensitive Transportation:*** Design transportation infrastructure to support current land uses as well as land use goals for compact, accessible neighborhoods. Make the design and scale of transportation facilities compatible with planned land uses. 10-A DCMR § 403.9.
- ***Policy T-1.2.3: Discouraging Auto-Oriented Uses:*** Discourage certain uses, like “drive-through” businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas. 10-A DCMR § 404.8.
- ***Policy T-2.3.1: Better Integration of Bicycle and Pedestrian Planning:*** Integrate bicycle and pedestrian planning and safety considerations more fully into the planning and design of District roads, transit facilities, public buildings, and parks. 10-A DCMR § 409.8.
- ***Policy T-2.3.3: Bicycle Safety:*** Increase bicycle safety through traffic calming measures, provision of public bicycle parking, enforcement of regulations requiring private bicycle parking, and improving bicycle access where barriers to bicycle travel now exist. 10-A DCMR § 409.10.
- ***Action T-2.3.A: Bicycle Facilities:*** Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 10-A DCMR § 409.11.
- ***Policy T-2.4.1: Pedestrian Network:*** Develop, maintain, and improve pedestrian facilities. Improve the city’s sidewalk system to form a network that links residents across the city. 10-A DCMR § 410.5.
- ***Policy T-2.4.2: Pedestrian Safety:*** Improve safety and security at key pedestrian nodes throughout the city. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, and pedestrian count-down signals. 10-A DCMR § 410.6.
- ***Policy T-2.4.4: Sidewalk Obstructions:*** Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or elderly pedestrians can safely use them. 10-A DCMR § 410.8.

The project meets the goals of the Transportation Element by creating a vibrant new mixed-use development that will provide housing, office, and hotel uses adjacent to retail, service, and other commercial uses. The project will be highly walkable through the provision of new streets and sidewalks, pedestrian crosswalks, open spaces, and close proximity to complementary uses and public transit modes. Redevelopment of the Subject Property with a variety of mixed-use buildings will put additional eyes and ears on the street, thus increasing safety and encouraging pedestrian and bicycle use to and through the Subject Property. The project provides ample and accessible long- and short-term bicycle parking, and locates all vehicular parking and loading below-grade to minimize pedestrian-vehicular conflicts and maximize the amount of valuable above-grade density and publically-accessible open space. The number of curb cuts has been minimized, providing just three parking curb cuts and one loading curb cut for the eight development Parcels. The private roadway through the site (U Street) will create an additional two curb cuts. Bicycle and pedestrian planning have been incorporated into the design of the new public and private streetscapes, and traffic calming measures will be implemented to promote safety.

In consultation with the District Department of Transportation (“DDOT”), the Applicant prepared a Comprehensive Transportation Review (“CTR”) report in 2018 as part of its public space application for concept approval for the Subject Property’s curb cuts (Exhibit H). The CTR Report (i) evaluated existing and future traffic and operational safety conditions; (ii) identified any traffic operational impacts associated with the proposed development; and (iii) evaluated the proposed parking and loading facilities. As set forth in the Trip Generation Assessment memo, dated October 2, 2020 (Exhibit I), an updated trip generation analysis was conducted under the current development program. The analysis revealed that the current development program would

generate 316 fewer AM peak hour vehicle trips (a 25% reduction) and 249 fewer PM peak hour vehicle trips (a 16% reduction) than the development program analyzed in the 2018 CTR. The current development program also includes a 21% reduction in vehicle parking compared to the plan analyzed under the 2018 CTR, and the parking plan is 14 spaces below the “preferred parking” maximums prescribed by DDOT’s CTR guidelines.

iv. Housing Element

The goal of the Comprehensive Plan’s Housing Element is to develop and maintain a safe, decent, and affordable supply of housing for all current and future residents of the District of Columbia. 10-A DCMR § 501.1. The proposed project directly advances this goal and its specific policy objectives by providing significant new housing options in an underserved neighborhood of the District.

- ***Policy H-1.1.1: Private Sector Support*** - Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. 503.2
- ***Policy H-1.1.3: Balanced Growth*** - Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing. 10-A DCMR § 503.4
- ***Policy H-1.1.4: Mixed Use Development*** - Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail station. 10-A DCMR § 503.5
- ***Policy H-1.1.5: Housing Quality*** Require the design of affordable housing to meet the same high-quality architectural standards required of market-rate housing. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance and should address the need for open space and recreational amenities, and respect the design integrity of adjacent properties and the surrounding neighborhood. 10-A DCMR § 503.6
- ***Policy H-1.2.3: Mixed Income Housing*** - Focus investment strategies and affordable housing programs to distribute mixed income housing more equitably across the entire city,

taking steps to avoid further concentration of poverty within areas of the city that already have substantial affordable housing. 10-A DCMR § 504.8

The project advances the above-referenced policies by providing new housing and affordable housing that will meet the needs of District residents and distribute mixed-income housing across the city. The project includes more than 1.5 million square feet of gross floor area devoted to residential use (approximately 2,097 residential units), which is a substantial addition to the city's current housing stock. The residential component of the project will meet the IZ requirements set forth in the Zoning Regulations such that a significant number of quality new affordable housing units will be provided in a mixed-income and mixed-use setting. The existence of these new affordable housing units will reduce concentrated poverty and ensure that a sufficient supply of affordable housing is available in neighborhoods throughout the District. Moreover, the proposed housing will be located on a site that is presently vacant and highly underutilized, thus advancing the District's goal of promoting higher-density residential development with the balanced growth of mixed-use development.

v. Environmental Protection Element

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources. This element sets forth policies and actions on important issues including restoring tree canopy, improving waterways, conserving water and energy, encouraging green building techniques, and reducing stormwater runoff. The proposed redevelopment of the Subject Property is not inconsistent with the Environmental Protection Element and helps to advance the following specific environmental policies:

- ***Policy E-1.1.1: Street Tree Planting and Maintenance:*** Plant and maintain street trees in all parts of the city, particularly in areas where existing tree cover has been reduced over the last 30 years. Recognize the importance of trees in providing shade, reducing energy

costs, improving air and water quality, providing urban habitat, absorbing noise, and creating economic and aesthetic value in the District's neighborhoods. 603.4

- **Policy E-1.1.3: Landscaping:** Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. 10-A DCMR § 603.6.
- **Policy E-1.2.1: River Conservation:** Improve environmental conditions along the Anacostia River and other water bodies, including shorelines, wetlands, islands, tributaries, and the rivers themselves. Particular attention should be given to eliminating toxic sediments, improving river edges to restore vegetation and reduce erosion, enhancing wetlands and wildlife habitat, creating new wetlands, and reducing litter. 10-A DCMR § 604.3.
- **Policy E-1.3.1: Preventing Erosion:** Ensure that public and private construction activities do not result in soil erosion or the creation of unstable soil conditions. Support the use of retaining walls and other “best management practices” that reduce erosion hazards. Erosion requirements should be implemented through building permit and plan reviews, and enforced through the permitting and regulatory processes. 10-A DCMR § 605.2.
- **Policy E-1.3.3: Reducing Sedimentation:** Prevent sedimentation of rivers and streams by implementing comprehensive stormwater management measures, including regular maintenance of storm drains and catch basins and the use of sedimentation ponds where appropriate. 10-A DCMR § 605.4.
- **Policy E-2.1.1: Promoting Water Conservation:** Promote the efficient use of existing water supplies through a variety of water conservation measures, including the use of plumbing fixtures designed for water efficiency, drought-tolerant landscaping, and irrigation systems designed to conserve water. 10-A DCMR § 609.3.
- **Policy E-2.2.1: Energy Efficiency:** Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees. 10-A DCMR § 610.3.
- **Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff:** Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 10-A DCMR § 613.3.
- **Policy E-4.2.3: Control of Urban Runoff:** Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 10-A DCMR § 619.8.

- ***Policy E-4.7.4: Flood Plains:*** Restrict development within FEMA-designated flood plain areas. Consistent with the Federal Elements of the Comprehensive Plan, prohibit activities within these areas that could pose public health or safety hazards in the event of a flood. Regulation of land uses in flood plains, waterfronts, and other low-lying areas should consider the long-term effects of global warming and sea-level rise on flood hazards. 10-A DCMR § 624.7.

Currently, the Subject Property has poor stormwater management and is devoid of any vegetation, tree canopy, or landscaping. The proposed development presents an opportunity to improve stormwater management through upgrades in infrastructure and the use of sustainable strategies and low impact development, which will ultimately reduce runoff and water pollution. The Applicant proposes significant increases to the amount of vegetation on the Subject Property through new tree planting, landscaping, green roof areas, and open spaces. It will also promote energy conservation through the use of highly efficient energy systems and fixtures within the Buildings. Furthermore, the Subject Property will be wholly cleaned up and redeveloped, providing new business and job opportunities, expanding resources for new economic development, and creating a stronger sense of neighborhood character and identity.

Given the Subject Property's location in close proximity to the Anacostia River, the Applicant will take great care to improve the environmental conditions along the river's edge by ensuring that construction activities do not result in soil erosion or create unstable soil conditions. The Applicant will prevent sedimentation by implementing innovative stormwater management techniques and will use best practices to slow urban runoff and reduce pollution. The project will also include water efficient plumbing fixtures, native landscaping, and irrigation systems designed to promote water conservation site-wide. As stated above, the Subject Property is presently located within the 100-year flood plain and the Applicant is processing a LOMR with FEMA to accurately depict the locations of the 100-year and 500-year floodplains. Once approved, the revised FEMA map per the LOMR will show that the proposed Buildings are outside of the 100 year flood plain,

which is consistent with the District's policy to prohibit activities within flood plains that could pose public health or safety hazards. Despite the foregoing, the Parcels will all incorporate floodproofing design elements to provide a fully resilient project given the Subject Property's proximity to the Potomac and Anacostia Rivers.

vi. Economic Development Element

The Economic Development Element addresses the future of the District's economy and the creation of economic opportunity for current and future District residents. It includes strategies to sustain Washington's major industries, diversify our economy, accommodate job growth, maintain small businesses and neighborhood commercial districts, and increase access to employment for District residents. 700.1. The overarching goal for Economic Development in the District is to:

Strengthen the District's economy by sustaining its core industries, attracting new and diverse industries, accommodating future job growth, fostering the success of small businesses, revitalizing neighborhood commercial centers, improving resident job skills, and helping a greater number of District residents find and keep jobs in the Washington regional economy.

10-A DCMR § 701.1. The project is not inconsistent with these goals or with the specific policies set forth in the Economic Development element as follows:

- ***Policy ED-2.1.1: Office Growth:*** Plan for an office sector that will continue to accommodate growth in government, government contractors, legal services, international business, trade associations, and other service-sector office industries. The primary location for this growth should be in Central Washington and in the emerging office centers along South Capitol Street and the Anacostia Waterfront. 10-A DCMR § 707.6.
- ***Policy ED-2.2.1: Expanding the Retail Sector:*** Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas. 10-A DCMR § 708.4.
- ***Policy ED-2.3.1: Growing the Hospitality Industry:*** Develop an increasingly robust tourism and convention industry, which is underpinned by a broad base of arts, entertainment, restaurant, lodging, cultural and government amenities. Strive to increase: (a) the total number of visitors to Washington; (b) the number of visitors staying in the

District (rather than in suburban hotels); and (c) longer visitor stays in Washington. Promote the District not only as the preferred base for exploring the city's attractions but also the preferred overnight base for visiting regional attractions. 10-A DCMR § 709.5.

- ***Policy ED-2.3.4: Lodging and Accommodation:*** Support the development of a diverse range of hotel types, serving travelers with varying needs, tastes, and budgets. New hotels should be encouraged both within Central Washington and in outlying commercial areas of the city, particularly in areas which presently lack quality accommodation. 10-A DCMR § 709.8.
- ***ED-3.1 Strengthening Neighborhood Commercial Centers:*** Part of growing an inclusive city involves improving access to basic goods and services for residents in all parts of the city. Currently, some areas of the District lack basic amenities such as grocery stores, hardware stores, drug stores, and dry cleaners. In other parts of the city, these services exist but they are poorly sited and do not provide the sense of community identity that they could. 10-A DCMR § 713.1.
- ***Policy ED-3.1.1: Neighborhood Commercial Vitality:*** Promote the vitality and diversity of Washington's neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents. 10-A DCMR § 713.5.
- ***Policy ED-4.3.1: Transportation Access to District Jobs:*** Improve access to jobs for District residents through sustained investments in the city's transportation system, particularly transit improvements between neighborhoods with high unemployment rates and the city's major employment centers. 10-A DCMR § 718.4.

The proposed mix of uses on the Subject Property will help to grow the local economy by establishing new office, retail, hospitality, and eating and drinking establishment uses in a new and vibrant neighborhood of the District. The project will include commercial space for new offices adjacent to the Anacostia Waterfront, as specifically recommended in Policy ED-2.1.1, and will accommodate and capitalize on growth across a wide variety of industries. The project will also include significant new ground floor space for retail, services, and new bars and restaurants, thus expanding the commercial sector, creating opportunities for locally-serving and destination retail, and capitalizing upon the strong spending power of residents, workers, and visitors alike. Retail development on the Subject Property will improve access to basic goods and services for District residents, including access for new residents within the development itself, and will draw visitors,

patrons, and new employees from outside of the District to take advantage of new retail and service options in a convenient location.

Moreover, the project involves the development of new hotel space in an area that presently lacks any meaningful overnight lodging accommodations. Providing a hotel on the Subject Property will realize an unmet demand and help bolster the District's tourism and convention industry and sub-industries including the arts, entertainment, restaurant, cultural, and government amenities. Taken together, the diverse commercial uses proposed for the Subject Property will promote the vitality and diversity of the District's neighborhoods, establish Buzzard Point as a prominent and exciting new mixed-use community, and increase the variety of goods, services, and amenities available to District residents. Furthermore, the mix of uses and pedestrian-friendly, transit-oriented design will foster a sense of community identity, since residents, visitors, hotel guests, retail patrons, and workers will all be able to easily walk to and through the Subject Property to access the variety of goods, services, and retail amenities provided.

vii. Urban Design Element

The Urban Design Element addresses the District's form and visual qualities and describes the manner in which the city's buildings, streets, and open spaces work together to define the overall physical environment that residents and visitors experience. Some of the critical urban design issues that are addressed through the policies of the Urban Design Element include improving the public realm, addressing infrastructure and other barriers that have visual and functional impacts, and designing for successful neighborhood and large site reintegration. Considering successful urban design often entails weaving together land use, environmental protection, transportation, and even economic development considerations.

The project is not inconsistent with the policies of the Urban Design Element, in part, by way of its adherence with the policies contained in other elements, as described above. The specific urban design policies that influenced development of the project include the following:

- ***Policy UD-1.1.2: Reinforcing the L’Enfant and McMillan Plans:*** Respect and reinforce the L’Enfant and McMillan Plans to maintain the District’s unique, historic and grand character. This policy should be achieved through a variety of urban design measures, including appropriate building placement, view protection, enhancement of L’Enfant Plan reservations (green spaces), limits on street and alley closings (see Figure 9.3), and the siting of new monuments and memorials in locations of visual prominence. Restore as appropriate and where possible, previously closed streets and alleys, and obstructed vistas or viewsheds. 10-A DCMR § 903.7.
- ***Policy UD-1.3.1: DC as a Waterfront City:*** Strengthen Washington’s civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods. 10-A DCMR § 905.5.
- ***Policy UD-2.2.1: Neighborhood Character and Identity:*** Strengthen the defining visual qualities of Washington’s neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context. 10-A DCMR § 910.6.
- ***Policy UD-2.2.3: Neighborhood Centers:*** Undertake strategic and coordinated efforts to create neighborhood centers, civic buildings, and shopping places that reinforce community identity (see Figure 9.11). 10-A DCMR § 910.9.
- ***Policy UD-2.2.5: Creating Attractive Facades:*** Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street. (see Figure 9.12) 10-A DCMR § 910.12.
- ***Policy UD-2.2.7: Infill Development:*** Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs. 10-A DCMR § 910.15.
- ***Policy UD-2.2.8: Large Site Development:*** Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. (see Figure 9.13). 10-A DCMR § 910.16.

- ***Policy UD-2.2.9: Protection of Neighborhood Open Space:*** Ensure that infill development respects and improves the integrity of neighborhood open spaces and public areas. Buildings should be designed to avoid the loss of sunlight and reduced usability of neighborhood parks and plazas. 10-A DCMR § 910.18.
- ***Policy UD-2.3.1: Reintegrating Large Sites:*** Reintegrate large self-contained sites back into the city pattern. Plans for each site should establish urban design goals and principles which guide their subsequent redevelopment. 10-A DCMR § 911.2.
- ***Policy UD-2.3.2: Large Site Scale and Block Patterns:*** Establish a development scale on large sites that is in keeping with surrounding areas. “Superblocks” (e.g., oversized tracts of land with no through-streets) should generally be avoided in favor of a finer-grained street grid that is more compatible with the texture of Washington’s neighborhoods. This also allows for more appropriately scaled development and avoids large internalized complexes or oversized structures (see Figure 9.16). 10-A DCMR § 911.4.
- ***Policy UD-2.3.3: Design Context for Planning Large Sites:*** Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. 10-A DCMR § 911.6.
- ***Policy UD-3.1.1: Improving Streetscape Design:*** Improve the appearance and identity of the District’s streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street “furniture”, and adjacent building facades. 10-A DCMR § 913.8.
- ***Policy UD-3.1.2: Management of Sidewalk Space:*** Preserve the characteristically wide sidewalks of Washington’s commercial districts. Sidewalk space should be managed in a way that promotes pedestrian safety, efficiency, comfort, and provides adequate space for tree boxes. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic. 10-A DCMR § 913.9.
- ***Policy UD-3.1.5: Streetscape and Mobility:*** Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Transit shelters, benches, bicycle parking, safe pedestrian connections, and clear way-finding signage should be provided to facilitate multi-modal travel. 10-A DCMR § 913.12.
- ***Policy UD-3.1.6: Enhanced Streetwalls:*** Promote a higher standard of storefront design and architectural detail along the District’s commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line in order to provide a sense of enclosure and improve pedestrian comfort. 10-A DCMR § 913.13.
- ***Policy UD-3.2.5: Reducing Crime Through Design:*** Ensure that the design of the built environment minimizes the potential for criminal activity. Examples of preventive

measures include adequate lighting, maintaining clear lines of sight and visual access, and avoiding dead-end streets. 10-A DCMR § 914.10.

As set forth above, the project is consistent with many of the policies of the Urban Design Element. Development of the Subject Property and the associated investment into land adjacent to the Anacostia River will help to strengthen the District as a waterfront city and promote Buzzard Point's neighborhood identity. The buildings within the Subject Property have been designed with attractive facades built with natural materials at the plinths, large and varied storefront windows, and adjacent open spaces, which will create visual interest throughout the development. The buildings have also been designed to avoid overpowering contrasts of scale, height, or density by meeting all zoning requirements and maintaining a consistency with new and planned development in the surrounding area. The Applicant has also sought to ensure that the project is carefully integrated within the existing street grid by eliminating the "superblock" between V and T Streets, creating pedestrians-scaled walkways and continuous storefronts plus walk-up residential units, and establishing plaza areas adjacent to building entrances. The streetscape design will include wide sidewalks, pedestrian-oriented lighting, street trees and landscaping, and other street "furniture" that will promote pedestrian safety, efficiency, and comfort and enhance the visual character of entire Subject Property and surrounding streets. The project will also include new infrastructure that facilitates connections between travel modes and promotes multi-modal transportation choices. Moreover, the appropriately-scaled and well-designed urban spaces within the Subject Property will ensure that the built environment minimizes criminal activity and enhances the vibrancy of the surrounding Buzzard Point neighborhood and beyond.

B. Compliance with the Lower Anacostia Waterfront/Near Southwest Area Element

The Subject Property is located within the Lower Anacostia Waterfront/Near Southwest Planning Area of the Comprehensive Plan (the "Planning Area"), which encompasses three square

miles of land located along both sides of the Anacostia River in the southwest and southeast quadrants of the District. The policies and actions set forth in the Planning Area are intended to guide growth and neighborhood conservation decisions and be considered in tandem with the policies in the citywide elements of the Comprehensive Plan. 10-A DCMR § 1908.1. The project is not inconsistent with many of the policies within the Planning Element, including the following:

- ***Policy AW-1.1.2: New Waterfront Neighborhoods:*** Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. 10-A DCMR § 1908.3.
- ***Policy AW-1.1.3: Waterfront Area Commercial Development:*** Encourage commercial development in the Waterfront Area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia Waterfront as well as space for government and private sector activities, such as offices and hotels. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yard metrorail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops. 10-A DCMR § 1908.4.
- ***Policy AW-1.1.4: Waterfront Development Amenities:*** Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 10-A DCMR § 1908.5.
- ***Policy AW-1.1.7: Multi-modal Waterfront Streets:*** Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses and underpasses, should be provided to improve waterfront access. 10-A DCMR § 1908.8.

The project is not inconsistent with the above-referenced policies for the Planning Area because it will help to create a new mixed-use neighborhood on underutilized, vacant land adjacent

to the waterfront and within Buzzard Point. Consistent with the specific policy recommendation of Policy AW-1.1.2, the Applicant will develop a “substantial amount of new housing and commercial space” near the water, which will reach households of all incomes, types, sizes and needs. The heights and densities proposed for the Subject Property are consistent with the high density designations on the Future Land Use Map, and accordingly the development will bring more housing, retail services, and space for new office and hotel uses to the Anacostia waterfront. Development of the project will involve major upgrades to the streets and infrastructure surrounding the Subject Property and the creation of new private streets and open spaces within the site itself. The new streetscapes will be multi-modal, intended to meet the needs of pedestrians, bicyclists, transit users, and motor vehicles alike, and will include safe pedestrian crossings and facilities for bicycle parking.

In addition, the Subject Property is located within the South Capitol Street/Buzzard Point Policy Focus Area within the Planning Area. This Focus Area states that “[f]uture plans will need to focus on the Buzzard Point waterfront, addressing such issues as land use compatibility, the relocation (or retention) of existing uses, transportation and access, and urban design.” 10-A DCMR § 1912.6. As it relates to Buzzard Point specifically, the Focus Area includes the following policy:

- ***Policy AW-2.2.7: Buzzard Point:*** Support the long-term redevelopment of Buzzard Point with mixed medium- to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront. 10-A DCMR § 1912.13.

Consistent with this policy and with the overall goal for the Policy Focus Area, the project will continue to promote the redevelopment of Buzzard Point as a vibrant, safe, and welcoming waterfront neighborhood. It will ensure that land uses are compatible with existing and planned development, and that surrounding infrastructure and transportation needs are integrated into

existing systems. The high-density commercial and residential uses will be established through innovative building design, high-quality materials, and attractive streetscape improvements that will together create a unique urban waterfront in one of the District's newest emerging neighborhoods.

VI. CONSISTENCY WITH OTHER PLANNING DOCUMENTS

As stated above, the Project is subject to the Buzzard Point Vision Framework + Design Review Guide (BP Plan) and the Anacostia Waterfront Framework Plan (Anacostia Plan). The development proposed through this LTR application is fully consistent with both of these plans as set forth below.

A. Buzzard Point Vision Framework + Design Review Guide

As stated above, the Subject Property is located within the boundaries of the BP Plan, which establishes goals, design concepts, recommendations, and implementation guidelines for development of Buzzard Point. The vision for Buzzard Point is to be a well-designed and well-programmed neighborhood with multiple attractions, excellent architecture, accommodating parks and public spaces, and greatly improved multimodal transportation connections. *See* BP Plan, Introduction. The BP Plan projects that approximately 11.3 million square feet, including approximately 6,000 residential units, will be established within Buzzard Point, and expects that such development will be of exceptional quality design that will leverage both public and private investment into the new neighborhood. *See* BP Plan, p. 1. The BP Plan is intended to inform and guide public and private development decisions for the next 10 to 15 years. *See* BP Plan, p. 3.

The overall urban design concept for Buzzard Point anticipates the transformation of the largely bare industrial area into an environmentally sustainable, mixed-use neighborhood with high quality architecture and site design that delivers new affordable housing and an upgraded public realm. *See* BP Plan, p. 1. Accordingly, the BP Plan's vision includes the development of a

mix of uses, services, places to work, and expanded affordable housing. It also provides recommendations for improvements to pedestrian, bicycle, public transit, and vehicular circulation. With exceptional architecture and site development, new energy and public realm assets, and a multi-modal transportation network, the BP Plan envisions Buzzard Point as a new mixed-use neighborhood that will benefit existing adjacent neighborhoods, new workers, visitors and residents, as well as the entire city. *See* BP Plan, p. 3. Indeed, the BP Plan states that the broader area will be enhanced by the additional places to live, work, and operate businesses, as well as by new streets, parks, and retail places. *See* BP Plan, p. 3.

The BP Plan advances the following three overarching goals to guide public and private investments and to transform the area into a successful DC neighborhood: (i) a well-designed waterfront neighborhood; (ii) dynamic parks, public spaces, and waterfront; and (iii) a well-connected transportation network. *See* BP Plan, pp. 6-7. The BP Plan also establishes design principles to achieve livability through creative and resilient design, which include providing bold architecture, utilizing resilient urbanism and materials, establishing first floors that shape and create memorable places, highlighting the importance of appropriate massing and transitions, and providing a range of outdoor spaces. *See* BP Plan, pp. 8-9.

Consistent with these visions and goals for Buzzard Point, development of the Subject Property includes dynamic architectural design, a carefully planned system of private streets and access points, a wide range of residential, hospitality, commercial, and retail uses, expanded affordable housing options, and new multi-modal streetscapes that create new energy and help to establish Buzzard Point as a vibrant new neighborhood. As recommended in the BP Plan, the proposed project will include both residential and commercial development, including uses and amenities that are neighborhood-focused and meet a variety of resident needs. *See* BP Plan, p. 22.

With respect to housing, the BP Plan recommends that residential development be concentrated in the southern portion of Buzzard Point, with the goal of creating a family-friendly neighborhood, a mix of unit sizes, and a range of amenities. *See* BP Plan, p. 46. As shown on page 37 of the BP Plan, the Subject Property is specifically identified as a location for “mixed-use development with a multi-family residential focus.” Housing should be developed with a range of unit types that can accommodate families, seniors, and varied income levels, as well as community-serving retail that will be a critical component of the well-rounded neighborhood. *See* BP Plan, p. 22. Indeed, the BP Plan anticipates a “high amount of residential use” and states that a minimum of 8% of new residential units in Buzzard Point will be affordable through the District’s IZ program. *See* BP Plan, p. 22. Consistent with this goal, the project will include more than 1.5 million square feet of new residential development (approximately 2,097 new units), a minimum of 8% of which (or 50% of the bonus density utilized, whichever is greater) will be dedicated as IZ units. The buildings will contain ground floor retail and service uses, which will complement the adjacent housing and create a dynamic and walkable neighborhood.

With respect to environmental sustainability, the BP Plan states that the neighborhood should include high performing environmental strategies to address building energy use and storm water management. *See* BP Plan, p. 31. Green roofs and natural landscaping should be provided on new buildings to connect development to nature, construct stormwater run-off, mitigate flooding challenges, and reduce the urban heat island effect. *See* BP Plan, p. 47. Given its location adjacent to the Anacostia River and therefore most impacted by climate change, the BP Plan states that floodplain considerations need to be front and center in new developments, and recognizes that certain uses are not allowed within the 100-year floodplain. *See* BP Plan, p. 42. Accordingly, the development project has been designed to incorporate a variety of energy efficient systems and

stormwater management techniques, including designing the Parcels to be LEED Gold (Silver for the hotel components), providing significant new landscaping, green roofs, and permeable surfaces, and incorporating a variety of stormwater management controls and bioretention strategies. Moreover, due to the Subject Property's proximity to the Potomac and Anacostia Rivers, the Applicant will incorporate floodproofing design elements to maximize the Project's long-term resiliency in the face of climate change

In addition, the BP Plan highlights the importance of the streetscape, acknowledging that streets serve as public open space, provide important pedestrian connections between destinations, and support adjacent residences and businesses. *See* BP Plan, p. 49. The BP Plan prioritizes walkability through pedestrian-friendly intersections, crosswalks, and tree-lined sidewalks, and encourages bicycle facilities, including a dedicated bicycle path along the riverfront and extending up 2nd Street. *See* BP Plan, p. 71. Sidewalks and bicycle racks are recommended for construction throughout the neighborhood in order to create a safe and inviting place for walking and biking. *See* BP Plan, p. 85. The BP Plan emphasizes the importance of a well-connected and multi-modal street grid to support future pedestrian, bicycle, and vehicular circulation, as well as future transit and service access. *See* BP Plan, pp. 73, 84. Specifically, the BP Plan specifically identifies the opportunity to complete the street grid at U Street between 1st and 2nd Streets to increase connectivity and views to Fort McNair and throughout the neighborhood. *See* BP Plan, p. 84. It also encourages shared parking regimes in new development. *See* BP Plan, p. 84.

In accordance with these goals, the rights of way within and adjacent to the Subject Property have been designed not only to carry vehicles and link locations, but also to serve as accessible public open spaces, provide building access points, and improve the pedestrian and cycling experience by creating a tree canopy and plantings and providing a feeling of safety and

attractiveness. *See* BP Plan, p. 64. Adjacent to the Subject Property, 2nd Street is designed to incorporate an extended on-street trail portion of the Anacostia Riverwalk trail and bike path, with V and T Streets designed to provide access to new development with smaller-scale sidewalks and pedestrian amenities. *See* BP Plan, p. 88. The streetscape, including the private streets within the development site, will include new sidewalk paving, lighting, tree boxes and street trees, landscaping and stormwater management systems, and adequate space for pedestrians to enjoy the retail frontage and respond to the ground floor uses in the adjacent buildings. *See* BP Plan, p. 89. Moreover, the development plan establishes a new private street at the approximate location of closed U Street, SW, which will complete the street grid between 1st and 2nd Streets, as specifically recommended in the BP Plan. Finally, the project includes shared parking in the form of a large below-grade, on-site parking garage, which is also consistent with the BP Plan.

Overall, the proposed project as described in this statement and as shown on the attached Architectural Drawings is fully consistent with the goals, visions, and strategies set forth in the BP Plan to create a new mixed-use, vibrant, and well-connected Buzzard Point neighborhood.

B. Anacostia Waterfront Framework Plan

As noted above, the Anacostia Plan was created to establish a vision for the future revitalization of the Anacostia waterfront. The Anacostia Plan envisions development projects that enhance the local environment, create riverfront connections, identify job-creating commercial centers, promote cultural destinations and revitalized neighborhoods, and implement multi-modal transportation options adjacent to the waterfront. The Anacostia Plan acknowledges that the waterfront is emerging as a new growth corridor and that market-driven development on the west side of the river offers the potential to reinvest future resources in waterfront neighborhoods on the east side of the river. *See* Anacostia Plan, p. 9.

The Anacostia Plan projects that the waterfront will be at the forefront in accommodating 20% of the District's new growth as the city seeks to retain residents and attract economic opportunities. *See Anacostia Plan*, p. 10. Accordingly, the Anacostia Plan encourages residential infill development, particularly on underutilized land along the waterfront, and recognizes that property adjacent to the river can be developed as new mixed-use and mixed-income neighborhoods without any residential displacement. *See Anacostia Plan*, pp. 16, 93-94. The Anacostia Plan therefore encourages the creation of new neighborhoods to fulfil the growing demand for additional urban housing and employment opportunities. *See Anacostia Plan*, p. 17. At the time it was published, the Anacostia Plan projected the development of approximately 15,000-20,000 additional housing units and over 20 million square feet of commercial, retail, and service-oriented space adjacent to its shores. *See Anacostia Plan*, p.17.

As a major new development located one block from the Anacostia River, the Applicant's proposal to redevelop the Subject Property with significant new housing, commercial, retail, and service-oriented uses is fully consistent with the Anacostia Plan's vision for the expansion of neighborhoods that border the waterfront. The project will successfully build on a currently vacant and underutilized site and will promote sustainable economic development in the mixed-use Buzzard Point waterfront neighborhood with opportunities to "live, work, and play." *See Anacostia Plan*, pp. 19, 21. Consistent with the Anacostia Plan's goal to create new places to "dwell" and work along the river, as well as neighborhood amenities and local services, the project will include a significant number of new residential units and ground floor retail that will serve residents in the surrounding community and help to reconnect the city to the river and promote a mixed-use waterfront community. *See Anacostia Plan*, p.21.

More specifically, the Anacostia Plan states that new homes near the waterfront should be able to accommodate various income groups and neighborhood characters, with “apartment buildings of substantial density.” *See Anacostia Plan*, p. 102. Such residential development will stimulate commerce and public investment and will bring residents a new level of convenience and a better quality of life with new stores, attractive streets, and convenient transportation choices. The Anacostia Plan encourages the provision of a variety of housing options to serve the needs of current residents, acknowledging that the design of new development should increase public access to the waterfront, serve residents of different income levels and household compositions, and provide a vibrant mix of stores and well balanced communities that compliment market demand and community needs. *See Anacostia Plan*, p. 102. Consistent with these goals, the proposed project includes significant new housing and affordable housing in a mixed-use development project that will incorporate neighborhood-serving retail and services and create a high quality of life for all who reside, visit, and work within the Buzzard Point waterfront community.

VII. COMMUNITY ENGAGEMENT

The Subject Property is located within the boundaries of Advisory Neighborhood Commissions (“ANC”) 6D04. The Applicant has been engaging with the ANC for over three years on this project and has met with ANC representatives on multiple occasions. The Applicant gave a formal presentation on the project to the Single Member District representative in January, 2019, and at a public event in April, 2019. The Applicant also met with the Near SE/SW Community Benefits Coordinating Council – a nonprofit created in 2009 to ensure that ANC 6D redevelopment sustains neighborhood diversity and improves residents’ quality of life – to discuss the project and overall development plans for the Buzzard Point neighborhood in November 2019. The Applicant


looks forward to continuing to work with the ANC and other community organizations and stakeholders as the project moves forward.

VIII. CONCLUSION

For the reasons stated above, the Applicant submits that the proposed development project conforms to the applicable Zoning Regulations and the Zoning Map and is not inconsistent with the purposes and intent of the District Elements of the Comprehensive Plan for the National Capital. The Subject Property is zoned CG-4 and the Large Tract Review submission has been designed to conform to all area requirements, including building height, density, lot occupancy, setbacks and open spaces, GAR, and parking/loading. The project will significantly enhance the surrounding area and minimize impacts to adjacent and nearby properties by constructing new housing and affordable housing, locally-serving retail, hospitality, and other commercial uses, all while incorporating landscaping and open spaces, providing ample on-site, below-grade vehicular parking, employing sustainable development techniques, and generally creating a desirable new destination that will attract District residents and visitors to this portion of Buzzard Point along the Anacostia waterfront. Accordingly, the Applicant respectfully requests the Office of Planning recommend approval of this large tract review application in accordance with the provisions of Chapter 23 of Title 10 of the District of Columbia Municipal Regulations.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Norman M. Glasgow, Jr.
Jessica R. Bloomfield

EXHIBIT A

Portion of the Zoning Map

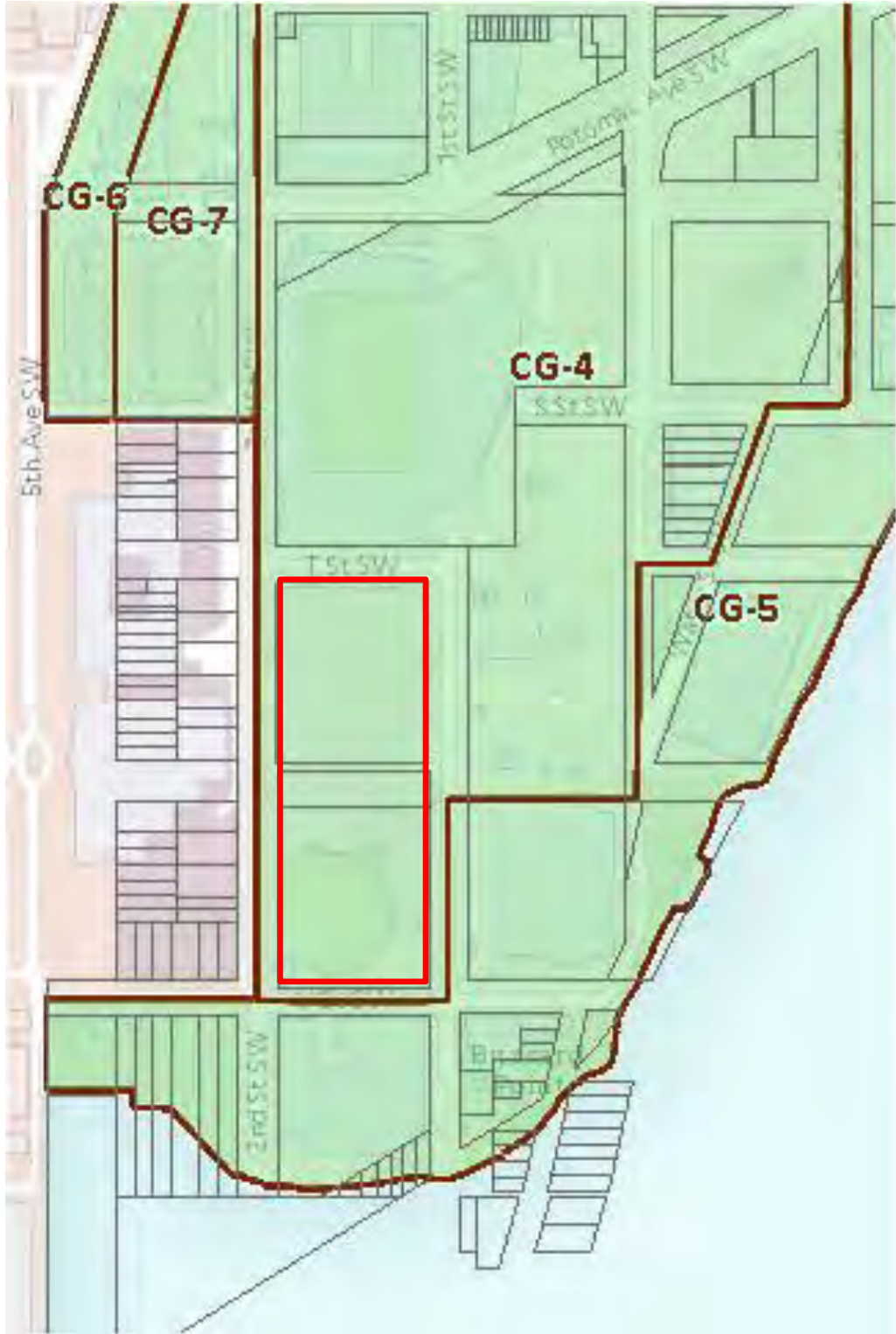


EXHIBIT B

Existing Condition Photographs



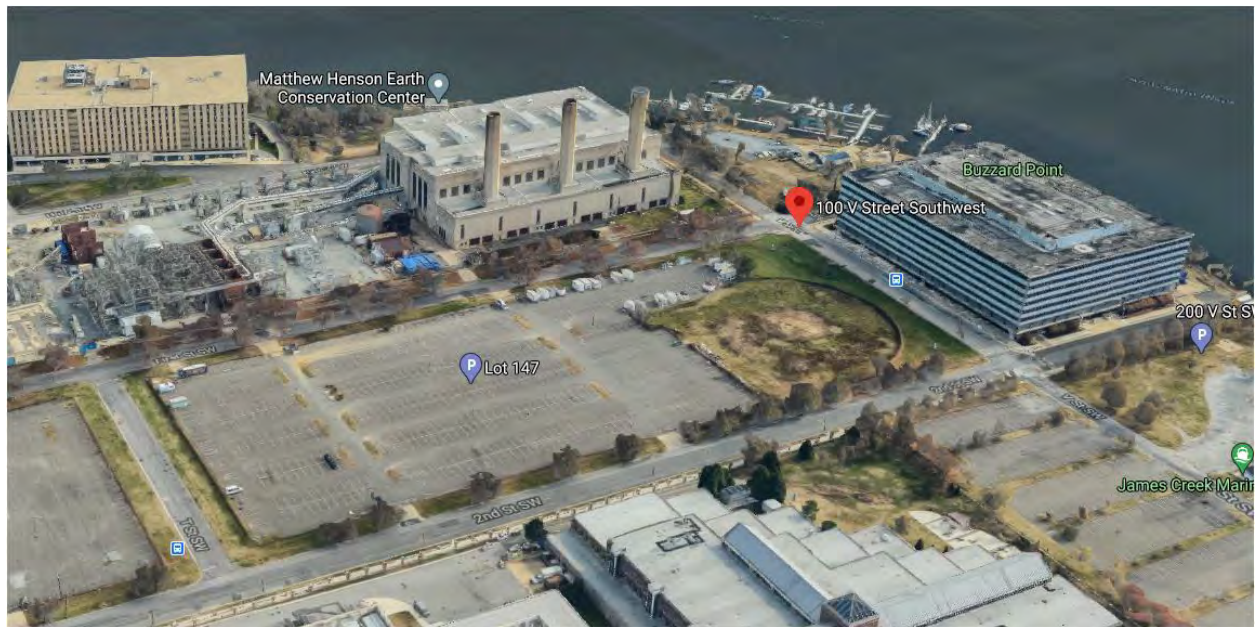
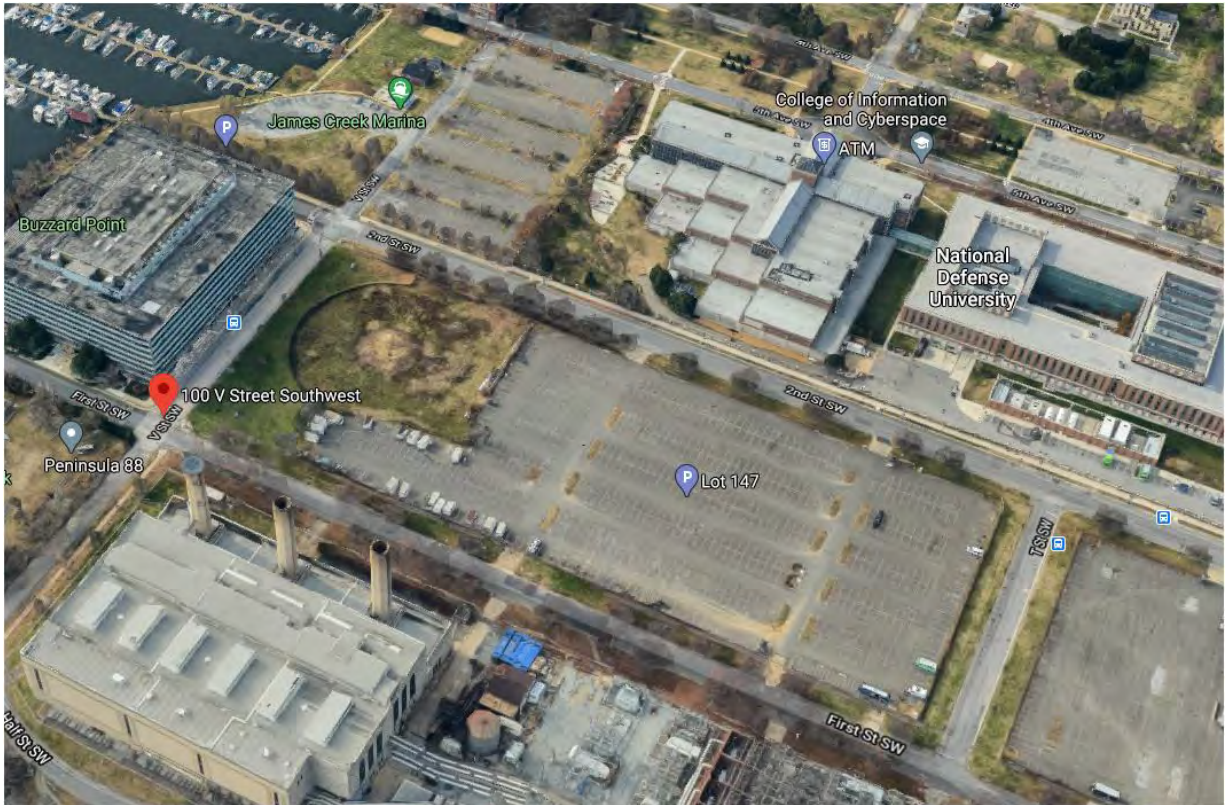


EXHIBIT C

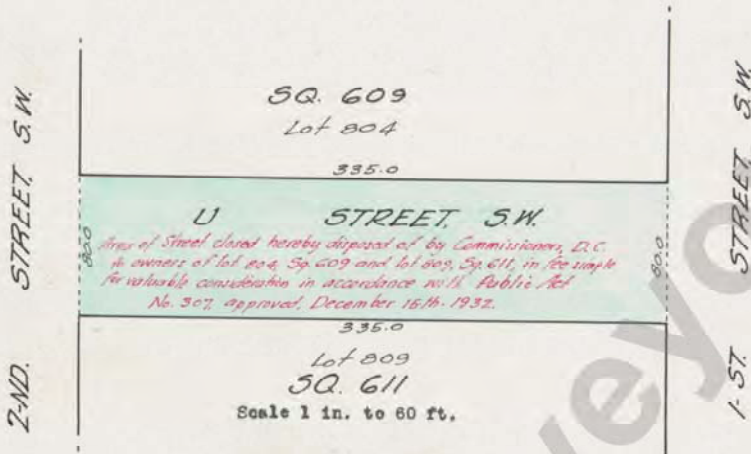
CLOSING OF PART OF U STREET, S. W.

OFFICE OF THE COMMISSIONERS, DISTRICT OF COLUMBIA

Washington, November 17th 1939.

All the provisions of Public Act No. 307, approved December 15th 1932, having been complied with IT IS HEREBY ORDERED: That the street area shown hereon in green duly closed in accordance with the Commissioners Order effective November 7, 1939, shall be vested in the abutting property owners as indicated hereon. The Surveyor of the District of Columbia is directed to record this plat in his office.

By order of the Board of Commissioners of the District of Columbia.
By (Signed) G.M.Thornett
Secretary to the Board.



National Capital Park and Planning Commission

Washington, September 15, 1939.

In accordance with Public Act No. 307, Approved December 15th 1932.

Recommended by vote of Commission.

(Signed) Frederic A. Delano
Chairman.

Washington, D.C., June 27th 1939.

Plat prepared in the office of the Surveyor of the District of Columbia.

(Signed) E.A.Dent
Surveyor, Dist. of Col.

GOVERNMENT OF THE DISTRICT OF COLUMBIA

EXECUTIVE OFFICE

WASHINGTON

October 3, 1939.

E.D. 249711

ORDERED:

That pursuant to the provisions of Public Act No. 307, approved December 15, 1932, the street and alley area as shown in green on plats filed in the office of the Surveyor of the District of Columbia and numbered as Maps 2237 and 2238, is hereby ordered Closed, same to take effect on and after November 7, 1939, the title to the land comprised in said area so closed to revert to the abutting property owners, as shown on said maps, the said area hereby ordered closed being described as follows:

1. Closing U STREET between 1st and 2nd Streets, S.W.
2. Closing B STREET west of Burns Street, S.E., and a PUBLIC ALLEY running south from said B Street in Square 5402, and closing part of RIDGE ROAD, southeast of Anacostia Road, S.E., and providing for a dedication for widening Anacostia Road and Ridge Road, Southeast, and for other additional street area in Parcels 198/30 and 203/21.

By order of the Board of Commissioners, D.C.

(Signed) G.M.Thornett

Secretary to the Board.

Official copy furnished
Surveyor, D.C.

I certify that the foregoing plat and order is correct and agrees with the records of this office, and was received for record 12.30 P.M., November 22nd 1939.

Witness my hand and seal this 22nd day of November 1939.

Commissioners Order filed under U St.

See Map No. 2237.

E.D. 249529

S.O. 29624

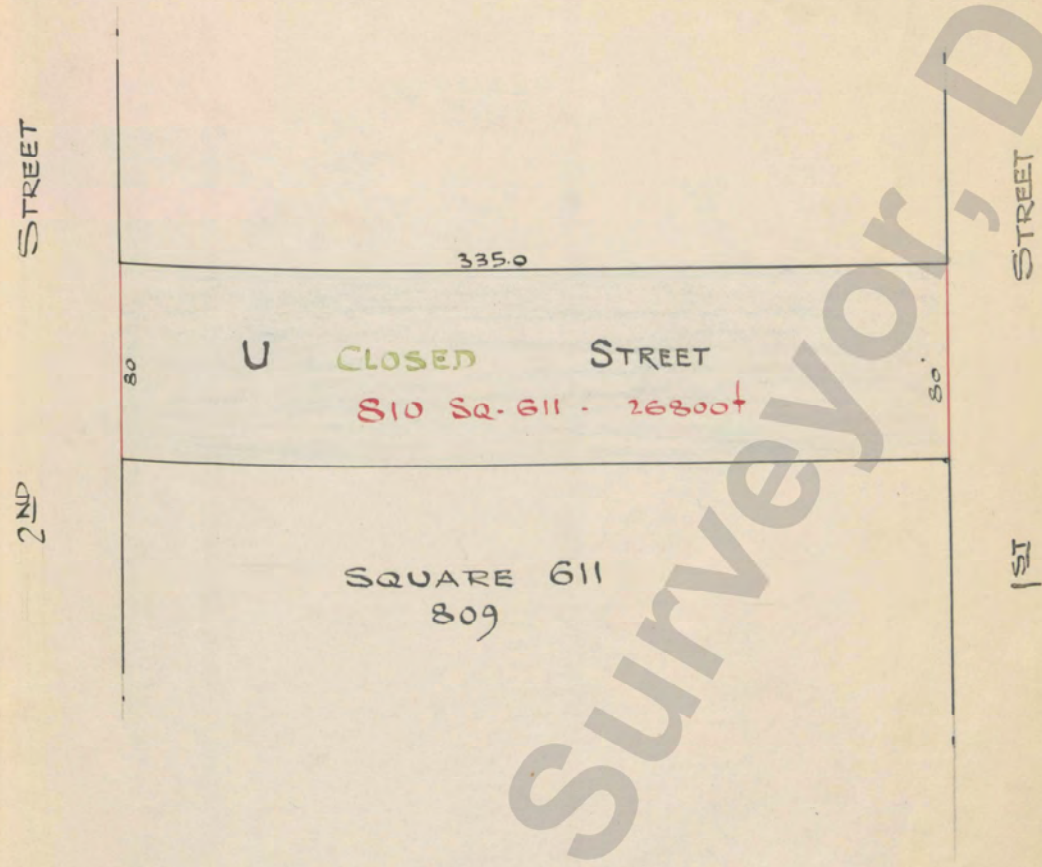
M.J.H.

J. S. Neal
Acting Surveyor, District of Columbia.

(Seal)

ASSESSMENT AND TAXATION PLAT
SQUARE 611

3085-C



112-89
TO THE COMMISSIONERS, D. C.

Issuance of the following order is recommended:

M. E. Fitzgerald
Assistant Assessor.

Scale, 1 inch ft.

ORDERED:

The Surveyor will admit this plat to record in his office under the provisions of the Act of Congress (Public, No. 89) approved February 23, 1905, and entitled, "An Act to designate parcels of land in the District of Columbia for the purpose of assessment and taxation and other purposes."

APPROVED BY THE COMMISSIONERS OF THE DISTRICT OF COLUMBIA SITTING AS A BOARD.

DEC 15 1930

Prepared by


Secretary.

12-5-39-M
Draftsman, Assessor's Office.

Commissioners of the District of Columbia.

ENTERED ON MINUTES

EXHIBIT D

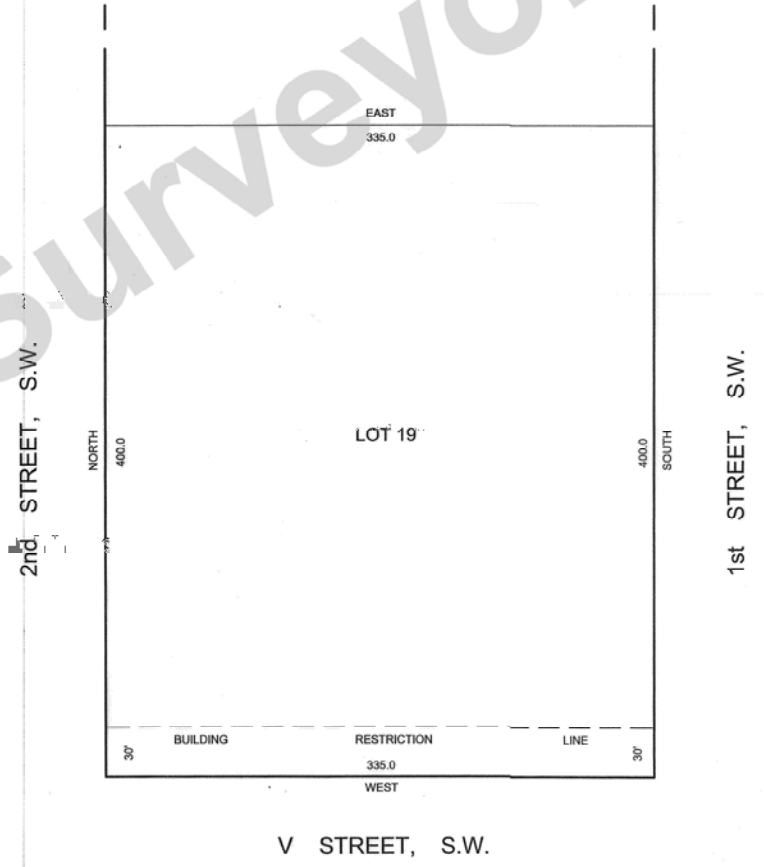
PURSUANT TO THE RECORDING OF THE DECLARATION OF TAKING, RECORDED 01/30/2020, INSTRUMENT NUMBER 2020012220, AND CONSENT ORDER AND FINAL JUDGEMENT, RECORDED 02/19/2020, INSTRUMENT NUMBER 2020023091, AT THE RECORDER OF DEEDS, THE 30' BUILDING RESTRICTION LINE SHOWN THUS:  IS HEREBY ESTABLISHED.

PLAT SHOWING ESTABLISHMENT OF 30' BUILDING RESTRICTION LINE ON V STREET, S.W. SQUARE 611

OFFICE OF THE SURVEYOR, D.C.
March 12, 2020

I CERTIFY THAT THIS PLAT IS CORRECT AND IS RECORDED.


SURVEYOR, D.C.



SURVEYOR'S OFFICE, D.C.

Made for: KAYLA SHATTUCK

Drawn by: L.E.S. Checked by: *BM*

Record and computations by: B. MYERS

Recorded at: 2:00 PM ON MARCH 12, 2020

Recorded in Book 217 Page 2 SR-19-07791

Scale: 1 inch = 40 feet File No. 19-047241

2019/BRL_ESTABLISHMENT/SR-019-07791-SQ.611

EXHIBIT E

Comprehensive Plan Future Land Use Map

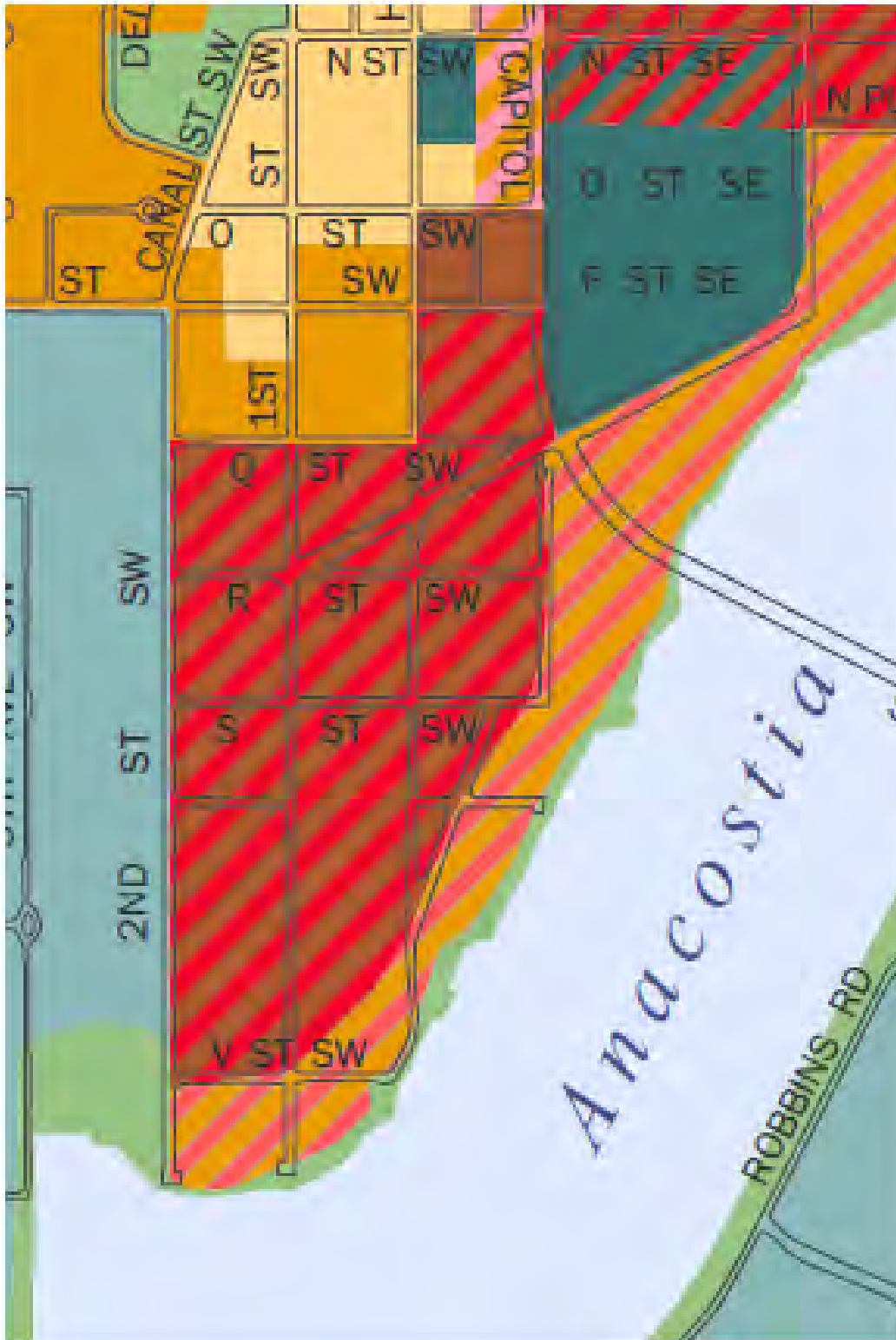


EXHIBIT F

Comprehensive Plan Generalized Policy Map

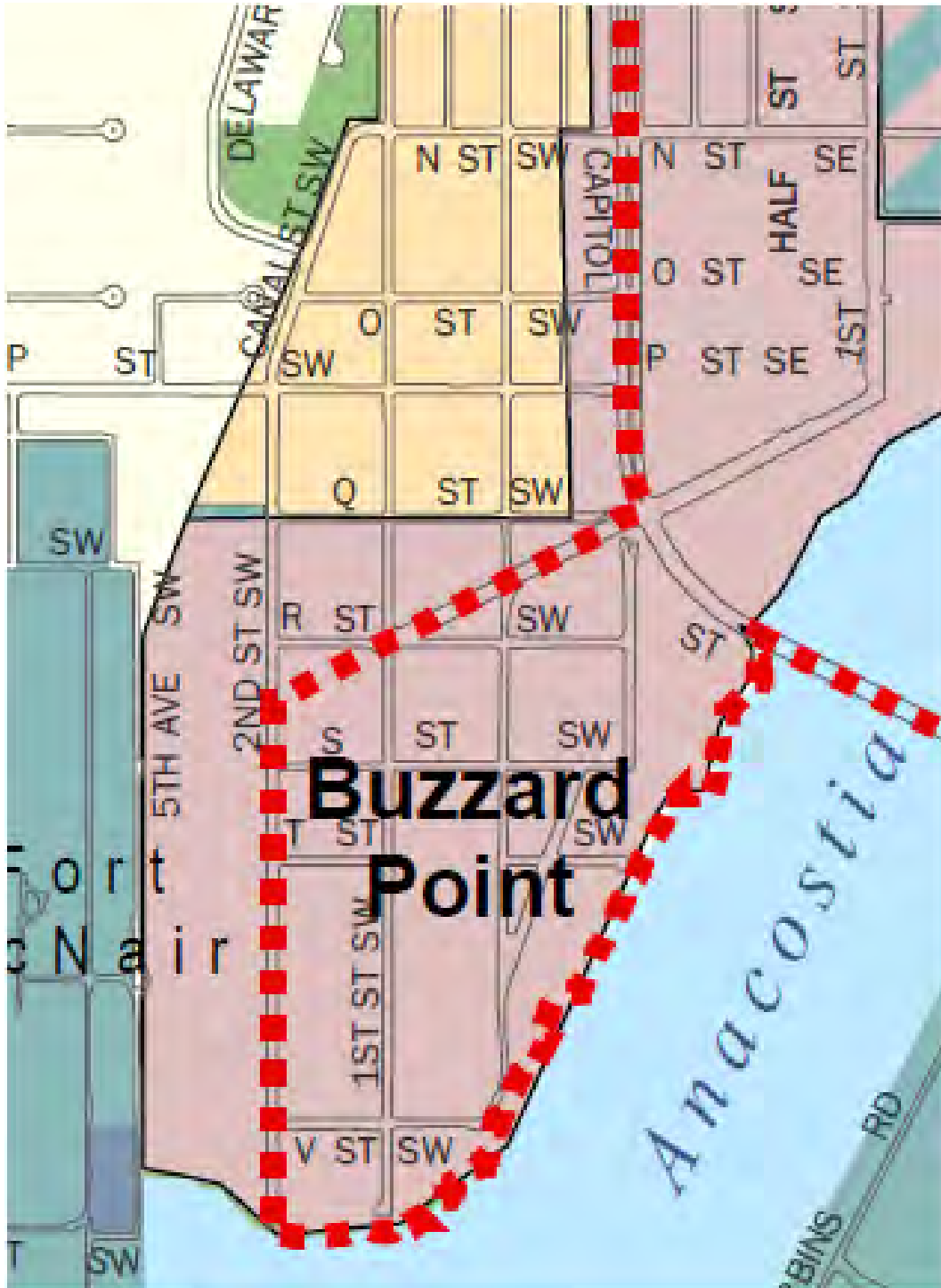


EXHIBIT G