

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING



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**MEMORADUM**

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser *JS*  
Deputy Director

DATE: January 17, 2008

SUBJECT: Waiver of Rules for Late Submittal of Final Report for Case No. ZC 07-18

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The attached Final Report concerning a Planned Unit Development at 1000 F Street, N.W. (Square 347, Lots 18, 19, 818, 819, 820 & 821) is being submitted less than 10 days prior to the Zoning Commission's consideration of the item and scheduled public hearing. The Office of Planning respectfully requests that the Commission waive its rules and accept the report into the record.

Attachment

JS/sjm<sup>AICP</sup>

ZONING COMMISSION  
District of Columbia

07-18  
29

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
OFFICE OF PLANNING



## Memorandum

**TO:** District of Columbia Zoning Commission

**FROM:** Jennifer Steingasser *JS*  
Deputy Director

**DATE:** January 17, 2008

**SUBJECT:** Case No. ZC 07-18: **Final Report** for Consolidated Planned Unit Development for 1000 F Street, N.W., filed by Holland & Knight LLP for Jemal's Up Against the Wall LLC

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### I. APPLICATION

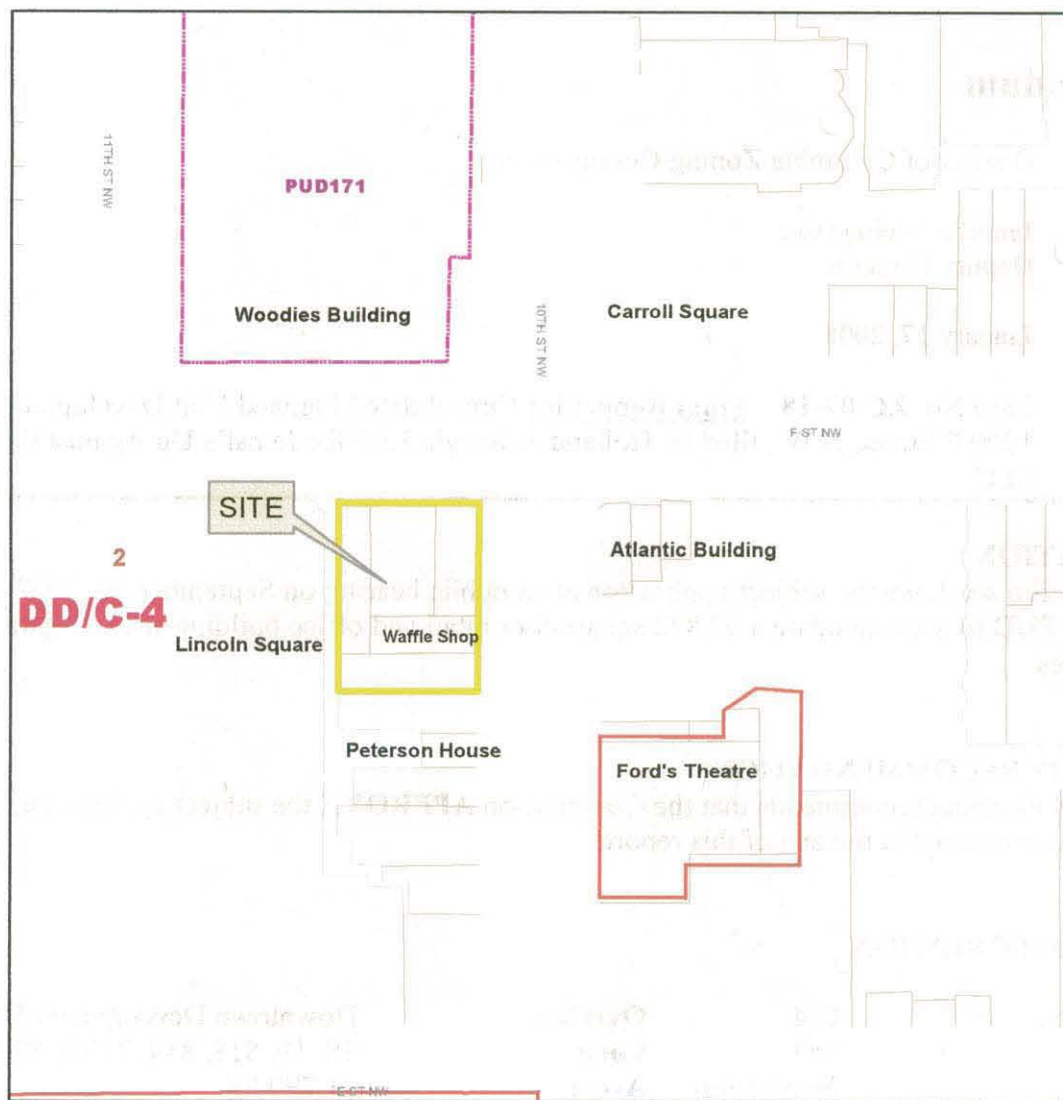
The Commission set down the subject application at its public hearing on September 10, 2007 for a consolidated PUD to accommodate a 97,872 square-foot retail and office building with 61 garage parking spaces.

### II. SUMMARY RECOMMENDATION

The Office of Planning recommends that the Commission **APPROVE** the subject application, subject to the conditions contained at the end of this report.

### III. AREA DESCRIPTION

|                                          |                                            |                            |                                     |
|------------------------------------------|--------------------------------------------|----------------------------|-------------------------------------|
| <b>Zone District:</b>                    | C-4                                        | <b>Overlay:</b>            | Downtown Development District       |
| <b>Square:</b>                           | 347                                        | <b>Lots:</b>               | 18, 19, 818, 819, 820 & 821         |
| <b>Quadrant:</b>                         | North West                                 | <b>Area:</b>               | 11,790 SF                           |
| <b>Building Restriction Line:</b>        | None                                       | <b>Alley Width:</b>        | 15 feet (including 5-foot easement) |
| <b>10<sup>th</sup> Street, NW Width:</b> | 85 feet                                    | <b>F Street, NW Width:</b> | 100 feet                            |
| <b>Historic District:</b>                | Pennsylvania Avenue National Historic Site |                            |                                     |
| <b>Existing Improvements:</b>            | One and two-story commercial buildings     |                            |                                     |



Zoning Vicinity Map

**Surrounding Properties:**

- North:** Across F Street, is the 130-foot high Woodies Building, a mixed use building of office and retail.
- Northeast:** Across the intersection of 10<sup>th</sup> and F, is the 110-foot high Carroll Square building, a mixed use building of office and commercial space.

- East:** Across 10<sup>th</sup> Street, is the 120-foot Atlantic Building, a mixed use building of office and retail space. South of the Atlantic Building is Ford's Theatre.
- South:** Three-story commercial building, the historic Peterson House and a 97-foot high office building.
- West:** Across the public alley, is Lincoln Square, an 11-story 130-foot high mixed-use office and retail building. West of 11<sup>th</sup> Street is another 130-foot high office building.

All surrounding properties are located within a historic sub-area of the Downtown Development Overlay District and the C-4 District, with the exception of Ford's Theatre, which is un-zoned, but located within the DD Overlay District.

The subject property is located one block southeast of the Metro Center Metrorail Station on the Red, Blue and Orange Lines, and two blocks southwest of the Gallery Place-Chinatown Metrorail Station on the Red, Yellow and Green Lines.

**2006 Future Land Use Map:** High Density Commercial: *Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.*

#### IV. PROPOSAL

The applicant proposes to construct an 11-story, 120-foot high mixed use building with:

- 90,059 square feet of office space,
- 7,813 square feet of retail space at ground level,
- 61 below grade parking spaces, and
- 8.30 FAR

Pedestrian retail entrances are proposed along 10<sup>th</sup> Street and F Street, and at the corner of 10<sup>th</sup> and F within the historic building proposed to be retained. The entrance to the office building is to be on F Street, on the west side of the building. The new construction is to be 'L' shaped, and surround the existing two-story corner building of 10<sup>th</sup> and F on the southern and western sides of the building.

On the western side of the site the building will be 120 feet in height. At 120 feet, the proposed building will be ten feet shorter than the Lincoln Square complex located directly across the public alley from the subject property, 10 feet shorter than the Woodward & Lothrop building to north across F Street and equal in height to the Atlantic Building, located across 10<sup>th</sup> Street from the subject property. The building height will also decrease in height along the southern frontage of the property along 10<sup>th</sup> Street, decreasing from a maximum of 76 feet to 54.5 feet, where it will adjoin an existing 44-foot high

commercial building. This is in deference to the historic structures that are located south of the property and similar to the design of the Atlantic Building complex on the east side of 10<sup>th</sup> Street and adjacent to Ford's Theatre.

Vehicular access for parking and loading is to be from the public alley on the west side of the building only. Four below grade levels of parking are proposed under the new construction, resulting in an L-shaped parking garage. Vault parking spaces are proposed to extend beyond the property line along 10<sup>th</sup> Street and F Street. The parking includes a combination of tandem, compact and standard parking spaces.

Concurrent with this application is a request to close a stub alley, D.C. Act 17-0194, located in the southwestern corner of the subject property. It is anticipated that the process to close this alley will be complete on February 28, 2008. As this alley serves only lots within the subject property and is proposed to be incorporated into the development of the site, the Office of Planning did not object to its closure.

The exterior of the building is proposed to be terra cotta veneer along the western and southern wings of the building. Framing the two-story historic building, the new construction will be predominantly an aluminum and glass curtain wall. Abutting the historic structure immediately to the south at 528 10<sup>th</sup> Street the proposed building will be covered in a terra cotta veneer, evoking a similarity with the historic masonry buildings to the south and contrasting with the aluminum and glass façade to the north and west. Metal trellises will be provided along the 10<sup>th</sup> Street frontage, demarcating the stepping back of the building from the street, and along the F Street frontage as a design element.

The roof of the 11-story portion of the building is proposed for several uses. It will include a cooling tower on the west side of the structure. The remainder of the west side of the roof will be utilized for roof access and a roof terrace along a portion of the F Street frontage. The entire length of the 10<sup>th</sup> Street frontage of the 120-foot high structure is to be dedicated as a green roof. The building is also designed to achieve 26 points under the LEED certification program.

Two existing on-site buildings are proposed to be preserved. One is the two-story historic brick commercial building at the southwest corner of 10<sup>th</sup> and F, located at 1000 F Street, N.W. and on Lot 19, is to be integrated into the new development. Its windows and façade are to be restored, and the canopy and storefronts reconstructed.

The other is the two-story brick "Waffle Shop" building, located at 522 10<sup>th</sup> Street, N.W. and on Lot 820. It is to be relocated to either Square 450 or Square 451 within the Mount Vernon Square Historic District. It is currently vacant and the business that had occupied the building has relocated down the street. The applicant proposes to reassemble and rehabilitate the Waffle Shop building and, in consultation with the Historic Preservation Office, recreate the original appearance of the building as closely as possible. After relocation the applicant proposes to lease the building to a waffle shop or similar type restaurant, if possible. Squares 450 and 451 are zoned either C-2-C or C-3-A, both of which permit restaurants as a matter of right. All other existing improvements to the property, which are not of historical or architectural significance as determined by HPRB, are proposed to be demolished.

## V. ZONING

The site is located within the Pennsylvania Avenue National Historic Site and zoned DD/C-4. The applicant proposes to develop the property as a PUD. The following table is a comparison of the DD/C-4 standards, the DD/C-4/PUD standards, and the proposed development:

Table 1

|                          | DD/C-4                                                                                             | DD/C-4/PUD                                                                                          | Proposal                                                                                                |
|--------------------------|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>Area</b>              | N/A                                                                                                | 15,000 square feet                                                                                  | 11,790 square feet <sup>1</sup>                                                                         |
| <b>Height</b>            | 110 feet                                                                                           | 130 feet                                                                                            | 120 feet                                                                                                |
| <b>FAR</b>               | 6.00                                                                                               | 10.5                                                                                                | 8.30 <sup>2</sup>                                                                                       |
| <b>Lot Occupancy</b>     | 100%                                                                                               | 100%                                                                                                | 100%                                                                                                    |
| <b>Parking</b>           | Retail - 0<br>Office - 37<br><b>TOTAL - 37</b>                                                     | Retail - 0<br>Office - 37<br><b>TOTAL - 37</b>                                                      | Retail - 0<br>Office - 23<br><b>TOTAL - 25 zoning compliant; 61 grand total<sup>2</sup></b>             |
| <b>Loading</b>           | 1 loading berth @ 30 ft deep<br>1 loading platform @ 100 sq ft<br>1 service/delivery space @ 20 ft | 1 loading berth @ 30 ft deep<br>1 loading platform @ 100 sq ft<br>1 service/delivery space @ 20 ft. | 1 loading berth @ 30 ft deep<br>1 loading platform @ 100 sq ft<br>No 20 ft. delivery space <sup>2</sup> |
| <b>Open Court Widths</b> | Minimum 12 feet                                                                                    | Minimum 12 feet                                                                                     | One at 9'-6"; one at 5'; five others in compliance <sup>2</sup>                                         |
| <b>Roof Structure</b>    | Setback equal height                                                                               | Setback equal to height                                                                             | 18'-6" height; no setback along south and west building walls <sup>2</sup>                              |

<sup>1</sup> Waiver requested pursuant to § 2401.2

<sup>2</sup> Relief requested

## VI. WAIVER REQUEST

The applicant requests a waiver pursuant to § 2401.2 of the Zoning Regulations in order to permit a PUD on a site consisting of less than 15,000 square feet. The Commission is empowered to waive up to 50 percent of the minimum area required for a PUD, provided the development is of exceptional merit and in the best interest of the city or country. The application indicates that the applicant considers the proposed development to be of exceptional merit, due to the extent of historic preservation work proposed and sensitive site design and development. The application proposes to dismantle, store and reassemble the Waffle Shop building to the Mount Vernon Historic District, restore the historic structure at 1000 F Street, and provide a new mixed use building that relates to both the historic facades on 10<sup>th</sup> Street and the office buildings on F Street.

The Office of Planning finds the proposed PUD to be of exceptional merit and in the best interest of the city because of the extent of historic preservation work proposed and sensitive site design and development. Therefore, the Office of Planning supports the requested waiver.

## **VII. FLEXIBILITY**

The following relief is required from the Zoning Regulations:

### Floor Area Ratio

§ 1707.4(c): This section of the DD Overlay District regulations permits a maximum FAR of 6.0 for the subject site. An FAR of 8.3 is requested, or a 38 percent increase over the maximum FAR. The applicant requests the additional FAR in order to efficiently utilize the site, construct a building compatible with the surrounding historic landmarks and new developments, and provide adequate office and retail space for tenants.

### Roof Structure

§ 770.6(b): This section requires that mechanical penthouses be set back a distance equal to their height from all exterior walls of the building. An 18-foot 6-inch high mechanical penthouse is proposed that complies with this requirement only on the northern and eastern walls of the building, but not on the western and southern walls of the building, internal to the site. The application indicates that the penthouse location will limit views of it from the street and allow for the construction of a building more compatible with the surrounding historic buildings. As this mechanical penthouse is proposed to be set back as required from the exterior street walls of the building along 10<sup>th</sup> Street and F Street, the impact of this requested relief has been minimized. This penthouse set back will respect the street frontages of the new building. Therefore, the Office of Planning has no objections to the requested relief for roof structures.

### Open Court Widths

§ 776.1: Seven open courts are proposed, two of which are less than 12 feet in width, the minimum required for nonresidential courts. The first, on the sixth floor, is proposed to be nine feet, six inches in width. The other, on the tenth floor, is proposed to be five feet in width. Reduced court widths are the result of the applicants attempt to provide subtle architectural features that add to the massing and scale of the building and to make the building more compatible with surrounding historic structures and modern developments. The reduced open court widths will not result in the absence of light and air to the building. Therefore, the Office of Planning has no objections to the requested relief for open court widths.

### Off-Street Parking

§ 2101.1: 61 parking spaces are proposed, but only 25 are zoning compliant out a minimum off-street parking requirement of 37. As the site is located less than an 800-foot radius from the 11<sup>th</sup> and G Street entrance to the Metro Center Metrorail station and is not located within 800 feet of an R-1 through R-4 District, the applicant requests special exception approval to reduce the parking requirement 25 percent from 45 to 38 pursuant to § 2104. Flexibility is required for the remaining 12 required parking spaces.

Four of the zoning compliant parking spaces are compact, but do not comply with the provisions for compact parking spaces as discussed below. The rest are vault and tandem spaces and require relief because they are proposed to be located between the front building line and a lot line abutting a street (albeit below grade) and because direct access to a drive aisle is not provided, as required by § 2117.4. The application indicates that the need for this relief also results from the L-shape of the site and the applicant's attempt to efficiently utilize the parking area. Approval of the vault spaces will also be required by the Public Space Committee.

§ 2115.4: This section requires compact parking spaces to be in contiguous groups of no less than five. Layout of the garage is proposed to permit two groups of four individually located compact spaces within the garage. Two groups of five compact spaces are also proposed. However, all but two of the compact spaces proposed are vault spaces and tandem spaces, in addition to being vault spaces. The application indicates that the need for this relief results from the L-shape of the site and the applicant's attempt to utilize the parking area in the most efficient manner possible.

The vault spaces have been redesigned so as not to interfere with the underground utilities at street level along both F Street and 10<sup>th</sup> Street. DDOT is reviewing the redesigned plans of the parking garage. Should DDOT have no objections at the conclusion of their review, the Office of Planning will have no objection to the proposed garage layout.

#### Loading

§ 2201.1: This section requires a 30-foot deep loading berth, a 100-square foot loading platform and 20-foot deep service/delivery space. Although the loading berth and the loading platform are provided, no 20-foot deep service delivery space is provided. The application indicates that as a result of the size and shape of the new construction provision of the delivery space is not possible. However, the memorandum from DDOT dated September 26, 2007 requires that only the loading berth be provided in this case. Therefore, the provision of loading as proposed is acceptable to the Office of Planning.

### **VIII. COMMISSION CONCERNS**

At the setdown meeting of September 10, 2007, the Commission requested the applicant provide information and clarification on the following items. The revised plans address those concerns as described below.

1. Provide additional information on the trellises and design features.

The applicant has explained that the exterior of the building facing 10<sup>th</sup> Street will be primarily an aluminum and glass curtain wall system, and will frame the historic structure at the corner of 10<sup>th</sup> and F Street. It will also frame the 5-story section of the building along the southernmost frontage on 10<sup>th</sup>, which will be designed as a mixture of terracotta veneer, aluminum and glass, preparing the transition from the new construction to the adjacent historic structure. Metal trellises will extend out from the main roof and 8<sup>th</sup> floor levels, consistent with the stepping back of the building from 10<sup>th</sup> Street and positively demarcating the step back from the historic structures located to the south. The F Street façade will include more terracotta veneer than the 10<sup>th</sup> Street façade, lending itself more to

the brick façade of the existing Lincoln Square building to the west. No specific information was provided regarding the trellises.

2. Demonstrate how the building provides for sustainable design.

The building is designed to achieve a minimum 26 LEED points and will seek LEED certification. Credit will be requested for various aspects of the building, including water, energy, atmosphere efficiency, sustainable sites, materials and resources, indoor environmental quality and innovation and design process. A LEED checklist was submitted by the applicant in the supplemental submission dated November 27, 2007.

3. Provide additional information regarding the proposed green roof.

The applicant has informed the Office of Planning that the plans for the green roof will be made available for review by the Commission at the public hearing.

4. The 10<sup>th</sup> Street frontage is one story too high and the roof top embellishments should be refined.

The applicant continues to propose a five-story building. The applicant explained that the new building will be adjacent to a 4-story historic structure, which is adjacent to a 3.5 story building. As a result the proposed construction will continue the pattern of buildings stepping down in height from north to south. The one-story increase in height between the proposed and the existing buildings aides in demarcating the old from the new structures. In addition, the HPRB conceptually approved the design on July 27, 2006.

5. Provide brick samples.

The applicant has informed the Office of Planning that they will bring samples of the proposed façade to the hearing for the Commission to review.

6. Provide additional justification for the FAR increase and document how this increase will not adversely affect the historic district south of the subject property.

Section 1707 of the Zoning Regulations limits the FAR for specific properties within the DD to *"encourage the restoration and adaptive reuse of historic landmarks and contributing buildings in historic districts."* Although the entire site is located within a historic district, no existing building within the subject property is designated a historic landmark and only 1000 F Street has been found to be a contributing building by the HPRB. The Waffle Shop building, although proposed to be restored and reused, is proposed to be relocated from the site.

The subject application proposes to restore and reuse the 1000 F Street building, as required. As a two-story building with approximately 100 percent lot occupancy, it by itself has a FAR of 1.99. The application does not propose to either demolish this building or construct above it, preserving the integrity of the original architecture. The remainder of the existing buildings on-site have been so severely compromised as a result of the removal of their upper floors and modifications and removals of their original facades that HBRB has determined that they are not worthy of saving.

Section 1707.1(c) of the Zoning Regulations discusses restricting building bulk on critical historic frontages and lots, and Section 1707.4 specifically identifies those lots, which includes the subject property. However, in this case most of those lots have buildings that have not been found worthy of saving by the HPRB. Their historic facades have long since been removed and the buildings severely modified through the demolition of their upper floors. In addition, most of the surrounding properties have already been redeveloped with 110 to 130-foot high buildings. By giving concept approval to this proposal, the HPRB therefore acknowledges that this “*critical historic frontage*” that may have once existed is gone. Therefore, allowing the applicant to increase the FAR to 8.30 does not violate the intent of limiting the FAR to a maximum of 6.0. In addition, the new construction will cater to the 6.0 FAR along 10<sup>th</sup> Street south towards Pennsylvania Avenue by massing the building along the F Street frontage and not 10<sup>th</sup> Street.

7. Has the applicant already sold the TDRs above an FAR of 6.0?

The applicant submits that a review of the Land Records indicates that none of the TDRs have been transferred from the subject property.

8. Document how the moving of the Waffle Shop will not destroy its context.

The applicant has been working with the HPRB and the Historic Preservation Office on preservation of this building and has reached an agreement with the D.C. Preservation League, the Art Deco Society of Washington, the Committee of 100 on the Federal City, the Downtown Artist Coalition and Jemal’s Walker Boyd, LLC on acceptable relocation sites. These sites are located within either Square 450 or 451 within the Mount Vernon Square Historic District. As such, the Waffle Shop building will be relocated into a context of historic buildings similar in context from which it came and where the surroundings will be controlled by the HPRB, ensuring the continuation of that context.

## **IX. DISTRICT DEPARTMENT OF TRANSPORTATION COMMENTS**

DDOT, Transportation Policy and Planning Administration, submitted a memorandum dated September 26, 2007, indicating that they had “*no objections to the proposed development of the subject site, provided the applicant complies with the following:*”

1. Complete an alley closing application.

The City Council passed legislation to close the alley, D.C. Act 17-0194, on November 26, 2007. This legislation was signed by the Mayor on December 13, 2007 and forwarded to Congress for the 30-day layover. It is anticipated that the legislation will be enacted into law on February 28, 2008.

2. Provide a minimum of one parking space for use by Zip-Car or Flexcar.

The revised drawings do not indicate one parking space for use by Zip-Car or Flexcar. However, the applicant has informed the Office of Planning that they do intend to provide the one space. The

Office of Planning recommends that this space be located on the first level of the garage, to aid in the access to it by the public.

3. Redesign off-street loading to provide a 30-foot deep loading berth.

The revised drawings propose a 12-foot by 30-foot deep loading berth, directly accessible from the public alley.

4. Eliminate the proposed vault parking spaces, and

The revised drawings still indicate that vault parking spaces are provided. However, the applicant has been working with DDOT on an acceptable solution. The vault spaces have been revised provide a ten-foot set back requirement from the curb on each level of the garage. The ten-foot set back is necessary to ensure that the vault spaces do not interfere with the provision of underground utilities located beneath the sidewalks. DDOT has not yet concluded its analysis of the revised drawings.

5. Provide a five-foot wide setback along the ten-foot wide public alley.

The revised drawings provide a five-foot wide setback along the ten-foot wide public alley, in conformance with this request.

## **X. PUD EVALUATION STANDARDS**

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. Section 2400.1 states that a PUD is “designed to encourage high quality developments that provide public benefits.” In order to maximize the use of the site consistent with the zoning regulations and be compatible with the surrounding community, the applicant is requesting that the proposal be reviewed as a consolidated PUD. This will allow the utilization of the flexibility stated in Section 2400.2.

*The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”*

The application proposes a DD/C-4 PUD to gain an additional 27,132 square feet of floor area over that permitted as a matter of right within the DD/C-4 District. Public benefits amenities proposed by the applicant are discussed below.

Section 2403 further outlines the standards under which the application is evaluated.

*2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.*

The proposed building will contribute to the redevelopment of downtown and provide a new mixed-use building similar to other mixed use developments that have been constructed in recent years within the surrounding area by providing a similar building in use and height. It will also compliment the surrounding historic district in design and scale, and provide needed rehearsal space to and in support of the historic Ford's Theatre.

## **XI. PUBLIC BENEFITS AND AMENITIES**

Section 2403.9 outlines *"Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories:*

- (a) Urban design, architecture, landscaping, or creation or preservation of open spaces;*
- (b) Site planning, and efficient and economical land utilization;*
- (c) Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;*
- (f) Housing and affordable housing;*
- (h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*
- (i) Uses of special value to the neighborhood or the District of Columbia as a whole;*

The Office of Planning is generally supportive of the architecture and design of the proposed building.

### Historic Preservation of Private Structures

The applicant proposes the retention and rehabilitation of the existing façade of the building at the southwest corner of 10<sup>th</sup> and F Street, massing of the proposed building to compliment surrounding historic landmarks and the restoration and relocation of the Waffle Shop building to the Mount Vernon Historic District. In efforts to preserve this building the applicant has finalized a settlement agreement with worked with the D.C. Preservation League, the Art Deco Society of Washington, the Committee of 100 on the Federal City, the Downtown Artist Coalition and Jemal's Walker Boyd, LLC to dismantle, store and reassemble the Waffle Shop building in either Square 450 or 451. A waffle shop business will be proposed for the building, unless determined infeasible as defined within the agreement. No matter what use ultimately occupies the building, the Waffle Shop signage on the exterior will remain. It is anticipated that the HPRB will consider the Waffle Shop building for landmark designation at its meeting on February 28, 2008.

The agreement requires the following of the applicant:

1. Documentation, dismantling and storage of the Waffle Shop building;
2. Reassembly and reuse of the Waffle Shop building;
3. Operation of a Waffle Shop at the Mount Vernon properties;
4. Insurance to cover the dismantling, storage, relocation and reassembly of the Waffle Shop building;

5. Not to oppose the Landmark Application of the Waffle Shop.

HPRB approved the conceptual plans for the development at their July 27, 2006 meeting. On F Street the design reflects the narrow façade dimensions and tall building heights of that commercial street. On 10<sup>th</sup> Street the design steps down the height of the building in response to the lower scale historic buildings that occupy most of the block. The façade of the historic building at the corner of 10<sup>th</sup> and F is to be restored and the windows are to be restored or replicated, returning the building to the way it appeared almost 100 years ago. This Office of Planning views these as an amenity.

Urban Design and Architecture

The building is designed to achieve a minimum 26 LEED points and will seek LEED certification. Credit will be requested for various aspects of the building, including water, energy, atmosphere efficiency, sustainable sites, materials and resources, indoor environmental quality and innovation and design process. A LEED checklist was submitted as a part of the application. The applicant also proposes green roof for the building. However, revised drawings detailing this green roof have not been submitted. The applicant has informed the Office of Planning that these drawings will be made available to the Commission at the public hearing. The Office of Planning views this as a benefit.

Other Public Benefits

The application proposes to dedicate 4,000 square feet of rehearsal space to Ford's Theatre, either within the proposed building or at another location that is within close proximity and acceptable to the theater that would otherwise not be available to them. This space is in addition to 4,005 square feet of below-market space that the theater has obtained within the Atlantic Building for its operations. The applicant has informed the Office of Planning that this space will be located within the same square as the theater, but has not yet specifically identified the location. This is necessary to ensure that the location is at an acceptable to Ford's Theatre. Additional information is needed regarding the exact location and duration of this benefit.

Transportation Features

The application proposes the provision of one parking space reserved for use by Zip-Car or Flexcar on the first level of the parking garage. The exact location of this space must still be identified. The Office of Planning views this as a benefit.

First Source Employment Program

The applicant has agreed to enter into an agreement to participate in the Department of Employment Services First Source Employment Program so that a minimum of 51 percent of the employees hired in the development of the project are District residents. The Office of Planning views this as a benefit.

Local Business Opportunity Program

The applicant has agreed to enter into a Memorandum of Understanding with the Local Business Opportunity Commission to use their resources to utilize a minimum 35 percent of LSDBE's in the development of the project. The Office of Planning views this as a benefit.

In conversations with the Office of Planning the applicant agreed to consider a contribution to the Housing Production Trust Fund. No contribution has been proffered by the applicant to date, but the Office of Planning continues to encourage the developer to provide this important amenity.

## **XII. 2006 COMPREHENSIVE PLAN**

The proposed development meets many of the priorities, policies and actions of the 2006 Comprehensive Plan, as outlined in the Central Washington Element.

*“Participants in Comp Plan discussions stated that further efforts should be made to nurture Downtown’s developing mix of ... theaters...” (§ 1707.2(b))*

*“In addition to being diverse, Downtown should be authentic. This should be expressed through its appreciation and celebration of its history, culture and heritage. Thus, priority should be placed on the preservation of buildings, places and uses which express these qualities... Historic preservation should be strongly promoted Downtown where the historic fabric is still largely intact, but contemporary architecture also should flourish in places where new construction is appropriate.” (§ 1707.2(c))*

*“Central Washington’s design is unique among American cities. Its distinguishing qualities, including its diagonal avenues, monumental buildings, low building heights, and open spaces, are viewed as some of the District of Columbia’s greatest assets. It is essential that new buildings reflect this character and add to the sense of place. In particular, attention must be paid to how buildings meet the street. Curb cuts, blank walls, and inactive ground floor uses should be minimized. Loading and parking entrances should be off of alleys as much as possible.” (§ 1707.2(e))*

### **Policy CW-1.1.1: Promoting Mixed Use Development**

*“Expand the mix of land uses in Central Washington to attract a broader variety of activities and sustain the area as the hub of the metropolitan area. Central Washington should be strengthened as a dynamic employment center, a high-quality regional retail center, an internationally-renowned cultural center, a world-class visitor and convention destination, a vibrant urban neighborhood, and the focus of the regional transportation network. New office and retail space, hotels, arts and entertainment uses, housing, and open space should be encouraged through strategic incentives so that the area remains attractive, exciting, and economically productive.” (§ 1708.2)*

### **Policy CW-1.1.2: Central Washington Office Growth**

*“Retain Central Washington as the premier office location in the Greater Washington region.” (§ 1708.3)*

### **Policy CW-1.1.7: Central Washington Arts and Entertainment Uses**

*“Retain, enhance, and expand Central Washington’s arts and entertainment uses, including theaters, cinemas, galleries, studios, museums, and related services.” (§ 1708.8)*

### **Policy CW-1.1.8: Promote Central Washington Retail**

*“Develop and promote Central Washington as a regional retail destination. Particular emphasis should be placed on sustaining a concentrated regional shopping area at...the F and G Street corridors between 7th and 15th Streets NW.” (§ 1708.9)*

**Policy CW-1.1.12: Reinforcing Central Washington's Characteristic Design Features**

*"Reinforce the physical qualities that set Central Washington apart from all other major American city centers, including the L'Enfant framework of diagonal avenues and park reservations, relatively low building heights, the great open spaces of the National Mall and Tidal Basin, the large number of historic and/ or monumental buildings, and the blending of historic and contemporary architecture." (§ 1708.13)*

**Policy CW-1.2.2: Preservation of Central Washington's Historic Resources**

*"Protect and enhance Central Washington's historic resources by continuing the current practices of:*

- (a) preserving the area's historic buildings and districts*
- (b) requiring that renovation and new construction is sensitive to the character of historic buildings and districts*
- (c) applying design incentives and requirements to encourage preservation, adaptive reuse, and appropriate relationships between historic development and new construction*
- (d) encouraging the adaptive reuse of historic and architecturally significant buildings*
- (e) preserving the original L'Enfant Plan pattern of streets and alleys, especially alleys that provide for off-street loading, deliveries, and garage access." (§ 1709.2)*

*"Historic resources should be recognized as essential to Downtown's economic vitality and competitive edge, particularly for retail, tourist, and entertainment activities." (§ 1709.3)*

**Policy CW-2.1.3: Creating a Critical Mass of Retail Choices**

*"Improve Downtown's viability as a shopping destination by encouraging additional small retailers to locate around existing retail anchors, adding new major retail anchors, and requiring continuous ground floor retail space wherever appropriate. Encourage the greatest possible variety of goods, services, and pricing so that the Retail Core meets the needs of a diverse range of residents, employees, and visitors." (§ 1711.8)*

**Policy CW-2.1.4: Establishing a Unique Identity for Downtown Shopping**

*"Enhance the identity of the Downtown Retail Core as a unique shopping area. Design attention should be focused on the lower levels of buildings, with at grade retail frontages and frequent street-level store entrances. Special features such as canopies, signs, and lighting should be used to create a vibrant shopping environment. Streetscape and landscape design, street lighting, and signage should contribute to the area's unique sense of place." (§ 1711.9)*

**Policy CW-2.1.5: Pedestrian Movement in the Retail Core**

*"Emphasize and encourage pedestrian movement in the Downtown Retail Core, particularly along F, G, and H Streets NW. Future development in this area should create and support street-level activity. Interior or underground pedestrian arcades or passageways should be discouraged." (§ 1711.10)*

The application is consistent with many of the policies of Chapter 10, Historic Preservation Element of the 2006 Comprehensive Plan.

**Policy HP-2.4.1: Rehabilitation of Historic Structures**

*"Promote appropriate preservation of historic buildings through an effective design review process. Apply design guidelines without stifling creativity, and strive for an appropriate balance between restoration and adaptation as suitable for the particular historic environment." (§ 1011.4)*

**Policy HP-2.4.2: Adaptation of Historic Properties for Current Use**

*"Maintain historic properties in their original use to the greatest extent possible. If this is no longer feasible, encourage appropriate adaptive uses consistent with the character of the property." (§ 1011.5)*

**Policy HP-2.4.3: Compatible Development**

*"Preserve the important historic features of the District while permitting compatible new infill development." (§ 1011.6)*

The application is consistent with the following policies of Chapter 7, Economic Development Element of the Comprehensive Plan (2006).

**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." (§ 707.5)*

**Policy ED-2.1.5: Infill and Renovation**

*"Support the continued growth of the office sector through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space." (§ 707.9)*

The proposed mixed use development is consistent with many of the provisions of the 2006 Comprehensive Plan, as shown above. It will provide for infill development that promotes the restoration of downtown Washington by increasing the amount of office space, creating new commercial space and preserving historic structures. New retail space will improve the viability of downtown as a shopping destination and contribute to pedestrian movement on F Street. New office space will accommodate growth in the office market for a variety of users and contribute to retaining central Washington as a premier office location within the greater metropolitan area. Rehabilitation, reuse and preservation of historic structures that are blended together with new construction helps to strike an appropriate balance between old and new within the Pennsylvania Avenue Historic Site historic district. New rehearsal space, proposed to be provided to Ford's Theatre, also a historic site, will contribute to retaining and enhancing Washington's theater and entertainment uses. Therefore, the proposed PUD will contribute to the implementation of the 2006 Comprehensive Plan.

**2006 Future Land Use Map**

The Future Land Use Map recommends the subject site for high density commercial land use, which is defined as *"the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed."*

The proposed development is a mixed use office and retail building greater than eight stories in height that includes the retention of a lower scale historic building within the design.

The Office of Planning therefore finds that the proposed development is not inconsistent with the Comprehensive Plan.

### **XIII. AGENCY REFERRALS AND COMMENTS**

The subject application was referred to the following District government agencies for review and comment:

The **DC Water and Sewer Agency (WASA)**, in a memorandum dated December 17, 2007, stated that it *“will issue a water and sewer availability certificate and recommend the issuance of a building permit if the final project plans meet DCWASA requirements.”*

The **District Department of Transportation (DDOT)**, in a memorandum dated September 26, 2007, stated that it *“has no objection to the proposed development of the subject site provided the applicant complies with the following:*

- 1. complete and alley closing application;*
- 2. provide a minimum of one parking space for use by Zip-Car or Flexcar;*
- 3. redesign off-street loading to provide a 30 ft. deep loading berth;*
- 4. eliminate the proposed vault parking spaces and*
- 5. provide a 5 ft. wide setback along the 10 ft. wide public alley.”*

No responses were received from:

- **Department of Employment Services (DOES);**
- **Department of Public Works (DPW);**
- **Fire and Emergency Medical Services Department (FEMS); and**
- **Metropolitan Police Department (MPD).**

The **Historic Preservation Review Board** reviewed the proposal on July 27, 2006 and approved the plan in concept.

### **XIV. COMMUNITY COMMENTS**

**ANC 2C**, at its regularly scheduled meeting of June 7, 2006, voted 4-0 in support of the application.

**Ford's Theatre** submitted a letter to the file dated March 16, 2007 in support of the application.

### **XV. RECOMMENDATION**

The Office of Planning supports the proposal for a new mixed-use building providing space for office and retail uses. The proposed PUD is not inconsistent with the elements of the 2006 Comprehensive

Plan. The Office of Planning finds the proposed benefits and amenities to be consistent with the relief requested.

The proposal does not specifically address several the issues identified by either the Commission at set down or by DDOT in their memorandum dated September 26, 2007. However, these items can be easily addressed by the applicant. Therefore, the Office of Planning recommends that the application be **APPROVED**, subject to the following conditions:

1. The applicant designates a specific parking space for use by Flexcar or Zip-Car on the first level of the parking garage.
2. The applicant specifically identifies the location and duration of the rehearsal space for Ford's Theatre within either the subject building or at a location within the square in which the theater is located, at a location acceptable to the theater.
3. The applicant submits drawings detailing the green roof for review by the Zoning Commission.
4. The applicant provides the Zoning Commission with samples of the proposed façade for review.
5. The applicant submits specific information regarding the trellises.
6. The applicant obtains approval from DDOT regarding the provision of vault spaces within the garage.