

BEFORE THE
ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

PREHEARING SUBMISSION

RETURN TO L'ENFANT
NORTHWEST WASHINGTON, D.C.

APPLICATION FOR
A FIRST-STAGE PLANNED UNIT DEVELOPMENT,
A CONSOLIDATED PLANNED UNIT DEVELOPMENT, AND
A ZONING MAP AMENDMENT

ZONING COMMISSION CASE NO. 08-34

September 2, 2010

ZONING COMMISSION
District of Columbia

CASE NO. 08-34
EXHIBIT NO. 23

2010 SEP -2 PM 2:03
D.C. OFFICE OF ZONING

TABLE OF CONTENTS

TABLE OF CONTENTS..... I

CERTIFICATION OF COMPLIANCE WITH SECTION 3013 OF THE ZONING REGULATIONS..... II

LIST OF EXHIBITS..... IV

LIST OF EXHIBITS..... IV

I. INTRODUCTION.....1

II. UPDATE ON ARCHITECTURAL ISSUES.....2

 A. REVISIONS TO MASS AVE OFFICE BUILDING2

 B. TRANSITIONS TO LOWER SCALE BUILDINGS4

III. RE-OPENING OF F AND G STREETS THROUGH THE PROJECT.....6

IV. PARKING AND TRANSPORTATION MANAGEMENT8

 A. PARKING SPACES8

 B. TRANSPORTATION MANAGEMENT PROGRAM10

V. CONCLUSION.....10

CERTIFICATION OF COMPLIANCE
WITH SECTION 3013 OF THE ZONING REGULATIONS

The Applicant hereby certifies that this application, twenty copies of which were filed with the Zoning Commission on September 2, 2010, complies with the provisions of Section 3013 of the Zoning Regulations as set forth below, and that the application is complete.

<u>Subsection</u>	<u>Description</u>	<u>Page</u>
3013.1(a)	Information Requested by Commission	Prehearing Statement
3013.1(b)	List of Witnesses	Exhibit 6
3013.1(c)	Summary of Testimony of Applicant's Witnesses and Reports for Record:	
	Representative from Louis Dreyfus Property Group	Exhibit 7
	Representative from Office of the Deputy Mayor For Planning and Economic Development	Exhibit 7
	Rod Garrett Skidmore, Owings and Merrill LLP	Exhibit 7
	Kevin Roche Kevin Roche John Dinkeloo and Associates	Exhibit 7
	Martin Wells/Robert T. Kohler Wells + Associates, Inc.	Exhibit 7
	Steven E. Sher, Urban Planner, Holland & Knight LLP	Exhibit 7
3013.1(d)	Additional Information	Submitted herewith
3013.1(e)	Reduced Plans	Included with PUD Submission
3013.1(f)	List of Maps, Plans or other Documents Readily Available Which Will Be Offered Into Evidence	Exhibit 9
3013.1(g)	Estimated Time Required for Presentation of Applicant's Case	Exhibit 6
3013.6(a)	List of Names and Addresses of All	Exhibit 10

Owners of Property Within 200 Feet of
the Site

3013.6(b)

List of Names and Addresses of Each
Person having a Lease with the Owner for
All or Part of Any Building Located on the
Property Involved in the Application

Exhibit 11

The undersigned HEREBY CERTIFIES that all of the requirements of Section 3013 of the Zoning Regulations have been complied with. In accordance with Section 3013.8, this application will not be modified less than twenty days prior to the public hearing.

By: Christine Shiker
Christine Moseley Shiker

LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Location Map	1
Update Pages for First-Stage Plans (Sheets 1.15 and 1.17)	2
DC Surveyor's Plat Showing Closure of Alleys in Site	3
DC Surveyor's Plat Showing Closure of a Portion of F Street, NW	4
DC Surveyor's Plat Showing Closure of a Portion of G Street, NW	5
List of Witnesses and Estimated Time Required For Presentation of Applicant's Case	6
Outlines of Testimony for Witnesses	7
Resumes of Expert Witnesses	8
List of Maps, Plan or Other Documents Readily Available Which Will Be Offered Into Evidence	9
List of Names and Addresses of All Owners of Property Within 200 Feet of the Site	10
List of Names and Addresses of each Person having a Lease for the Site	11

I.
INTRODUCTION

This Prehearing Statement and accompanying documents (the "Prehearing Submission") are submitted by Center Place Holdings LLC, on behalf of the District of Columbia, through the Office of the Deputy Mayor for Planning and Economic Development, the current owner of the property (collectively, the "Applicant"), in support of the application to the Zoning Commission for the District of Columbia for approval of a first-stage Planned Unit Development ("First-Stage PUD") for the entire site, for approval of a consolidated PUD ("Consolidated PUD") for a portion of the site, and for a change to the District of Columbia Zoning Map to C-4, all under Chapter 24 of the District of Columbia Zoning Regulations, 11 DCMR (February 2003), as amended ("Zoning Regulations"). The Applicant is seeking these approvals in order to build a platform over the recessed Center Leg Freeway, to re-connect F and G Streets to the existing L'Enfant street grid, and to construct a mixed-use project of office, residential and retail uses on land and in the air rights above the Center Leg Freeway in the area generally bounded by Massachusetts Avenue, N.W., to the north, 2nd Street, N.W., to the east, E Street N.W., to the south, and 3rd Street, N.W., to the west, as shown on the location map attached as Exhibit 1 (the "Site").

On December 31, 2008, the Applicant filed with the Zoning Commission its statement and exhibits (including architectural plans) in support of its request for PUD approvals (the "PUD Submission"). The PUD Submission set forth in detail the proposed project to be known as the Return to L'Enfant project as well as the elements of the second stage PUD application, including the project design, public benefits and project amenities, and consistency of the PUD with the Comprehensive Plan of 2006. The Zoning Commission set down this case for hearing at its July 26, 2010, public meeting. This Prehearing Submission supplements the PUD

Submission and provides information in response to matters raised by the Zoning Commission and Office of Planning.

As set forth below, this Prehearing Submission, along with the original PUD Submission, meet the filing requirements under Chapters 24 and 30 of the Zoning Regulations for approval of the First-Stage PUD application, the Consolidated PUD application and the related zoning map amendment for the Site. Accordingly, the Applicant requests the scheduling of a public hearing for consideration of these applications.

II. **UPDATE ON ARCHITECTURAL ISSUES**

A. Revisions to Mass Ave Office Building

The first building to be constructed on the platform will occupy the North Block of the project and will include office and retail uses (the "Mass Ave Office Building"), serving as the initial anchor of this exciting and important, urban infill project. In the PUD Submission, the Mass Ave Office Building was proposed to be a twelve story building, with the massing broken down into two buildings and retail fronting G Street, a portion of 2nd Street and a shopping arcade bisecting the ground floor of the building. The proposed building included approximately 1,006,316 square feet of gross floor area devoted to office use and approximately 34,966 square feet of gross floor area devoted to ground floor retail.

During the set down consideration for the project, the Zoning Commission made several comments regarding the architectural design of the Mass Ave Office Building and noted a variety of related considerations. Since the PUD submission, the Applicant and its design team have continued to develop and refine the design of the Mass Ave Office Building. These refinements, which are discussed further below and are still being developed, are a result of this

continued work since the original PUD Submission and take into consideration the comments from the Zoning Commission.

The success of the Mass Ave Office Building is paramount for the overall Return to L'Enfant project; thus, the proposed refinements take into consideration the requirements of highly-successful, real estate development and, at the same time, the creation of an appropriate relationship to the surrounding streets, buildings, and general environment. In this effort, the design team has focused on several objectives with these refinements, including: the reduction of the sense of the mass of the building; the separation of the single building into two buildings; the elimination of the covered atrium in favor of a more urban, street-like design; and a general refinement of the exterior to produce an elegant complex, all of which result in a North Block which will become a wonderful community-creating addition to the neighborhood.

To achieve these objectives, a variety of changes are being made to the plans. The elevations on 2nd and 3rd Streets have been broken into a series of blocks, some of which slope away from the street in order to reduce the sense of height. To add animation and interest, these blocks have been curved as they ascend. The other blocks have been set back above the first two floors which helps to form a two-story space, thus establishing a pedestrian access to the retail that is planned at the street level. The former, covered atrium between the two elements of the single building has been redesigned into a more urban, street-like space flanking the retail for most of its length, with the roof over this space having been removed and a more modest canopy introduced at the second floor level.

As part of this still developing revised design, every effort is being made to encourage pedestrian movement through the buildings by providing a variety of retail amenities for the project and the surrounding neighborhood. The previously-proposed connection of the two

portions of the single building at the tenth, eleventh and twelfth floors has been eliminated and the result is a pedestrian, street-like space that is completely open to the sky. The overall composition of the two buildings will conform to the standard classical façade composition of base, center, and cornice so common throughout the District, but the building will be a thoroughly contemporary building and important work of architecture reflecting the aspirations and aesthetics of our time.

These separate buildings have an excellent relationship of interior space to daylight to provide light-filled, first-class office floor plates. To further embellish this standard, atria have been created from the roof down to provide daylight to the inner portions of the floor plates. This element will add to the objective of creating high class office space available in the city, consequently inviting high-quality tenants to the area to support the general expansion in the neighborhood of high-class commercial facilities and services. The refinements will result in a developing a truly unique and remarkable contribution, both aesthetic in form and ambitious in urban design, to create a real community and to restore the L'Enfant plan in this part of the city.

The plans are being further refined and developed in accordance with this description and the stated objectives. Revised plans will be reviewed with the Office of Planning, community and others and will then be submitted to the Zoning Commission in accordance with the timeframes set forth in the Zoning Regulations.

B. Transitions to Lower Scale Buildings

The Office of Planning and Zoning Commission both requested additional information regarding the transitions from the proposed new buildings to the existing, lower scale buildings. The substantial majority of the surrounding, existing neighborhood is developed with higher-densities, with few exceptions. In addition, the surrounding developments are separated from the

proposed project by public rights-of-way, ranging in width from ninety feet to 160 feet. Thus, the transitions will be appropriate with the proposed refinement of the architectural detailing in the North Block described above and the architectural detailing that will be presented as part of future second-stage PUD applications for the Center and South Block.

The two most notable exceptions to the generally higher-density development surrounding the Site are the facilities of the Holy Rosary Church and the Jewish Historical Society's ("JHS") Synagogue. The overall master plan for the PUD recognizes the importance of creating appropriate transitions beginning with the co-location of the Holy Rosary Church and the JHS's Synagogue at the newly re-established corners of 3rd and F Street NW. The Holy Rosary Church with its new Annex and Rectory will anchor the northeast corner of 3rd and F Streets, NW, while the Synagogue and the to-be constructed JHS building will anchor the southeast corner of 3rd and F Streets, NW. Siting the JHS building across from the Holy Rosary Church creates a distinct, lower-scaled zone with special cultural and community uses along the re-established street frontages at the eastern corners of 3rd and F Streets.

Returned to its original position behind the Holy Rosary Church (i.e., its position before the installation of I-395), the new Annex and Rectory will be a pedestrian-scaled building that uses varying heights, entrances, materials and massing scales appropriate to the eastern corners of 3rd and F Streets. The courtyard immediately adjacent to the new Annex and Rectory will serve as a green buffer that reduces the perceived scale of the new development and acts as a transition to the larger office building and residential building within the Center Block. This courtyard is one level above-grade, creating a one-story plinth at the ground floor and reducing the apparent heights of the adjacent buildings. In addition to the courtyard element, the Holy Rosary Church and the Applicant have agreed that the design of the Center Block buildings will

incorporate setbacks from the new Annex and Rectory that start at a height of 80 feet. As the project develops, further coordination with the overall massing of the office buildings in the Center Block in relation to the Holy Rosary Church and its facilities will continue through the second-stage review and approval for the final design of the Center Block.

At the southeastern corner of 3rd and F Streets, the JHS Synagogue will be surrounded by a smaller, four to seven story building which will reduce the apparent scale and act as a transition to the larger South Block office building to the east. This smaller building adjacent to the JHS Synagogue will be designed to mitigate scale shifts and create an appropriate backdrop for the Synagogue. As the project develops, further coordination with the overall massing of the office buildings in relation to the Synagogue will continue through the second-stage review and approval for the final design of the South Block.

III. **RE-OPENING OF F AND G STREETS THROUGH THE PROJECT**

As described in detail in the PUD Submission, the project incorporates the re-opening of F and G Street through the PUD site to reconnect the L'Enfant grid. F Street will be re-opened as a thru-street to vehicular and pedestrian traffic. As noted by the Office of the Planning at the set down consideration for the application, the Applicant has agreed to reduce the right-of-way proposed for F Street from the originally proposed 110 feet to 100 feet. G Street will be re-opened to pedestrian traffic and will be designed as a landscaped area having a width of ninety feet, conforming to the existing right-of-way to the west of the Site. The re-opening of these streets for view corridors as well as for pedestrian and vehicular traffic is an extremely important aspect of the project, as it will redefine the urban fabric of the area, create three separate city blocks where there is currently a void and enhance the local transportation system.

While missing in actuality from the city's grid layout, the significant majority of these roads are owned by the District of Columbia, have continued to be identified in the records of the District of Columbia Office of Surveyor ("DC Surveyor") as streets within the District of Columbia, and can be used for those purposes. Specifically, as shown on the plat attached as Exhibit 3 (the "Alley Closing Plat"), as of December 17, 2008, the District closed the public alleys within the Site that still existed in the records of the DC Surveyor but were not actually in place given the existence of the Center Leg Freeway. The Alley Closing Plat shows F Street located through the Site, with the exception of a portion that was closed and reverted to the Holy Rosary Church, through the Catholic Archbishop of Washington, as shown the street closing plat dated October 18, 1967, and attached as Exhibit 4. The Holy Rosary Church has agreed as part of the overall project and reconstruction of its Annex and Rectory to re-open the portion of F Street that it currently owns and which was closed by the plat attached as Exhibit 4. This agreement is noted in the Holy Rosary Church's letter to the Zoning Commission supporting set down of the applications dated July 21, 2010, and found in the Office of Zoning's record for this case at Exhibit No. 18.

In addition, the Alley Closing Plat shows G Street, NW, located through the Site, except for a small portion in which the width of G Street was reduced in half near the intersection with 3rd Street, NW, as shown the street closing plat dated November 13, 1969, and attached as Exhibit 5. This small area is improved with an eight-story Judiciary Square Federal Office Building and is not incorporated within the PUD Site or within the proposed re-opening of G Street to pedestrian traffic. Accordingly, based on these records, F and G Streets can be re-opened as proposed in this application.

As a result of the reduction in the proposed right-of-way width of F Street, there have been slight modifications to the overall site plan and changes to the Zoning Development Data. Accordingly, Pages 1.15 and 1.17 of the First-Stage Architectural Plans have been updated and are submitted herein as Exhibit 2. An updated Tabulation of Development Data for the Consolidated PUD Plans will be submitted at such time as the revised drawings showing the Mass Ave Office Buildings are submitted.

IV. PARKING AND TRANSPORTATION MANAGEMENT

A. Parking Spaces

As noted in the PUD Submission, all parking and loading facilities will be located in a centralized, below-grade facility, which permits loading, including all turning movements, to take place within private property that is not visible from any public right-of-way and which also significantly reduces the number of curb cuts that would otherwise be required for the project. Furthermore, access to the below-grade loading facility as well as to the below-grade parking facilities have been designed to minimize their respective impacts on pedestrians and vehicular within and around the Site. The parking garage will be accessed primarily from 3rd Street in both the North and South Blocks with an additional entrance being located off F Street in the Center Block and the loading facility will be accessed front-in and front-out from a single entry on E Street in the South Block. Elevator and stair cores provide access from the parking levels to serve all of the proposed buildings. The project will also provide approximately 440 bicycle parking spaces.

The Office of Planning and District Department of Transportation have questioned whether the number of proposed parking spaces to be provided in the project is appropriate. The project currently proposes to provide the minimum number of parking spaces required by the

Zoning Regulations. In the PUD Submission, that number was 1,163 parking spaces. Given the small changes in the project resulting from the reduction in width of F Street, the minimum parking required is now 1,184 parking spaces, which will all be provided in the entirely below-grade parking facility discussed above.

The Applicant's Traffic Consultant is continuing to study the number of parking spaces that must be provided to ensure sufficient parking to adequately accommodate reasonable parking demands on-site, without providing excessive parking that results in encouraging driving instead of walking, biking, use of public transportation or carpooling. Many factors are considered to determine the appropriate parking ratios, including the following: requirements of the Zoning Regulations; industry standards; demands at comparable developments and demands identified by specific tenants; proximity to public transportation; auto ownership in the surrounding neighborhood; and the extent of a transportation management program.

The parking strategy employed for this project aims to provide sufficient parking to reasonably meet the anticipated demand thereby minimizing parking impacts on the surrounding neighborhood. It also seeks to provide sufficient parking to accommodate the requirements of prospective tenants while also avoiding excessive, costly parking thereby promoting alternative modes of transportation (in conjunction with a transportation management program developed for the project, discussed further below). The Applicant will continue to refine the proposed parking supply based on these factors and with input from the Office of Planning and the District Department of Transportation and will provide additional information prior to a hearing on these applications.

B. Transportation Management Program

The Office of Planning has asked for additional information regarding the Applicant's proposed transportation management program. The purpose of the Applicant's transportation management program is to provide services and incentives to increase the efficiency of the roadway network without adding additional capacity. The transportation management program will incorporate a variety of the provisions, including the following: bicycle parking; locations for car-share parking spaces on-site; loading management plan; parking management plan; and program to encourage telecommuting, flexible work hours and public transportation use. The Applicant will continue to refine the proposed transportation management program, as noted above, with input from the Office of Planning and District Department of Transportation and will provide additional information prior to a hearing on these applications.

**V.
CONCLUSION**

This Prehearing Submission along with the original PUD Submission meet the filing requirements for the First-Stage PUD for the Site, the Consolidated PUD application as set forth in the PUD Submission and the zoning map amendment of the Site to C-4, all s required by Chapters 24 and 30 of the Zoning Regulations. For the foregoing reasons, the Applicant respectfully requests that the Zoning Commission schedule a hearing for the applications.

Respectfully submitted,

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