



BEFORE THE
ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

Return to L'Enfant

NORTHWEST WASHINGTON, D.C.

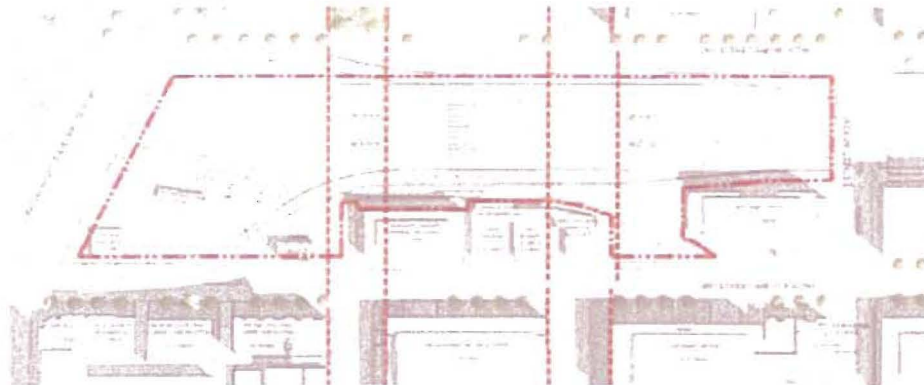
APPLICATION FOR
A FIRST-STAGE PLANNED UNIT DEVELOPMENT,
A CONSOLIDATED PLANNED UNIT DEVELOPMENT,
AND
A ZONING MAP AMENDMENT

December 31, 2008

EXECUTIVE SUMMARY

This statement and attached documents 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 a first-stage Planned Unit Development ("First-Stage PUD") for the entire site, consolidated review and approval of a Planned Unit Development ("Consolidated PUD") for a portion of the site, and 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 subject property (the "Site") includes land located in Squares 564, 566 and 568 (excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568) and 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 (the "Site"). The Site contains approximately 251,321 square feet and is generally in the boundaries as shown below:



Summary of Project

The Applicant proposes to construct a mixed-use project of office, residential and retail uses above the Center Leg Freeway, between E Street and Massachusetts Avenue, N.W., and to re-establish the connection of F and G Streets to the existing L'Enfant street grid. The platform above the highway and the base of each of the new buildings will be at the existing grade level of the surrounding streets and avenues, creating three new city blocks. These three new city blocks are referenced herein as the North Block, the Center Block and the South Block.

The overall development will include approximately 2.2 million square feet of gross floor area and have an aggregate FAR of approximately 8.93. The office component of the project will include approximately 2.0 million square feet of gross floor area, which is appropriate based on the Site's location and is consistent with the Comprehensive Plan's designation of this Site as part of the High Density Commercial land use category on the Future Land Use Map. Office buildings – each with a maximum height of 130 feet – will be located in the North Block, the Center Block and the South Block. Approximately 180,000 square feet of gross floor area will be devoted to residential uses, including fifty units being set aside for affordable housing at the lowest income levels. This residential building is located in the Center Block and has a maximum height of 130 feet. Ground floor retail uses of approximately 70,000 square feet of gross floor area will line the newly created public spaces in each of the three new blocks.

The project includes approximately 1,163 parking spaces located entirely in a below-grade parking garage on the western portion of the Site. The primary public access to the below-grade parking garage will be from 3rd Street, with one entrance in the North Block and one in the South Block. There will be an additional entrance to the parking facility from F Street in the Center Block. Similarly, all service and loading areas for the project are included within in a consolidated, below-grade loading facility accessed from E Street. This below-grade location

enables all service activities to occur outside the view of passing pedestrians, and the consolidation of loading for three city blocks in one below-grade facility – with a single curb cut for front-in and front-out access in the South Block – results in greater safety and reduced conflicts with pedestrians in public space.

Re-establishment of F and G Streets and Improvements to I-395

As noted above, this extraordinary project includes the re-establishment of F and G Streets through the Site, which will serve to complete the major, missing component of Downtown DC, linking the Downtown core to Capitol Hill. F Street will provide both vehicular and pedestrian access while G Street will serve as a pedestrian thoroughfare. The creation of the platform and the re-institution of the streets will restore view corridors, provide new sidewalks and streetscapes, and provide new connections across the District.

The Applicant has worked extensively with the District, the District Department of Transportation and the Federal Highway Administration to create a project that reconnects the street grid while not adversely impacting the existing I-395. To improve pedestrian and motorist safety and to facilitate the re-connection of F and G Streets through the Site, the project would eliminate the lightly-used southbound off-ramp, re-configure the southbound on-ramp at 3rd Street, and reconfigure the northbound off-ramp at 2nd Street. The I-395 mainline and the I-395 ramp terminals would not be modified by the project. Traffic will be maintained on the I-395 during construction of each phase of the project to reduce disruption to the street network. The National Environmental Policy Act requires an Environmental Assessment for the modifications to I-395, and this process has begun.

Relocation and Enhancement of Existing Structures

The project incorporates the physical relocation of the historic Adas Israel Synagogue, containing the Jewish Historical Society of Greater Washington's Lillian & Albert Small Jewish

Museum, from its current location at the northeast corner of 3rd and G Streets to the southeast corner of 3rd and F Streets which will be re-opened as part of this project in the South Block. This relocation provides a significantly improved siting for the historic building, with appropriate orientation and better visibility and access. It also provides for the incorporation of additional space for the Jewish Historical Society, including office and support spaces located in adjacent four-, five- and seven-story wings of a new building. These additional wings will be located immediately to the south and east of the historic building in the South Block and will be connected to the historic synagogue building by a glass covered atrium.

In addition, the project includes the relocation of certain facilities of the Archdiocese of Washington, including the Holy Rosary Rectory and the Holy Rosary Annex, from their current locations within the F Street right-of-way, to new and enhanced facilities partially on land in the Center Block and partially on land owned by the Church. These new facilities will be located immediately to the east of the existing Casa Italiana and Holy Rosary Church.

Sustainable Design Elements

This project is being presented as a model for sustainable design. The Applicant will seek to achieve LEED CS Platinum certification for the office buildings and LEED Gold certification for the residential building through a variety of sustainable strategies, including high performance building envelopes, energy efficient mechanical systems and the use of recycled and sustainable building materials. Eco-chimneys will be incorporated to maximize filtration of air containing automotive exhaust from the below-grade parking facilities and service corridor. In addition, the new platform infrastructure offers a ground and storm water collection and grey water re-use system. Moreover, the green roofed development comprehensively acts as an ecosystem that works towards sustaining itself and that establishes a viable ecosystem within the city.

Requested Approvals from the Zoning Commission

The Applicant requests approval of the overall master plan in the First-Stage PUD application. The Applicant also requests approval for a Consolidated PUD, which includes the following: (1) the construction of the entire platform; (2) the proposed mix of uses, the height and density of each building, and site plan for the overall project; (3) the construction of the office building in the North Block; (4) the construction of all below-grade parking, concourse and service levels; and (5) the proposed landscaping and streetscape design for the overall Site. The office building included as part of the Consolidated PUD would have a maximum height of 130 feet with twelve stories and would include a total of approximately 1,041,316 square feet of gross floor area, with approximately 1,006,349 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. The Applicant also requests approval of an amendment to the Zoning Map to re-zone the Site to C-4.

As set forth below, this statement and the attached documents meet the filing requirements for a First-Stage PUD, a Consolidated PUD, and an amendment to the Zoning Map under Chapter 24 of the District of Columbia Zoning Regulations.

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DEVELOPMENT TEAM

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Alexandria, VA 22314

**Traffic/Transportation
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**Economic Benefits
Consultant:** Bolan Smart Associates
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Washington, DC 20006

LIST OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Architectural Plans and Drawings for First-Stage Application ("First-Stage PUD Plans")	A
Architectural Plans and Drawings for Consolidated Application ("Consolidated PUD Plans")	B
Zoning Map	C
Location Map	D
Surveyor's Plat	E
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I.
INTRODUCTION

This statement and attached documents 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 D (the "Site"). The project will be known as the Return to L'Enfant project and furthers many of the goals and policies of the District of Columbia Comprehensive Plan of 2006 ("Comprehensive Plan").

A. Summary of Project

Return to L'Enfant is an extraordinary project for the District as it will serve to complete the major, missing component of Downtown DC, linking the Downtown core to Capitol Hill. The project envisions the construction of a platform over the Center Leg Freeway, extending from Massachusetts Avenue, N.W., to E Street, N.W., and reconnecting the L'Enfant street grid by the restoration of F and G Streets, N.W., between 2nd and 3rd Streets. The development plan

includes the construction of the platform at the same elevation as the existing grade level of the surrounding streets and avenues which results in the creation of three new city blocks within the current void of the Freeway. These three new city blocks are referenced herein as follows: (1) the North Block which is bounded by Massachusetts Avenue to the north, 2nd and 3rd Streets to the east and west respectively, and G Street to the south which will be reopened to pedestrian traffic as part of the project; (2) the Center Block which is bounded by the re-opened G Street to the north, 2nd Street to the east, F Street to the south which will be reopened to vehicular and pedestrian traffic as part of the project, and 3rd Street to the west; and (3) the South Block which is bounded by the re-opened F Street to the north, 2nd Street to the east, E Street to the south and 3rd Street to the west.

The overall development will include approximately 2.2 million square feet of gross floor area and have an aggregate FAR of approximately 8.93. The significant majority of the proposed density (approximately 2.0 million square feet) on the Site will be devoted to office use, which is appropriate based on the Site's location and is consistent with the Comprehensive Plan's designation of this Site as part of the High Density Commercial land use category on the Future Land Use Map. Office buildings – each with a maximum height of 130 feet – will be located in the North Block, the Center Block and the South Block. Approximately 180,000 square feet of gross floor area will be devoted to residential uses, consisting of approximately 150 units of which twenty-five will be affordable to residents earning less than thirty percent of Area Median Income ("AMI") and twenty-five will be affordable to residents earning less than sixty percent of AMI. This residential building is located in the Center Block and has a maximum height of 130 feet. The Applicant proposes approximately 70,000 square feet of

ground floor retail for the multiple buildings, which will spill out into inviting public spaces in the North, Central and South Blocks.

The project also includes the physical relocation of the historic Adas Israel Synagogue, containing the Jewish Historical Society of Greater Washington's Lillian & Albert Small Jewish Museum, from its current location at the northeast corner of 3rd and G Street in the North Block to the southeast corner of 3rd and F Streets to be reconstructed as part of the project in the South Block. This relocation provides a significantly improved siting for the historic building with appropriate orientation consistent with the synagogue's original location at 6th and G Streets, N.W., and results in better visibility and access for the historic building. The project also provides for the incorporation of additional space for the Jewish Historical Society, including office spaces located in adjacent four-, five- and seven-story wings in the South Block. This facilities expansion – which is intended to be connected to the historic synagogue building by a glass covered atrium – will be developed as a subsequent second-stage PUD by the Jewish Historical Society.

In addition, the project includes the relocation of certain facilities of the Archdiocese of Washington, including the Holy Rosary Rectory and the Holy Rosary Annex, from their current locations within the F Street right-of-way to new and enhanced facilities. A portion of the new facilities will be constructed within the boundaries of the Site within the Center Block with the remaining portions of the facilities to be constructed on land currently owned by the Church. The location of these new facilities immediately to the east of the existing Casa Italiana and Holy Rosary Church is consistent with its original siting prior to the construction of I-395.

The Applicant has been working with the District Department of Transportation and the Federal Highway Administration for over one year to carefully coordinate all aspects of the

project. As a result of these extensive discussions, the project will result in improved access to I-395, including the relocation of entrance ramps and the removal of an unnecessary and underutilized ramp. In addition, traffic will be maintained on I-395 during construction of each phase of the project to reduce disruption to the street network. The National Environmental Policy Act requires an Environmental Assessment for the modifications to the I-395 system, and this process has begun. As such, modifications to these aspects of the PUD, many of which are within public space and not within the purview of the Zoning Commission, may result. The Applicant will make the Zoning Commission aware of any modifications resulting from this process as soon as they are known.

In addition, this project is being presented as a model for sustainable design. Not only will the project seek to achieve LEED CS Platinum certification for the office buildings and LEED Gold certification for the residential building, but it will also implement innovative stormwater management systems that will capture significant amounts of storm water on the Site as well as the sub-surface water from excavations. That water will be treated and reused as part of each building's grey water system.

The Applicant requests approval of the overall master plan in the First-Stage PUD application, which is shown in the First-Stage PUD Plans attached as Exhibit A and set forth in detail in Section III below. The Applicant also requests approval for the Consolidated PUD, which includes the following: (1) the construction of the entire platform; (2) the proposed mix of uses, the height and density of each building, and site plan for the overall project; (3) the construction of the office building in the North Block ("Mass Ave Office Building"); (4) the construction of all below-grade parking, concourse and service levels; and (5) the proposed landscaping and streetscape design for the overall Site. The Mass Ave Office Building would

have a maximum height of 130 feet with twelve stories and would include a total of approximately 1,041,316 square feet of gross floor area, including approximately 1,006,349 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.

B. The Applicant

The Applicant is Center Place Holdings LLC, which is the contract purchaser of the Site currently owned by the District of Columbia. Center Place Holdings LLC is a wholly-owned subsidiary of Louis Dreyfus Property Group ("Dreyfus"), the overall developer for Return to L'Enfant.

Dreyfus is an international real estate company which was organized in 1971 to own, develop, manage and operate properties in North America and Europe. It has assembled a portfolio of close to seven million square feet of rentable space and space to be developed. All holdings in Dreyfus' portfolio share certain characteristics. They are well conceived and well located in both central business districts and suburban office markets. Scale, development potential, tenant amenities, and attention to architectural and operational details are typical of each property. The buildings are meticulously maintained and continuously upgraded to prevent obsolescence.

Dreyfus has previously been involved with important development and redevelopment projects in the District. For example, Dreyfus has developed the Station Place office project, adjacent to Union Station and the headquarters building for the Securities and Exchange Commission, as well the office buildings at 1101 New York Avenue, N.W., 801 17th Street, N.W., and 2001 K Street, N.W. Dreyfus is also part of the joint venture which developed the Four Seasons luxury hotel in Georgetown. Dreyfus' other redevelopment projects include the

office buildings located at 1801 K Street, N.W., 2100 M Street, N.W., and 1220 19th Street, N.W.

II.
SITE LOCATION, ZONING, AND LAND USE

A. Site Description

The Site includes land located in Squares 564, 566 and 568 (excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568) and the air rights above Interstate 395 (known as the Center Leg Freeway), located generally between 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. The terra firma pieces of the Site are presently occupied by the Office of the Chief Technology Officer, the Jewish Historical Society, facilities for the Archdiocese of Washington, and I-395 entrance and exit ramps. The Site includes approximately 251,321 square feet of land and air rights area.

Most of the Site is within the air rights above the Center Leg Freeway, which was built in the 1970's with the intent of creating a link through the District to I-95. While portions of the highway were concealed beneath the U.S. Capitol Reflecting Pool, the extension to New York Avenue was created in a sunken, uncovered trench through the city. After construction of this portion of the highway, plans for linking I-95 through the District were dismissed, and the link was re-routed outside the city. Since that time, this highway has created a division in the urban fabric of this portion of the District.

Although not included in the Site's land area, the Site generally encompasses the rights-of-way for F and G Streets, N.W. The Judiciary Square Federal Building and its below-grade parking garage, along with a garage access, sit within a portion of the G Street right-of-way and create an additional constraint for this project. Similarly, the Rectory and Annex for the Holy Rosary Church sit within the F Street right-of-way along with an associated parking lot.

B. Zoning and Approval History of Site

According to the official Zoning Map for the District, the Site is zoned HR/C-3-C based on Zoning Commission Order Nos. 216 and 334. In 1990, the Zoning Commission approved a PUD for the Site by Zoning Commission Order No. 664. This order noted that the Site was unzoned and approved a map amendment for the Site to C-3-C. The PUD approval included the construction of a deck built over the Center Leg Freeway upon which a hotel building, an apartment building and three office buildings would be located. Unlike the proposed development, that deck was raised above the surrounding sidewalks and streets and did not correspond to the elevation of the surrounding sidewalks and streets. Consequently, that PUD did not provide for the re-connection of F and G Streets through the site. The PUD allowed a maximum height of 130 feet and a maximum FAR of 5.97 on an assumed site area of 271,400 square feet, computing to approximately 1,620,000 square feet of gross floor area. Modifications to the design and configuration of the project were approved by Zoning Commission Order No. 664-A. The Zoning Commission extended the validity of the PUD to September 1, 1997, by Zoning Commission Order No. 664-B. A second request for an extension of time was denied by Zoning Commission as is set forth in Order No. 664-C. Thus, the PUD is no longer in effect.

C. The Surrounding Area

The area surrounding the Site is characterized by commercial buildings of varying heights, including several municipal uses. To the east of the Site, spanning from Massachusetts Avenue to E Street, is the Georgetown University Law Center campus. The Law Center campus includes several buildings ranging in height from four to twelve stories. South of the Site are the United States Tax Court building and the United States Department of Labor building, both built five stories in height. To the west of the Site are commercial buildings primarily ranging in

height from eight to twelve stories. In addition, there are several high density residential buildings located north of G Street that are built to or approved for nine to fourteen stories.

D. Zoning and Planning History of Area

The original zoning for the area included primarily C-3-B (now C-2-C) and SP (now SP-2) designations. In the early 1980s, the Hotel-Residential ("HR") Incentive Overlay District was established to encourage the construction of hotels and apartment houses in certain areas of the city. The HR Incentive Overlay District in this area includes the Site and is generally bounded by H Street on the north, North Capitol Street on the east, E Street on the south, and 3rd Street on the west. In 1991, the Downtown Development ("DD") Overlay District was established along with Receiving Zones to which development rights could be transferred from sites within the DD Overlay District. The DD Overlay District is generally mapped to the northwest of the Site.

To the east and west of the Site, development is permitted up to a maximum height of 130 feet with densities ranging up to 10.0 for mixed uses. The properties zoned DD/C-2-C can be constructed to the 130-foot height contingent upon the width of the abutting street and up to 8.5 FAR. Properties zoned DD/C-3-C can also be constructed to the 130-foot height contingent upon the width of the street and up to 10.0 FAR. Properties located in the Downtown East Receiving Zone can be constructed to 110 feet in height contingent upon the width of the street and up to 9.0 FAR.

Several PUDs have been approved in the vicinity of the Site. In Square 531 bounded by F, G, 3rd, and 4th Streets to the west of the Site, a PUD was approved permitting an office building 120 feet in height with a density of 7.0 FAR. In Square 532 bounded by E, F, 3rd, and 4th Streets

to the southwest of the Site, a PUD was approved permitting an office building 120 feet in height with a density of 7.3 FAR.

E. Matter-of-Right Development Under Existing Zoning

The official zoning map shows the Site as zoned HR/C-3-C. The C-3-C District is a major business and employment center that permits medium-high density development for employment and mixed uses. The uses permitted as a matter-of-right include office, residential, and retail. The C-3-C District permits matter-of-right development to a height of ninety feet, and a FAR of 6.5. The PUD guidelines for the C-3-C District permit a height of 130 feet and a FAR of 8.0. The purpose of the HR Overlay is to encourage construction of hotels and apartment houses in the designated areas. Under the HR Overlay, the maximum height of a building including a minimum of 2.0 FAR devoted to hotel or residential use is permitted to be the height allowed by the 1910 Height Act. The maximum FAR is 8.5 FAR.

For office development, parking is required at a rate of one space for each additional 1,800 square feet of gross floor area in excess of 2,000 square feet. For retail development, parking is required at a rate of one space for each additional 750 square feet of gross floor area in excess of 3,000 square feet. For residential development, parking is required at a rate of one space for each four dwelling units.

F. Matter-of-Right Development Under Proposed Zoning

Under the proposed PUD, the zoning of the entire Site would become C-4. The uses permitted as a matter-of-right include office, residential, and retail. The C-4 District permits a maximum height of 130 feet for a building facing a street that is not less than 110 feet wide, with no limit on the number of stories, and a maximum FAR of 10.0. 11 DCMR §§770.4, 771.5. Based on the buildings' frontages on Massachusetts Avenue, which has a right-of-way of 160

feet, 3rd Street, which has a right-of-way of 110 feet, and F Street, which has a proposed right-of-way of 110 feet¹, each building in the project will be permitted a maximum height of 130 feet. The PUD guidelines for the C-4 District also allow a maximum height of 130 feet but permit a maximum FAR of 11.0 for a building facing a street that is at least 110 feet wide. 11 DCMR §§2405.1, 2405.2.

For office development on a lot greater than 10,000 square feet, parking is required at a rate of one space for each additional 1,800 square feet of gross floor area in excess of 2,000 square feet. For retail development, parking is required at a rate of one space for each additional 3,000 square feet of gross floor area in excess of 30,000 square feet. For residential development, parking is required at a rate of one space for each four dwelling units.

¹ F Street is in the process of being re-opened with a proposed right-of-way of 100 feet. As part of this application, the Applicant intends to dedicate an additional ten feet on the south side of the proposed right-of-way for F Street to increase the total right-of-way width to 110 feet.

III. DESCRIPTION OF FIRST-STAGE PUD

The Applicant requests approval for an overall First-Stage PUD, which is set forth in the First-Stage PUD Plans and described in detail below.

A. Overview

The Return to L'Enfant project incorporates the construction of a platform to conceal the recessed highway and reconnect the city to the east and the west. On top of the platform, the project will include approximately 2.2 million square feet of mixed-use development that will restore view corridors, provide new sidewalks with street fronts, and provide new connections across the city. The mixed-use development will consist mostly of commercial space with some residential. Retail fronts and pedestrian connections abound at street level, with offices and residential units occupying the upper floors. Pedestrians will benefit from a traditional urban experience with no indication of a highway running beneath. All service and loading areas for the three-blocks of development will be consolidated in a below-platform, consolidated facility.

B. Goals for the First-Stage Project

The goals for the design of the overall First-Stage project include the following:

- *Restore the L'Enfant Plan:* Cover the highway and revitalize the area with accessible city blocks and vehicular/pedestrian corridors on the locations conceived by L'Enfant.
- *Re-knit the Urban Fabric:* Restore the piece of the map that was erased by the highway and re-establish the urban blocks, along with walkable streets, trees, amenable areas, and cross-city connections.
- *Restore the Rights-of-Way:* Remove intrusions into the F Street rights-of-way and restore them for connectivity in the city.

- *Restore the City Street Walls and Establish the Vistas:* Some buildings will be relocated to restore the vistas, and new building walls will further define and establish the vistas. New street fronts will revitalize an area that is currently empty and desolate by bringing inhabitable spaces with retail and amenities at grade which will bring pedestrians and activity into the area.
- *Reconnect the Street Grid:* F and G Streets will be reconnected to the street grid. F Street will be open to vehicular and pedestrian traffic while G Street will be re-opened as a pedestrian street. F Street will serve as a major cross-city connector, from the Treasury Building on 15th Street, N.W. to 2nd Street, N.W.
- *Restore Pedestrian Corridors:* Presently the highway and its access ramps block off east-west pedestrian access over the course of three blocks, from E Street to Massachusetts Avenue. F and G Streets will be restored to provide direct east-west connections.
- *Create an Environmentally-Sustainable Showpiece:* Return to L'Enfant will seek to achieve LEED CS Platinum certification for the office buildings and LEED Gold certification for the residential building, aiming to raise the standard for sustainable development in the District.

C. Overall Master Plan for First-Stage PUD

1. Layout and Site Planning

The proposed development will conceal the highway with three city blocks, including the re-established F and G Streets in accordance with the original L'Enfant plan. The platform covering the highway will incorporate an infrastructure system on which the proposed buildings can be developed. Below-grade on the western portion of the Site, the project incorporates

combined parking, service and loading facilities for all buildings within the development. Thus, all service will be out of the view of the passing pedestrian, creating an even further enhanced streetscape from that typically seen in the District.

The project incorporates development of approximately 2.2 million square feet in the North, Center and South Blocks. A total of three office buildings – one in each the North, Center and South Blocks – comprises approximately 2.0 million square feet, each having a maximum height of 130 feet. A residential building including approximately 180,000 square feet of gross floor area with a maximum of 130 feet is planned for the Center Block. Approximately 70,000 square feet of ground floor retail will be spread throughout the three blocks, including on the newly created streetscapes and building frontages along F and G Streets, and will demarcate and re-establish the L'Enfant Plan vistas and pedestrian and vehicular connections.

The site planning of the overall PUD also requires changes in the existing I-395 ramps on the Site, including eliminating the lightly-used southbound off-ramp, re-configuring the southbound on-ramp at 3rd Street, and reconfiguring the northbound off-ramp at 2nd Street. The I-395 mainline and the I-395 ramp terminals would not be modified by the project. These changes are necessary in order to reconnect F and G Streets through the Site and to provide safe vehicular and pedestrian movement on the restored city blocks. These changes also serve to provide access to an otherwise inaccessible center block building and to better utilize the terra firma parcels. The overall reconfiguration of the I-395 ramp system will be subject to an Environmental Assessment pursuant to the National Environmental Policy Act, and this process has begun.

The site plan of the overall PUD also requires the physical relocation of the historic Adas Israel Synagogue containing the Jewish Historical Society of Greater Washington's Lillian & Albert Small Jewish Museum. This historic structure will be relocated from its current location at the northeast corner of G and 3rd Streets to the South Block and will include the addition of a four-, five- and seven-story office wings for the Society.

In order to provide for the re-institution of the F Street right-of-way, the Holy Rosary Rectory and the Holy Rosary Annex must be removed from their current location within the right-of-way. The project proposes newly-constructed facilities for the Archdiocese of Washington within the Center Block, adjacent to the existing facilities. A portion of the new facilities will be constructed within the boundaries of the Site with the remaining portions of the facilities to be constructed on land currently owned by the Church.

2. Streetscape & Public Spaces

The project's streetscapes and open spaces serve as vital components in returning this segment of the District to the L'Enfant Plan and creating an extraordinary re-development of a desolate and non-existent site. The streetscapes re-link long separated parts of the Judiciary Square/Union Station neighborhood both visually and functionally and restore the streetscape grid. The project achieves this reconnection by creating tree-lined sidewalks of precast concrete pavers with a continuous pedestrian zone and instituting different planting and streetlight approaches to establish a hierarchy of streets, as desired by District of Columbia Downtown Streetscape Regulations.

The streetscape design of 2nd and 3rd Streets follows the basic Downtown grid street palette of street trees and No. 16 Washington Globe streetlights. South of the I-395 access ramp on 3rd Street, a median of groundcover planting provides aesthetic variety, while keeping open

the 3rd Street view. F Street extends the Downtown character from the west as Downtown's "Main Street," with more widely spaced street trees and DC Twin-25 streetlights in pairs. Massachusetts Avenue faces the challenge of an existing bridge deck structure, preventing the creation of a tree line directly behind the curb. Emphasizing its identity as a major L'Enfant diagonal, Massachusetts Avenue presents DC Twin-20 lights at the curb line with linear groundcover planting. The street tree line falls in step with the typical Massachusetts Avenue second row trees offset from the curb.

Within the Site, the G Street Garden and the Central Green further enhance linkages and continue the tradition of the District's street-side open spaces. These open spaces will also serve as a rainwater catchment area for underground storage and reuse. The G Street Garden located between the North and Center Blocks provides a compliment to the Georgetown University Law Center's plaza to the east, and creates a vital visual and physical pedestrian connection from the Law Center to the west and Downtown. It also provides a park-like setting for the residential building immediately to the south in the Center Block. The Central Green provides a pedestrian seam through the North Block, maximizing connectivity and interaction between buildings and landscape. In both open spaces, unit paver walks surround planted areas of shade trees and groundcover, unifying the space and providing a variety of pedestrian experiences.

3. Access and Circulation

The overall project will not have an adverse impact on the flow of traffic on the I-395 highway – neither during construction nor upon completion of each phase of the project. The entrance and exit ramps will be moved from the confines of the Site into the rights-of-way for the streets to allow for pedestrian connectivity in all directions and provide building access. The

entrance ramp at 3rd Street and the off-ramp at 2nd Street will both be reconfigured to improve traffic circulation and increase capacity.

As noted above, F Street will be restored as part of the east-west city grid, with ample sidewalks, street trees, green areas, bicycle parking, and on-street parking. G Street will be restored as a pedestrian way and main access to the proposed open space and retail areas in the new development.

Parking for the proposed development will be provided entirely below-grade. The project currently proposes 1,163 parking spaces in accordance with the zoning requirements. 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. 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.

Service and loading areas will be provided entirely below-grade on the western portion of the Site with front-in and front-out access. One curb cut with an access ramp is provided at E Street in the South Block to take service vehicles to the centralized loading area. The centralized loading area is adjacent to a loading platform that connects to service elevator cores to all proposed buildings.

C. Sustainable Design for Overall Development

The Applicant intends to create this development as a model for sustainable design. The individual buildings will incorporate green building strategies with the intent to pursue LEED CS Platinum certification for the office buildings and LEED Gold certification for the residential building. These strategies include high performance building envelopes, energy efficient mechanical systems, and the use of recycled and sustainable building materials.

In addition to these aggressive, but more well-known green building features, the Return to L'Enfant project intends to implement new and innovative technologies for environmental excellence at the project. These elements include eco-chimneys containing a complex green wall (a glass-enclosed structure housing a hybrid green façade, living wall, biofilter) that will be designed to maximize filtration of air containing automotive exhaust from the below-grade parking garage and service corridor. Appropriate use of scientific research in conjunction with innovative design can yield a system that can serve as a seminal case study for natural automotive exhaust filtration.

Furthermore, the project will incorporate innovative rain water harvesting. In its current condition, the Site has very low rainwater permeability, and thus contributes to the District's combined sewer overflow issues. The proposed project will use a series of interacting strategies to capture and utilize rainwater from all but major storm events. Components of this strategy include the following:

- *Green roofs to capture all but a small portion of the rainfall on Site.* This water will be held in the planting matrix, taken up by roots the water and then partially released back into the atmosphere by evapotranspiration. Excess water from the green roofs will be moved to a cistern system. Only rainwater that falls within the public rights-of-way will not be captured and re-used within the systems proposed for this project.
- *Landscape areas and tree wells to capture a portion of the rainfall.* The tree wells will be engineered to capture water and provide lateral space for tree roots. This will improve longevity and size of the street trees, and thus also help address the urban heat-island.

- *Cisterns to be located below the platform and to be used to store rainwater, condensate from mechanical systems, ground water from dewatering, and grey water from the buildings. This water will be filtered and then used for on-site irrigation, toilet flushing and possibly some mechanical system make up water. These strategies both lower the use of potable water and minimize releases into the sewer systems.*

D. Tabulation of Development Data

The Tabulation of Development Data for the First-Stage PUD is located on Sheet 1.17 in the First-Stage Plans attached as Exhibit A.

E. Flexibility Under PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than may be possible under conventional zoning procedures. In this application, the Applicant has attempted to comply with all aspects of the Zoning Regulations for the C-4 zone. However, the Applicant must request flexibility from the loading requirements which require, among other things, two loading berths at fifty-five feet in length. The project provides more loading than is required except that it provides only one fifty-five foot loading berth. The loading is consolidated in a single, below-grade facility in which use of the berths will be managed and coordinated. Thus, the provision of only one fifty-five foot loading berth will have no adverse impact as sufficient loading facilities are provided. This finding is also discussed in the Traffic Impact Study, attached as Exhibit H.

IV.
DESCRIPTION OF THE CONSOLIDATED PUD

Contemporaneously with the Applicant's request for approval for the First-Stage PUD, the Applicant seeks approval of a Consolidated PUD. The Consolidated PUD includes approval of the following: (1) the construction of the entire platform; (2) the proposed mix of uses, the height and density of each building, and site plan for the overall project; (3) the construction of the Mass Ave Office Building; (4) the construction of all below-platform parking, concourse and service levels; and (5) the proposed landscaping and streetscape design for the overall Site. The Consolidated PUD is shown in the Consolidated PUD Plans submitted herewith and is described in detail below.

A. Construction of the Platform

As previously noted, the first step in development of the air rights parcel will be the development of the platform. The Applicant requests that the Zoning Commission approve the construction of the entire platform as part of the Consolidated PUD. The platform will be constructed such that the base of each building will be at the existing grade level of the adjacent existing streets and avenue – essentially creating three new city blocks on top of the existing trench. The platform's design allows each building to have its own support structure that safely spans the highway drive lanes. This approach is proposed in lieu of a podium system, which would incorporate a single base supporting all of the buildings. Although the platform approach is more expensive than a podium system, it allows for the establishment of ground floor elevations that match the existing grades of the surrounding streets and facilitates a streetscape that is consistent with DC standards.

The platform will be constructed to ensure the highest level of safety. Each building developed on the platform will be constructed like a typical office building structure, including

being independently supported on deep foundation systems. Additional safety features for the platform include a four-hour fire-rated separation dividing the highway tunnel from the platform and include a "sacrificial" slab between the top of the highway tunnel and the ground level of the platform.

B. Approval of Mix of Uses, Height, Density, and Site Plan

The development of the project requires a fully-designed platform in order for any aspect of the project to move forward. This construction is complex and expensive, and it incorporates significant risks and obligations not normally associated with development in the District. The Applicant has thoroughly analyzed the risks and challenges associated with designing and constructing the platform as a prerequisite to redeveloping the Site, including the determination of an appropriate mixture of uses on the Site that can economically support development of this air rights parcel.

As discussed above, the Applicant must fully design the entire platform prior to construction of any portion of the platform and development of any building on the platform. The entire platform will be constructed as the first phase of development of the project. This platform construction – including design and financing costs – is estimated to exceed \$210 million. As a result of this major outlay of funds prior to commencement of construction of any building that can be delivered to the market, along with the Applicant's analysis of the risks and challenges associated with this unique development, the Applicant must receive consolidated approval of the use mix, the density and heights proposed and the site plan. Thus, when the Applicant returns for second-stage approval of the remaining buildings, the primary issue to be presented to the Zoning Commission will be the architectural design of the buildings since the use, location, height and density will have been fixed.

This requirement is two-fold. First, the project must be vested with the use mix in order for the financial models to support the construction of the \$210 million platform. Based on the Applicant's analysis, the proposed use mix at the heights and densities proposed should support the construction of the platform and all stages of the development of the project. Second, the site plan must be fixed because the design and construction of the platform will presuppose the location of each building at the proposed height and density. Once the platform is fully designed and constructed, these locations can not be changed. Accordingly, the Applicant requests that the use mix, density and height, and site plan be approved as part of the Consolidated PUD.

C. Mass Ave Office Building

The first building to be constructed on the platform will be an office building occupying the entirety of the North Block. The Mass Ave Office Building is twelve stories with a maximum height of 130 feet as measured from the top of the curb at the center of the building on Massachusetts Avenue and will contain 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.

Retail fronts along G Street, a portion of 2nd Street, and the length of the sixty-five foot wide shopping arcade that bisects the ground floor of the building. This shopping arcade extends from Massachusetts Avenue to the newly-created G Street and can be accessed from either point. The shopping arcade is an open-air galleria but is covered with a glass roof at the 130 foot height, creating a spectacular public space.

To strengthen the façade on Massachusetts Avenue, the widths of each end of the building have been adjusted both to reduce the mass on the avenue and to create a symmetrical façade, with the primary lobbies for the building being located on this façade. The façade is

composed of floor-to-ceiling, high-performance glass and relates well to the urban character and scale of the nearby buildings on Massachusetts Avenue.

Although a single building for zoning purposes, the Mass Ave Office Building was designed to appear as two separate, well-proportioned, contextual buildings. The resulting design creates an urban space — a place welcoming to pedestrians by being a center for recreation, for browsing, for shopping, for entertainment. This building represents the first step in bringing the surrounding area to an urban life. Furthermore, the Mass Ave Office Building includes many innovative elements that contribute to the LEED CS Platinum certification that the Applicant seeks. A full listing of the sustainable design elements for this building are shown on Sheets 1.8 and 1.9 of the Consolidated PUD Plans attached as Exhibit B.

D. Below-Platform Parking, Concourse and Service Levels

The Consolidated PUD includes all of the below-platform parking, concourse and service levels. The parking garage includes 1,163 parking spaces, which is the minimum number of parking spaces required by the Zoning Regulations. The parking facilities are accessed from 3rd Street in the North and South Blocks as well as from F Street in the Center Block. Loading is accommodated in a centralized loading facility located entirely below-grade on the western portion of the Site. Service vehicles access the loading facility from E Street in the South Block in a front-in and front-out method. Once in the loading facility, all loading and service activity takes place away from the public space of the project. This centralized loading facility services all buildings within the three block development by a series of below-grade service corridors and elevator cores.

E. Landscaping and Streetscape Design

The landscaping and streetscape design for the entire project is described above in Section III and is shown in detail in the Consolidated PUD Plans attached as Exhibit B. These elements of the project are fully designed and can be approved as part of the Consolidated PUD. The final landscaping and streetscape design in public space will be as ultimately approved by the District Department of Transportation Public Space Division.

F. Tabulation of Development Data

The Tabulation of Development Data for the Consolidated PUD is located on Sheet 1.6 in the Consolidated PUD Plans attached as Exhibit B.

V.
PHASING OF PROJECT

The Applicant requests that the Zoning Commission approve the First-Stage PUD for a period of five years from the effective date of the order granting the same. Within such time, a second-stage PUD application must be filed for one or more additional buildings on the Site. Second-stage PUD applications must be filed for all of the remaining buildings – individually, at the same time or in any combination thereof – no later than ten years from the effective date of the order granting approval of the First-Stage PUD.

The Applicant requests that the Consolidated PUD be approved for a period of two years from the effective date of the order granting the same. During such time, the Applicant shall file for a building permit for the construction of the platform. In accordance with Section 2408.9 of the Zoning Regulations, construction of the platform must commence within three years of the effective date of the order approving the Consolidated PUD. The Consolidated PUD will be vested at such time as the Applicant's complies with the timing set forth above for the platform. Within two years of the completion of the construction of the platform, the Applicant must apply for a building permit for the construction of the Mass Ave Office Building. The Applicant must begin construction of the Mass Ave Office Building within four years of the completion of the construction of the platform.

VI.
THE PROJECT MEETS THE STANDARDS OF THE
ZONING REGULATIONS AND THE PUD REQUIREMENTS

A. PUD Requirements Under Chapter 24 of the Zoning Regulations

1. Area Requirements Under Section 2402.1(c)

The PUD Site area is approximately 251,321 square feet in land and air rights area, which exceeds the minimum area requirement of 15,000 square feet for this PUD. 11 DCMR §2401.1(c).

2. Height and FAR Requirements Under Sections 2405.1 and 2405.2

The project conforms to the PUD guidelines for the C-4 District. As noted above, the C-4 District permits as a matter-of-right the development of approximately 2.5 million square feet of commercial gross floor area on the PUD Site, or 10.0 FAR, while a PUD under the C-4 District permits approximately 2.76 million square feet of commercial gross floor area on the PUD Site, or 11.0 FAR. The project proposes development including approximately 2.2 million square feet of gross floor area, or approximately 8.93 FAR, which is below the maximum matter-of-right FAR for the C-4 District.

The Applicant requests rezoning to the C-4 District in order to permit the required amount of density that is necessary to allow this project to go forward. Based on the proposed area of the Site, the proposed density is approximately 8.93 FAR. If the density for the project were to be calculated based on the entirety of the site area including the streets to be dedicated (which was the parcel that the District originally intended to convey to the Applicant), the proposed FAR would be 7.42, which is less than that permitted for a PUD in the C-3-C District.

The maximum height of any building on the Site is 130 feet, with the buildings associated with the Jewish Historical Society and the Holy Rosary Church having lower maximum heights.

A maximum height of 130 feet is within that permitted for a PUD in the C-4 District and under the 1910 Height Act based on the project's frontages on Massachusetts Avenue, 3rd Street, and F Street to be dedicated with a proposed right-of-way of 110 feet.

3. Impacts of Project Under Section 2403.3

The project will have a positive impact on the surrounding neighborhood. First and most importantly, the project re-connects the L'Enfant grid by reinstating F and G Streets between 2nd and 3rd Streets. This reconnection results in the elimination of a large void in the District which divides the east end of Downtown with the Capitol Hill neighborhood. The development of this Site will bring community and vibrancy to an area that has long been separated from its neighbors.

Furthermore, the project will provide an economic boost to the District of Columbia generally. First and foremost, the implementation of this plan essentially adds three blocks of new "land" available for development, generating tax revenue and bringing vitality to the core of the District. Based on the proposed mix of office and residential uses, the annual real property tax revenue generated by the project will be approximately \$30 million in the first year of stabilized operations and will increase to approximately \$50 million by the year 2032. Furthermore, based on initial calculations, the project will generate more than 7,800 permanent jobs, with more than 2,600 of those jobs being for District residents. In addition, a portion of the sales proceeds from the transfer of land from the District to the Applicant will pay for the relocation of the OCTO's Shared Computer Center, which is currently located on the Site.

With regard to transportation and traffic impacts, the Traffic Impact Study prepared by Wells & Associates concludes that the Return to L'Enfant project would have only a modest impact on the street grid and that the project would not change most of the levels of service

projected under the 2021 background conditions. The project-generated traffic impacts can be partially mitigated by optimizing traffic signal timings. Furthermore, the project is located in close proximity to both the Judiciary Square and Union Station Metrorail stations. Moreover, the re-institution of F and G Street to the city street grid results in a reconnection of the neighborhoods east and west of the Center Leg Freeway with improved access and circulation to the Site for motorists, pedestrians and bicyclists. A detailed discussion of the impact on traffic and transportation infrastructure, including the realignment and redesign of I-395 access ramps, is set forth in the Traffic Impact Study attached as Exhibit H. The Traffic Impact Study will continue to be updated to address the transportation issues as the project is further refined.

Finally, the Applicant believes that the project will have no adverse impact on the District's existing infrastructure. The Site is currently served by all major utilities, and the increased use of water and sanitary services will have a very minor effect on the city's delivery systems, especially given the innovative water programs proposed for the project. The project will incorporate stormwater management plans that will virtually eliminate any effects on adjacent properties and the District's existing stormwater systems.

4. Not Inconsistent with Comprehensive Plan Under Section 2403.4

The proposed PUD advances the purposes of the Comprehensive Plan, is consistent with the Future Land Use Map, complies with the guiding principles in the Comprehensive Plan, and furthers a number of the major elements of the Comprehensive Plan. The Future Land Use Map designates the Site for High Density Commercial land uses, which is consistent with the project as proposed. In addition, the Comprehensive Plan specifically calls out the Site as a Catalytic Site, or a site with the potential to significantly shape the future of Central Washington. The proposed project allows for a realization of this vision and a reconnection of the District from

Downtown to Capitol Hill. A detailed discussion of the project's compliance with the Comprehensive Plan can be found in the summary attached as Exhibit I.

B. Public Benefits and Project Amenities

The PUD provisions of the Zoning Regulations require the Zoning Commission to evaluate specific public benefits and project amenities of a proposed project. Public benefits are defined as “superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter of right provisions of this title.” 11 DCMR §2403.6. “A project amenity is one type of public benefit, specifically a functional or aesthetic feature of the proposed development, that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors.” 11 DCMR §2403.7. Furthermore, in deciding a PUD application, the Zoning Commission is required to “judge, balance and reconcile the relative value of amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” 11 DCMR §2403.8.

Public benefits and project amenities may be exhibited in a variety of ways and may overlap with furthering the policies and goals of the Comprehensive Plan. In the present case, the project along with the proposed public benefits and project amenities associated with this project – including the reconnection of the L'Enfant street grid – provide significant public benefits to the area and the District as a whole and satisfy the requirements of Chapter 24 as being appropriate to the degree of zoning flexibility requested.

The PUD project proposes the following public benefits and project amenities:

1. Construction of Platform and Re-Opening of F and G Streets, N.W. (Section 2403.9(b))

As part of the proposed project, the Applicant will construct the platform over the Center Leg Freeway, as shown on the Consolidated PUD Plans, and will reconnect the missing blocks of F and G Streets to the L'Enfant grid. F Street will be re-opened as a thru-street to vehicular and pedestrian traffic. The proposed right-of-way of F Street will be 110 feet, which includes the 100 feet that is in the process of being re-opened along with ten feet on the south side of the proposed right-of-way to be dedicated by the Applicant as part of this application. 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 streetscape design of F Street includes tree-lined sidewalks of precast concrete pavers with continuous pedestrian zones, a variety of plantings, and streetlights in accordance with the District Department of Transportation design standards. G Street will include unit paver walks surrounding planted areas of shade trees and groundcover and incorporate a variety of pedestrian-friendly experiences. The Applicant will bear the costs of the construction of these streets.

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 and will create a vibrant area. The overall land planning concept will create three separate city blocks where there is currently a void. The project will achieve a first-class revitalization of this area with office workers providing a daytime population and the residential units bringing full-time residents and street activity to the Site and the neighborhood. The new office workers and the new residents will spill over into the adjacent east end of Downtown, Union Station,

Capitol Hill and NoMA neighborhoods. Furthermore, the retail uses that will line the streets will help create connections between these diverse areas.

The re-opening of F and G Streets will serve to improve the roadway and local transportation system. F Street provides a re-connection for vehicular traffic between 2nd and 3rd Streets and results in improved circulation. The reconnection of G Street for pedestrians through the Site results in improved access and circulation. Furthermore, the proposed modifications to the northbound and southbound I-395 off-ramp at 2nd Street and on-ramp at 3rd Street would increase intersection capacity and pedestrian convenience and safety.

2. Environmental Benefits (Section 2403.9(h))

The Applicant commits to developing Return to L'Enfant with cutting-edge sustainable design, with the focus on improving air and water pollution issues currently existing on the Site. The new platform infrastructure offers a water collection and re-use system. In addition, the project proposes the incorporation of eco-chimneys to provide for air filtration from the below-grade parking garage and service corridor. Moreover, the green roofed development comprehensively acts as an eco-system that works towards sustaining itself, cleaning the air both inside and outside the development.

As part of its commitment to sustainable design, the Applicant will seek to achieve LEED Platinum for core and shell of the office buildings and LEED Gold for the residential building. A proposed LEED scorecard for achieving the LEED Platinum for core and shell for the Mass Ave Office Building is included as Sheets 1.8 and 1.9 of the Consolidated PUD Plans attached as Exhibit B. The Applicant will provide similar information for each future building as it comes before the Zoning Commission for second-stage review and approval. The Applicant will

comply with the Green Building Act of 2006 for timing for achieving LEED certification for each phase of the project, as applicable.

3. Housing and Affordable Housing (Section 2403.9(f))

The Applicant proposes to construct a residential building as part of the overall project, comprised of approximately 180,000 square feet of gross floor area. Of the approximately 150 residential units proposed, fifty units will be set aside for affordable housing. One-half of the affordable housing units will be affordable to individuals earning no more than 30% of the Area Median Income ("AMI") within the District of Columbia and paying no more than 30% of the family's household income for rent or housing ownership costs. The other one-half of the affordable housing units will be affordable to individuals earning no more than 60% of the AMI within the District of Columbia and paying no more than 30% of the family's household income for rent or housing ownership costs. This restriction on units in the residential building will be in place for a period of forty years from the date that the first unit in the residential building is occupied.

4. Transportation Management Measures (Section 2403.9(c))

As part of the overall transportation management for the project, the Applicant will provide all loading and service parking facilities in a centralized facility below-grade accessed front-in and front-out from a single entry on E Street in the South Block. This below-grade, centralized loading facility permits loading, including all turning movements, to take place within private property and not visible from any public right-of-way. 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 Applicant also agrees to implement a transportation management program, the purpose of which 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 project is located between the Union Station and Judiciary Square Metrorail stations both offering red line service. The project is also close to the Gallery Place-Chinatown Metrorail station, a few blocks west of Judiciary Square, offering green and yellow line service as well. Judiciary Square is closest to the Site, being a two-block walk west on F Street. Union Station is approximately a four-block walk east on F Street. In an effort to promote the usage of mass transit, the project will provide parking in an amount not to exceed the current requirements set forth in the Zoning Regulations.

5. Urban Design, Landscaping and Creation of Open Spaces (Sections 2403.9(a))

The project creates three entirely new city blocks that will link neighborhoods in the District that have historically been separated by a vast canyon. The proposed design creates superior connections visually and in terms of accessibility to the surrounding neighborhood – both for pedestrians and vehicles. The ground floor retail that line the newly created streetscapes will attract visitors, residents and office workers into an heretofore inaccessible part of the District.

As part of the overall plan, the design incorporates several green spaces as well as an open air shopping arcade in center of the Mass Ave Office Building. The G Street Garden located between the North and Center Blocks provides a compliment to the Georgetown

University Law Center's plaza to the east and creates a vital visual and physical pedestrian connection to the west and Downtown. The Central Green located in the North Block provides a pedestrian seam through the north block, maximizing connectivity and interaction between buildings and landscape.

The Applicant also will improve the existing park at 2nd Street and Massachusetts Avenue, located immediately to the north of the Site. The Applicant intends to work closely with the nearby community, the Advisory Neighborhood Commission and the District of Columbia with respect to proposed improvements for this park.

6. Historic Preservation (Section 2403.9(d))

As part of the project, the Applicant will physically relocate the historic Adas Israel Synagogue currently located at 3rd and G Streets, N.W. This historic building was dedicated in 1876 at its original location at 6th and G Street, N.W. The building is the oldest surviving synagogue building in Washington and is listed on the National Register of Historic Places, the D.C. Inventory of Historic Sites, and the Historic American Buildings Survey. It was moved from its original location to its current location at the northeast corner of G and 3rd Streets in 1969. This historic structure's current location lacks visibility and is not easily accessible. The new location in the South Block is a vast improvement for the structure, allowing for superior siting, more appropriate orientation, and enhanced visibility and access. It also provides space for additional office space associated with the Jewish Historical Society to be constructed as part of a subsequent second-stage PUD application by that organization.

7. First Source Employment Opportunities and Certified Business Enterprises (Section 2403.9(j))

The Applicant has executed a First Source Employment Agreement with the Department of Employment Services to promote and encourage the hiring of District residents. Under this

Agreement, the Applicant will seek to fill 51% of all new jobs result from the construction of the project with District residents. The Applicant will facilitate this program by establishing a workforce intermediary structure with knowledgeable partners. The intermediary will connect employment opportunities in the project with work-readiness programs in the District. Given the extended timeframe for development of such a complicated project, this approach provides a way to broaden the opportunities for and availability of skilled trade training for DC residents. It also allows community-based training programs (i.e., through non-profit organizations, churches, etc.) to target their curriculums to the expected employment categories. A copy of the First Source Employment Agreement is attached as Exhibit J.

Furthermore, Certified Business Enterprises will represent twenty percent of the developer's equity in the project. The Applicant's team has already involved The Jarvis Company, Spectrum Management, and RJB Consulting, which will all have equity participation in the project. Furthermore, in accordance with the Certified Business Enterprise Utilization and Participation Agreement into which the Applicant has entered, the Applicant will contract with Certified Business Enterprises for at least 35% of the contract dollar volume of the project.

VII.
AREAS OF FLEXIBILITY

The Applicant has made every effort to provide a level of detail that conveys the architectural significance of the project and that does not require flexibility from the requirements of the Zoning Regulations. Nonetheless, some flexibility is necessary to address potential issues that arise during construction and other issues that cannot be anticipated at this time.

The Applicant requests flexibility in the following areas:

1. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria and mechanical rooms, provided that the variations do not change the exterior configuration of the building; and
2. To make refinements to the garage configuration, including layout, parking spaces and other elements, so long as the total number of parking spaces provided meets the minimum number of spaces required by the PUD approval; and
3. To vary the final selection of the exterior materials within the color ranges and material types as proposed, based on availability at the time of construction; and
4. To vary the location, attributes and general design of the public spaces and streetscapes incorporated in the project to comply with the requirements of and the approval by the District Department of Transportation Public Space Division, including but not limited to the street, sidewalk and roadway widths within the rights-of-way proposed; and
5. To locate retail entrances in accordance with the needs of the retail tenants and vary the façades as necessary; and
6. To vary components of the project to coordinate or comply with modifications to the I-395 ramp systems resulting from the Environmental Assessment required by the National Environmental Policy Act; and
7. To make refinements to exterior materials, details and dimensions, including belt courses, sills, bases, cornices, railings, roof, skylight, architectural embellishments and trim, window mullions and spacing, or any other changes to

comply with the District of Columbia Building Code or that are necessary to obtain a final building permit or any other applicable approvals.

VIII.
CONCLUSION

For the foregoing reasons, the Applicant submits that the application meets the standards of Chapter 24 of the Zoning Regulations; is consistent with the purposes and intent of the Zoning Regulations and Zoning Map; is consistent with the land use objectives of the District of Columbia; will enhance the health, welfare, safety and convenience of the citizens of the District of Columbia; satisfies the requirements for approval of a first-stage PUD and for approval of a consolidated PUD; provides significant public benefits and project amenities; advances important goals and policies of the District of Columbia and, therefore, should be adopted by the Zoning Commission. Accordingly, the Applicant requests that the Zoning Commission approve the First-Stage PUD application for the Site, the Consolidated PUD application as set forth herein and the zoning map amendment of the Site to C-4.

Respectfully submitted,

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