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DISTRICT OF COLUMBIA  
OFFICE OF PLANNING

**MEMORANDUM**

**TO:** District of Columbia Board of Zoning Adjustment  
**FROM:** Jennifer Steingasser, <sup>JS</sup> Deputy Director  
Development Review & Historic Preservation  
**DATE:** July 16, 2010  
**SUBJECT:** Setdown Report - ZC #08-34 (Return to L'Enfant)  
Consolidated PUD, First Stage PUD and Related Map Amendment

**APPLICATION**

In a December 2008 application, Center Place Holdings LLC (Applicant) on behalf of the District of Columbia through the Deputy Mayor for Planning and Economic Development, proposes a First Stage Planned Unit Development (PUD) and a Consolidated PUD, both with related Map amendment. The current zoning maps show the site as zoned HR/C-3-C, however based on the history of zoning on the site it may have reverted to being unzoned (see History of Zoning on the Site in this report). The proposed map amendment requested is for the C-4 District. The development would have a mixture of office, retail, residential, and institutional uses.

The proposal identifies properties owned by the Archdiocese of Washington (Archdiocese) and the Adas Israel Synagogue which is administered by the Jewish Historical Society (JHS) as being part of the PUD. Subsequent to the filing of the application, the Applicant continued to have discussions with the Office of Planning (OP) which has resulted in a changed to the application. The F Street right-of-way has been reduced from 110 feet to 100 feet which results in an adjustment to the total site area, the gross square footage of building area, to height and an increase in the FAR. The additional density is incorporated into the commercial buildings in the South Block.

**SUMMARY RECOMMENDATION**

**The Office of Planning (OP) recommends that the proposed first stage and second stage PUD with related map amendments be setdown for public hearing.** OP believes that the proposal would bring about an extraordinary development that would be unique to the District. The main feature of the development is that it would use extensive air rights above a freeway, reconnect the L'Enfant plan grid across the site, connect neighborhoods, and provide a mix of uses that would enliven the area. Additionally, the development would be environmentally sensitive and qualify for platinum and gold certification by LEED. OP finds that the PUD and related map amendment are not inconsistent with the 2006 Comprehensive Plan and Future Land Use Map.

OP will continue to work with the Applicant and other agencies to further address the following issues:

1. The transitions from taller buildings to the lower historic buildings of the Jewish Historical Society and the Archdiocese of Washington.
2. The development and refinement of the retail frontages.

ZONING COMMISSION  
District of Columbia

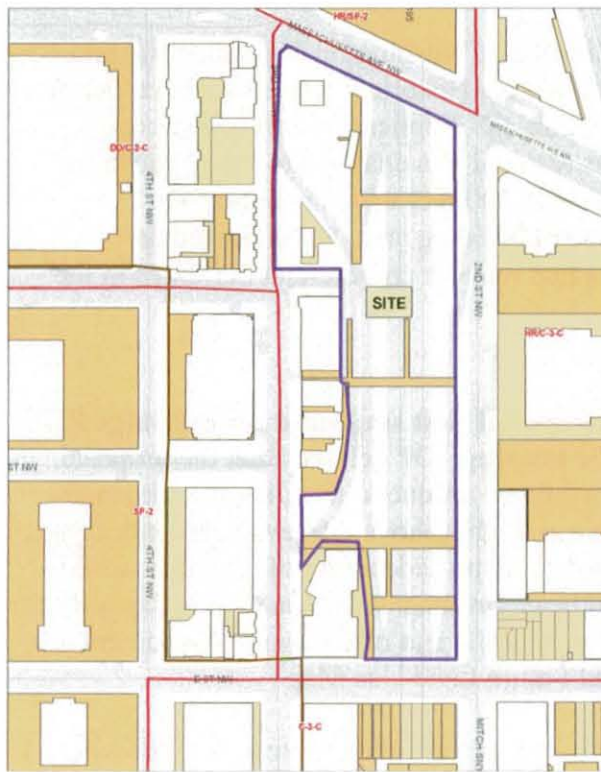


3. Coordination with Historic Preservation regarding the appropriate design for F Street.
4. The details of the Transportation Management Plan and a reduction in the onsite parking.

### SITE DESCRIPTION

The site is generally bounded by Massachusetts Avenue N.W. to the north, 2<sup>nd</sup> Street N.W. to the east, E Street N.W. to the south, and 3<sup>rd</sup> Street N.W. to the west. The majority of the site is composed of the air rights above the sunken I-395 freeway (the so-called Center Leg Freeway). The proposal calls for a platform over the freeway that would, in essence, create three new city blocks (hereinafter referenced as the North Block, the Center Block, and the South Block). The site also encompasses the rights-of-way for F and G Streets N.W., which are interrupted between 2<sup>nd</sup> and 3<sup>rd</sup> Street by the freeway.

The terra firma portion of the site is composed of lands in Squares 564, 566, and 568 (excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568 which are occupied by existing buildings on the west side of the site). As a result, the western boundary of the site is nonlinear as it incorporates and excludes properties along 3<sup>rd</sup> Street. Included within the site are properties occupied by a facility of the Office of the Chief Technology Officer, the historic Adas Israel Synagogue (which contains the Jewish Historical Society of Greater Washington's Lillian & Albert Small Jewish Museum), facilities for the Archdiocese of Washington, and the I-395 entrance and exit ramps. In total, the site measures approximately 254,671 square feet.



Site Boundary

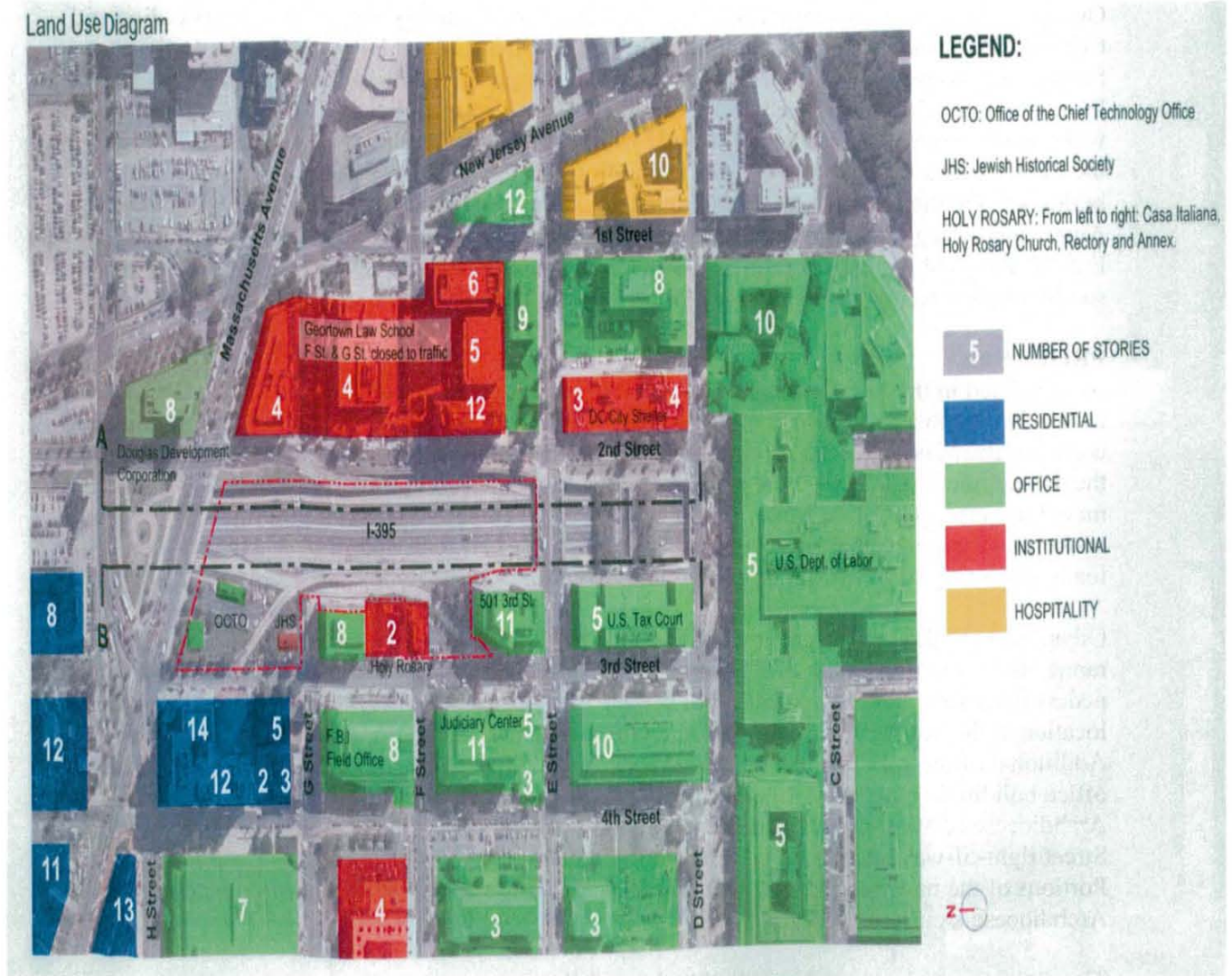


Aerial of Site

### AREA DESCRIPTION

The area around the site is characterized by a range of uses, including office, institutional, municipal, and residential. To the north, I-395 is covered over between Massachusetts Avenue and K Street N.W. Immediately abutting the site is a convergence of Massachusetts Avenue, a small park, and H Street N.W. To the northeast of the site is an approximately eight-story office

building (Douglas Development Corporation), which is zoned HR/C-3-C. Proceeding further north of the site are uses including an approximately eight-story office building (AIPAC), a parking deck, and the eight-story Carmel Plaza apartments in a C-2-C District.



**Land Use**

On the east side of the site, spanning from Massachusetts Avenue to E Street is the Georgetown University Law Center campus. The campus includes buildings ranging from 4 to twelve stories in height that are zoned HR/C-3-C. Of note, G Street between 2<sup>nd</sup> Street and New Jersey Avenue is owned by Georgetown University and functions as a plaza. F Street between 2<sup>nd</sup> Street and 1<sup>st</sup> Street was closed pursuant to an easement in 2001 and functions primarily as campus lawn with a security gate on the eastern end. A northbound I-395 off-ramp connects to 2<sup>nd</sup> Street with an agreement that it would be re-opened when F Street is re-established just south of Massachusetts Avenue.

To the south of the site, I-395 is covered in intervals by E Street, a pedestrian plaza adjacent to the United States Tax Court (zoned HR/C-3-C), D Street and, further south, the United States Department of Labor is zoned HR/C-2-C.

On the west side of the Center Block are the eight-story Judiciary Square Federal Building and two-story Archdiocese of Washington buildings which are zoned HR/C-3-C. The Judiciary Square Federal Building and its below-grade parking garage, along with parking access, are located within a portion of the G Street right-of-way. The Archdiocese Annex and Rectory, along with an associated parking lot, are located within the F Street right-of-way. Across 3<sup>rd</sup> Street from the Center Block is an eight story office building and low density office and institutional buildings. On the west side of the South Block is the 12-story Communication Workers of America building (an approved PUD under ZC Order No. 489 in 1986) which is zoned HR/C-3-C. Finally, the south bound-off ramp to I-395 circulates vehicles to 3<sup>rd</sup> Street below F Street, and a southbound on-ramp provides access to the freeway from 3<sup>rd</sup> Street above G Street.

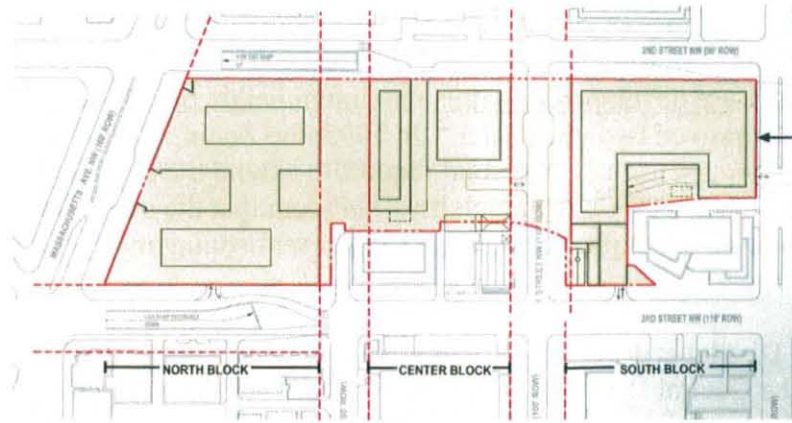
## **PROPOSAL**

As described in the Site Description section above and the attached Illustrative Site Plan, the site is largely composed of the area above the Center Leg Freeway and the parcel in the southwestern corner of the Massachusetts Avenue and 3<sup>rd</sup> Street. A platform would be constructed on which the development would sit. The development would be an approximately 2.2 million square feet mixed use project. Office would be the principal use, complemented by ground floor retail and residential uses as well as pre-existing institutional uses currently on or near the site. Parking and loading to serve all of the buildings and uses would be below grade.

Other facets of the development would include the relocation of the existing I-395 off- and on-ramps, the re-establishment of F Street for both vehicular and pedestrian traffic, G Street for pedestrian traffic, and the relocation of the Jewish Historical Society building from its current location at the northeast corner of 3<sup>rd</sup> and G Streets to the southeast corner of 3<sup>rd</sup> and F Streets. Additional office space for the historical society would also be provided in three new adjacent office buildings. The Holy Rosary Church, Rectory, Annex and Casa Italiana are operated by the Archdiocese of Washington. The Annex and Rectory are currently located within the proposed F Street right-of-way and would be relocated to the east side of the church and Casa Italiana. Portions of the new buildings would be within the PUD site and portions would be on the Archdiocese's current property.

The project would restore three city blocks as follows:

- North Block – between Massachusetts Avenue and G Street;
- Center Block - between G Street and F Street; and
- South Block - between F Street and E Street.

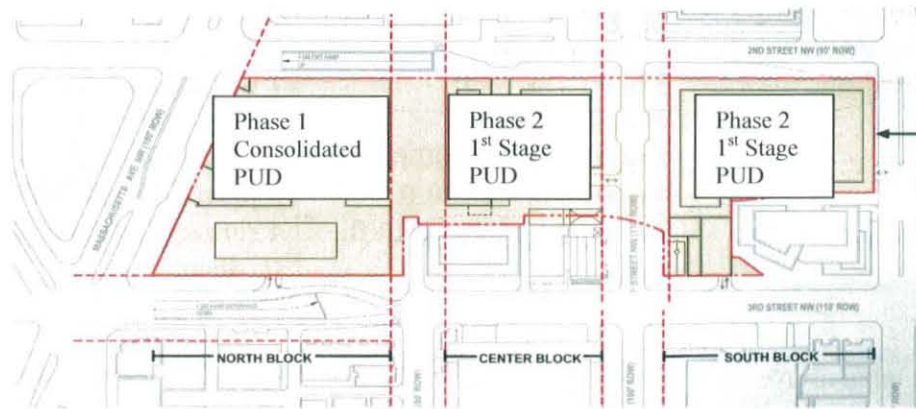


Proposed Blocks

To accommodate the development, the Applicant is requesting a Consolidated PUD for the Massachusetts Avenue portion of the site (North Block) and a First Stage PUD for the remainder of the site (Center and South Blocks). The proposed uses on the site are summarized as follows:

Use	Consolidated PUD	First Stage PUD	TOTAL
Residential	none	180,348sq. ft.	180,348 sq. ft
Office	1,006,349 sq. ft.	1,010,240 sq. ft.	2,016,589 sq. ft.
Retail	34,966 sq. ft.	35,034 sq. ft.	70,000 sq. ft.
Institutional	none	54,900 sq. ft.	54,900 sq. ft.
Parking	1,165spaces	None	1,165 spaces

The development would take place in two phases. Phase 1 would be consistent with the area and activities outlined in the Consolidated PUD, North Block, and Phase 2 would be the area and activities for the remainder of the development on the Central and South Blocks.



Phasing

**HISTORY OF ZONING OF THE SITE**

Construction of the freeway began in the 1960s, with the section spanning between the SW/SE Freeway interchange and Massachusetts Avenue completed in the 1970s. An extension from Massachusetts Avenue to its northern terminus at New York Avenue was opened in the 1980s. Further plans to route I-95 through the District were ultimately abandoned.

Concerning the zoning history of the site, the Zoning Commission approved a PUD for the site and related map amendment from unzoned to C-3-C in 1990.<sup>1</sup> The approved project consisted of a five structure mixed-use development with a maximum height of 130 feet. Design modifications were approved two years later.<sup>2</sup> In 1995, the Zoning Commission approved a two year extension for filing a permit.<sup>3</sup> A second request to extend the PUD approval was denied by the Zoning Commission in 2003.<sup>4</sup> Although it would seem that the site would return to an unzoned status following the expiration of the PUD, current zoning maps show the site as zoned HR/C-3-C.

Generally, the C-3 District is designed for major business and employment centers that are supplementary to the Central Business District and should provide substantial amounts of employment, housing, and mixed uses. C-3-C Districts permit medium-high density development, including office, retail, housing, and mixed-use development.

The HR Overlay District encourages hotels within a convenient distance of the Washington Convention Center and apartments to further the land use and other objectives of the Downtown Urban Renewal Plan and other public policy. Hotels and apartment houses are allowed at greater heights and densities than other buildings and uses permitted in the underlying districts.

**PROPOSED ZONING**

The proposed map amendment would change the zoning to a PUD related C-4 (Central Business) district. The C-4 district is designed for the downtown core with a variety of commercial, retail, business uses, high-density residential, and mixed uses. The table below outlines the parameters of the C-4 PUD and the proposal.

	<b>C-4 PUD</b>	<b>Proposal</b>
<b>Height</b>	<b>130 ft.</b>	<b>130 ft.</b>
<b>FAR</b>	<b>11.0</b>	<b>8.96</b>
<b>Lot Occupancy</b>	<b>100%</b>	<b>94%</b>
<b>Parking</b>	<b>1,165 spaces</b>	<b>1,165 spaces</b>
<b>Loading</b>	<b>3 berths @ 55 ft. 4 berths @ 30 ft. 2 platforms @ 200 ft. 4 platforms @ 100 ft. 3 service spaces @ 20 ft. deep</b>	<b>1 berth @ 55 ft. 8 berths @ 30 ft. 1 platform @ 200 ft. 8 platforms @ 100 ft. 4 service spaces @ 20 ft. deep</b>

**FLEXIBILITY**

As seen from the table above, the proposal would meet the requirements of the C-4 PUD requirements except for the loading. The Applicant proposes to reduce the number of 55-foot loading berths and associated platforms and increase the number of 30-foot berths and associated platforms. The Applicant believes that the proposed allocation of loading berths will better serve the needs of both the commercial and residential tenants as all loading activity would be managed and coordinated.

<sup>1</sup> See Zoning Commission Order Number 664, 1990.  
<sup>2</sup> See Zoning Commission Order Number 664-A, 1992.  
<sup>3</sup> See Zoning Commission Order Number 664-B, 1995.  
<sup>4</sup> See Zoning Commission Order Number 664-C, 2003.

**Stage 1 PUD North, Center, and South Blocks**

In order to achieve this proposal, a significant amount of work and construction relating to transportation would have to be addressed. The Applicant states that they have been working with the Federal Highway Administration regarding the highway and the associated southbound on-ramp at 3<sup>rd</sup> Street and northbound off-ramp at 2<sup>nd</sup> Street. The National Environmental Policy Act requires that an environmental assessment be conducted for the modification of the freeway. The proposed relocated ramps would provide better access and provide additional land to accommodate the development.

The Applicant outlines a number of goals of the development that include restoring the L'Enfant Plan by covering the highway and recreating three accessible city blocks with vehicular and pedestrian ways as conceived in the L'Enfant Plan. Restoring the street grid would involve the reconnection of G and F Streets across the freeway and provide east-west connections across the three blocks. The proposal shows F Street as being open to vehicular and pedestrian traffic while G Street would be reopened to pedestrian traffic only.

The First Stage PUD proposal would include the relocation of the historic Adas Israel Synagogue from its current location at the northeast corner of 3<sup>rd</sup> and G Streets to the southeast corner of 3<sup>rd</sup> and F Streets. The historic synagogue would be saved and reoriented and additional office space constructed in three adjacent buildings. The relocation of the historic synagogue would allow for the realignment of the 3rd Street ramp and be placed in a setting that would better enhance the historic building and allow for additional space for expansion.

The Rectory and Annex to the Holy Rosary Church are within the F Street right-of-way. They would be relocated to the east side of the Church and Casa Italiana which were their original locations prior to the construction of the freeway. The new location would place portions of the new buildings within the PUD site and the remainder on the Archdiocese's property.

The requested Stage I PUD is for the entire site and outlines the uses and their square footage, the heights of the buildings, the overall FAR of the development as shown on the table below.

	Use (sq. ft.)				Building Height		Parking
	Retail	Office	Residential	Institutional	Feet	Stories	
<b>North Block</b>	34,966	1,006,349	none	none	130 ft.	12	1,165 spaces for entire development
<b>Central Block</b>	17,500	263,391	180,384 (150 units)	4,686 for the Annex, Rectory, garage	130 ft.	Residential 13 Commercial-12	
<b>South Block</b>	17,500	746,849	None	50,214 for the JHS Buildings	130 ft.	Office-12 JHS - 4, 5, 7	
<b>TOTAL</b>	70,000	2,016,589	180,384	54,900	130 ft.	n/a	1,165 spaces

**Consolidated PUD North Block**

The Applicant is requesting a Consolidated PUD for the North Block which would include:

**Construction of the entire platform in the air rights space**

The first step in the development would be the construction of the platform in the air rights portion of the property. The entire platform would be built to accommodate each building's independent support and enable the base of the buildings to be at the existing grade level of adjacent streets.

**Construction of all parking, concourse, and service levels**

All parking, loading, and service facilities to support all the buildings in the three blocks would be provided below grade. The parking garages would be accessed from 3<sup>rd</sup> Street between the North and South Blocks and from F Street in the Center Block. The loading would take place in a centralized area and would be accessed from E Street on the South Block. In order to avoid conflicts with traffic or pedestrian movements on the adjacent roadway, enough space is provided to enable trucks to turnaround in the underground loading area.

**Construction of the Massachusetts Avenue Building**

The Massachusetts Avenue building would be a 12-story office building divided in two by a sixty-foot wide arcade and covered with a glass roof at the top of the building. The arcade would extend the length of the building from Massachusetts Avenue to G Street. The ground floor of the building would be wrapped by retail uses that extend along G Street, a portion of 2<sup>nd</sup> Street, and along both sides of the arcade.

**Proposed landscaping and streetscape design for the overall design**

Reinstated streets would restore the grid both visually and functionally and would accommodate both vehicular as well as pedestrian movements in a safe and pleasant atmosphere.

**PUD EVALUATION STANDARDS**

**Urban Design, Architecture and Site Planning**

A dominant feature of the proposed development is that the freeway would be retained but concealed by multiple buildings and the reconnection of F and G Street right-of-ways as provided for in the L'Enfant Plan. All infrastructure for the buildings as well as all the parking and loading facilities would also be concealed below grade, thereby limiting conflicts with views and pedestrian movement.

The development would recreate three city blocks that were lost with the construction of the freeway. The first building would be on the North Block which would front on Massachusetts Avenue and would be the main face of the development. The façade materials of the building would be high performance glass that would relate to the urban character and scale of buildings along Massachusetts Avenue.

The improvement to and the dedication of land for public right-of-way would lead to improvement in pedestrian circulation and vehicular traffic around and through the site.

**Housing**

The Center Block would have a residential component of 150 units of which 50 units would be affordable. Of the affordable units, 25 units would be set aside for persons earning up to 30% of the Area Median Income (AMI) and the other 25 units would be for persons earning up to 60% of AMI. The residential building would be constructed in the second stage of the development and in the Stage II PUD at which time the Applicant would provide more details on the program and their location within the building.

**Retail**

The provision of new retail space would contribute to the urban fabric and connect and increase pedestrian activity along Massachusetts Avenue and between the east and west side of the

development. The retail arcade on the North Block with the proposed office and adjacent residential uses would help to further activate the area.

### **Transportation Demand Management**

In addition to the restoration of the streets proposed in the development, the Applicant addresses the functionality of the street adjacent to the buildings. The site is near several Metro Stations and the project would provide the required number of parking spaces specified by the Zoning Regulations. Both OP and DDOT are recommending that the Applicant reduce the number of parking spaces provided in order to encourage the use of other modes of transportation. The Applicant is proposing a Transportation Management Program (TMP) that would incorporate bicycle parking, spaces for a car-share program, loading management, public transportation use, and the encouragement of telecommuting and flexible work hours. Reducing the number of parking spaces would allow these incentives to be more successful. The Applicant should provide more details on the TMP to be further reviewed and assessed by the Department of Transportation.

### **Additional Considerations: Green Elements**

The Applicant proposes to include a number of environmentally innovative elements with the greatest focus on improving the air and water issues on the site. The platform would feature green engineering with a water collection and re-use system and would incorporate eco-chimneys to provide air filtration from the below grade parking, loading, and service areas. Additionally, all buildings would have green roofs to help reduce run-off as well as other rain water harvesting systems such as cisterns below the platform which would be used for on-site irrigation and toilet flushing. These systems would result in minimal release of water into the public sewer system.

The Applicant has submitted a LEED for Core and Shell (CS) checklist for the office buildings. LEED CS is a green building rating system for designers, builders, developers, and new building owners to address sustainable design for new core and shell construction. CS covers base building elements such as structure, envelope, and the HVAC system. The Applicant proposes to have enough points to achieve a LEED CS Platinum certification. The Applicant also proposes LEED Gold Certification for the residential building.

### **Local Business Opportunities and First Source Agreements**

Certified Business Enterprises would represent 20 percent of the developer's equity in the project. The Applicant has further committed to have at least 35% of the contract value of the project go to small, local, and disadvantaged businesses.

The Applicant submits that they have executed a First Source Agreement with the Department of Employment Services to fill up to 51 percent of the construction jobs with District residents. To achieve this goal, the Applicant would establish a workforce intermediary structure that would connect with employment training providers to target the curriculums of their training programs to the expected job opportunities.

### **PUBLIC BENEFITS AND AMENITIES**

Sections 2403.5 through 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, § 2403.8 states that "the Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case." To assist in the evaluation, the

Applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed ...”

Amenity package evaluation is based on an assessment of the additional development gained through the application process. In this instance, the map amendment to the C-4 district would allow the site to be developed at a greater density and height.

The Applicant proposes the following as amenities and benefits:

1. A set aside of 50 affordable units are proposed of which 25 units would be set aside for persons earning up to 30% of the Area Median Income (AMI) and the other 25 units would be for persons earning up to 60% of AMI.
2. Environmentally innovative elements would be incorporated in the buildings and below the platform and would include processes that would purify air and water on the site through the use of elements such as eco-chambers and green roofs. The Applicant proposed LEED for Core and Shell (CS) at the platinum certification for the office buildings and gold for the residential building.
3. The reopening of F and G Streets and their improvement with extensive landscaping and enhanced pedestrian ways.
4. Participation in a First Source Agreement with the District of Columbia Department of Employment Services to hire District residents. Further, since the construction is expected to occur over a number of years the Applicant would work with existing training programs to identify potential workers and ensure they are appropriately trained for the jobs that would be available.
5. Participation in the Certified Business Enterprise (CBE) program offered by the Department of Small and Local Business Development. The Applicant states that CBE represent 20% of the equity in the development and commits to 35% of contract dollars for CBE.
6. A number of Transportation Management elements would be incorporated in the development and would include bicycle parking, a car-share program, and programs to encourage telecommuting, flexible work hours, and public transportation use.

### **COMPREHENSIVE PLAN**

The 2006 Comprehensive Plan and the Future Land Use Map places the property in a high density commercial area. High density commercial areas are defined in the Comprehensive Plan as:

*“... the central employment district of the city and other major office employment centers on the downtown perimeter. It is 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 corresponding Zone Districts are generally C-2-C, C-3-C, C-4, and C-5, although other districts may apply.”*

Therefore, the office, retail, and residential uses, the proposed heights, and the PUD-related map amendment to the C-4 district are not inconsistent with the Comprehensive Plan designation.

The Comprehensive Plan text provides a considerable number of land use policy guidance which are applicable to the proposal, including:

**Policy Central Washington (CW)-2.5.6: I-395 Air Rights Development** *“Pursue development of the air rights over I-395 between E Street NW and Massachusetts Avenue NW,*

*including the restoration of the streets rights-of-way along F and G Streets. Mixed land uses, including housing, offices, ground floor retail, and parkland, should be encouraged in this area. Air rights development should be sensitive to adjacent areas and should preserve important views."*

**Policy PROS-4.2.5: Podium Parks**

*"Consider the development of 'podium' type open spaces and parks in the air rights over below-grade freeways, including the I-395 Freeway through Downtown DC, and the Southeast-Southwest Freeway near Capitol Hill."*

**Policy LU-1.1.1: Sustaining a Strong City Center**

*"Provide for the continued vitality of Central Washington as a thriving business, government, retail, financial, hospitality, cultural, and residential center. Promote continued reinvestment in central city buildings, infrastructure, and public spaces; continued preservation and restoration of historic resources; and continued efforts to create safe, attractive, and pedestrian-friendly environments."*

**Policy LU-1.1.6: Central Employment Area Historic Resources**

*"Preserve the scale and character of the Central Employment Area's historic resources, including the streets, vistas, and public spaces of the L'Enfant and McMillan Plans as well as individual historic structures and sites. Future development must be sensitive to the area's historic character and should enhance the important reminders of the city's past."*

**Policy LU-1.2.2: Mix of Uses on Large Sites**

*"Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. The particular mix of uses on any given site should be generally indicated on the Comprehensive Plan Future Land Use Map and more fully described in the Comprehensive Plan Area Elements. Zoning on such sites should be compatible with adjacent uses."*

**Policy LU-1.2.5: Public Benefit Uses on Large Sites**

*"Given the significant leverage the District has in redeveloping properties which it owns, including appropriate public benefit uses on such sites if and when they are reused. Examples of such uses are affordable housing, new parks and open spaces, health care and civic facilities, public educational facilities, and other public facilities."*

**Policy LU-1.2.7: Protecting Existing Assets on Large Sites**

*"Identify and protect existing assets such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped."*

**Policy LU-1.3.2: Development Around Metro Stations**

*"Concentrate redevelopment efforts on those Metrorail station areas which offer the greatest opportunities for infill development and growth, particularly stations in areas with weak market demand, or with large amounts of vacant or poorly utilized land in the vicinity of the station entrance. Ensure that development above and around such stations emphasizes land use and building forms which minimize the necessity of automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of surrounding areas."*

**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.”*

**Policy LU-2.4.1: Promotion of Commercial Centers**

*“Promote the vitality of the District’s commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District Residents, and sustain the city’s role as the center of the metropolitan area. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby neighborhoods.”*

**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.”*

**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.”*

**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.”*

**Policy E-3.2.1: Support for Green Building**

*“Encourage the use of green building methods in new construction and rehabilitation projects, and develop green building methods for operation and maintenance activities.”*

**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.”*

**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 and viewsheds.”*

**AGENCY COMMENTS**

The application will be reviewed by and referred to the following agencies for comments:

1. District Department of Transportation
2. Metropolitan Police Department

3. Fire and Emergency Medical Services Department
4. Department of Public Works, Tree and Landscape Division
5. District Department of the Environment
6. Federal Highway Administration
7. Historic Preservation

### **RECOMMENDATION**

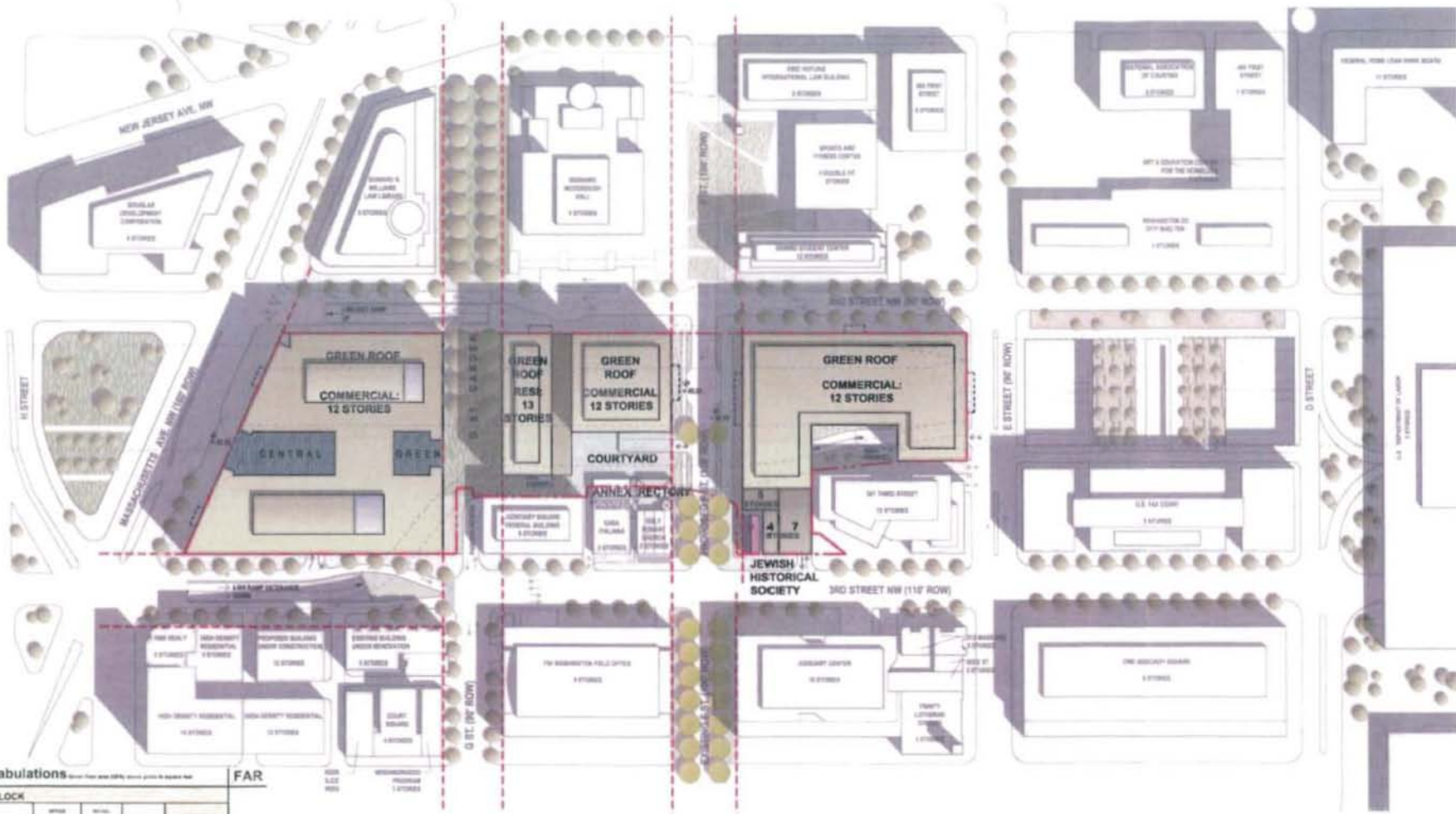
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The Office of Planning will continue to work with the Applicant and other agencies to further address the following issues:

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2. The development and refinement of the retail frontages.
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4. The details of the Transportation Management Plan and a reduction in the onsite parking.
5. Appropriately designed F Street.

JLS/mbr: Staff: Maxine Brown-Roberts  
Paul Goldstein

Attachment: Illustrative Site Plan



FAR Tabulations				FAR	
NORTH BLOCK					
	OFFICE	RETAIL			
TOTAL	1,841,316				9.71
CENTER BLOCK					
	COMMERCIAL	RETAIL	OFFICE	RETAIL	
TOTAL	465,961				7.54
SOUTH BLOCK					
	COMMERCIAL	OFFICE	RETAIL	RETAIL	
TOTAL	737,747				8.97
<b>TOTAL FAR AREA</b>	<b>2,245,024</b>				<b>8.93</b>

- LEGEND:**
- - - - - PROPERTY LINE
  - - - - - RIGHT OF WAY
  - - - - - I-395 HWY BELOW
  - ⊙ MEASURING POINT ELEVATION
  - ↔ SERVICE / PARKING GARAGE ACCESS