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NCPC File No. Z.C. 08-34

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Executive Director
Marcel C. Acosta

MAY 09 2011

Zoning Commission of the
District of Columbia
2nd Floor, Suite 210
441 4th Street, NW
Washington, D.C. 20001

Members of the Zoning Commission:

The National Capital Planning Commission, at its May 5, 2011 meeting, approved the enclosed comments on the first stage and consolidated planned unit development and related amendment to the Zoning Map of the District of Columbia for property in portions of Squares 564, 566 and 568 and the air-rights above the Center Leg Freeway (I-395), Northwest, Washington, D.C. A copy of the Staff Recommendation for the project is also enclosed.

Sincerely,

Marcel C. Acosta
Executive Director

Enclosures

cc: Harriet Tregoning, Director, District of Columbia Office of Planning
Anthony Hood, Chairman, Zoning Commission

ZONING COMMISSION
District of Columbia

CASE NO. 08-34
EXHIBIT NO. 65

2011 MAY 09 11 AM 08:13

COMMISSION ACTION

NCPC File No. Z.C. 08-34



FIRST STAGE AND CONSOLIDATED PLANNED UNIT DEVELOPMENT AND RELATED AMENDMENT TO THE ZONING MAP OF THE DISTRICT OF COLUMBIA IN SQUARES 564, 566 AND 568 (CENTER PLACE HOLDINGS, LLC)

Northwest Washington, D.C.

Referred by the Zoning Commission of the District of Columbia

May 5, 2011

Commission Action Requested

Approval of report to the Zoning Commission of the District of Columbia pursuant to 40 U.S.C. § 8724(a) and D.C. Code § 2-1006(a).

Commission Action

The Commission provides the following comments:

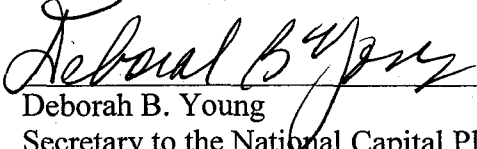
Supports the District's efforts to develop the air-rights over the Center Leg Freeway (I-395) into a mixed-use development that reestablishes and strengthens the historic and functional aspects of the L'Enfant Plan.

Notes that the Federal Elements of the Comprehensive Plan include policies to replace highway structures with at-grade streets and to preserve the historic streets rights-of-way that contribute to the significant system of open spaces forming the urban design framework of the nation's capital.

Requests that options to open G Street NW to both vehicular and pedestrian traffic be further explored by the District.

Finds that the first-stage PUD, consolidated PUD, and zoning map amendment for development within the air-rights above the Center Leg Freeway (I-395) and in Squares 564, 566 and 568 would not be inconsistent with the Comprehensive Plan for the National Capital, nor adversely affect any other identified federal interests. Notes that this finding is contingent on the resolution or mitigation of all adverse effects on historic resources identified within the recently initiated Section 106 review for the deck structure and transportation related elements associated with the proposed project, including any adverse effects on the views and vistas of 2nd and 3rd Streets NW from the design of the proposed ramp changes.

Notes that the Commission will review for approval the disposal of the air-rights interests associated with the proposed project under 40 U.S.C § 8734, and that any reconfiguration of the I-395 access ramps by the District is subject to review and approval by the Commission pursuant to 40 U.S.C. § 8722 (b)(1) and (d).



Deborah B. Young
Secretary to the National Capital Planning Commission

STAFF RECOMMENDATION^T



NCPC File No. Z.C. 08-34

FIRST STAGE AND CONSOLIDATED PLANNED UNIT DEVELOPMENT AND RELATED AMENDMENT TO THE ZONING MAP OF THE DISTRICT OF COLUMBIA IN SQUARES 564, 566 AND 568 (CENTER PLACE HOLDINGS, LLC)

Northwest Washington, D.C.

Referred by the Zoning Commission of the District of Columbia

April 28, 2011

Abstract

The Zoning Commission of the District of Columbia has taken a proposed action to approve a first-stage PUD, consolidated PUD, and a PUD-related zoning map amendment to the C-4 zone district for property in portions of Squares 564, 566, and 568 and the air-rights above the Center Leg Freeway (I-395) in the area generally bounded by Massachusetts Avenue NW to the north, 2nd Street NW to the east, E Street NW to the south, and 3rd Street NW, to the west. The proposed development includes a mix of office, residential, and retail uses on a platform above the Center Leg Freeway and the reestablishment of F and G Streets NW to the existing L'Enfant street grid, creating three new city blocks (North Block, Center Block, South Block). The overall project will incorporate approximately 2.2 million square feet of new development. All parking and loading will be located in a consolidated, below-grade facility.

The first-stage PUD sets the general development parameters for all three Blocks, including approval of development above the Center Leg Freeway and re-establishing the connection of F and G Streets NW to the existing L'Enfant street grid. The consolidated PUD approval is for: construction of the entire platform; the proposed mix of uses, the height and density of each building, and site plan for the overall project; the construction of the office buildings with ground floor retail in the North Block; the construction of all below-platform parking, concourse and service levels; and the proposed landscaping and streetscape design for the overall site.

Commission Action Requested by Applicant

Approval of report to the Zoning Commission of the District of Columbia pursuant to 40 U.S.C. § 8724(a) and D.C. Code § 2-1006(a).

Executive Director's Recommendation

The Commission provides the following comments:

Supports the District's efforts to develop the air-rights over the Center Leg Freeway (I-395) into a mixed-use development that reestablishes and strengthens the historic and functional aspects of the L'Enfant Plan.

Notes that the Federal Elements of the Comprehensive Plan include policies to replace highway structures with at-grade streets and to preserve the historic streets rights-of-way that contribute to the significant system of open spaces forming the urban design framework of the nation's capital.

Requests that options to open G Street NW to both vehicular and pedestrian traffic be further explored by the District.

Finds that the first-stage PUD, consolidated PUD, and zoning map amendment for development within the air-rights above the Center Leg Freeway (I-395) and in Squares 564, 566 and 568 would not be inconsistent with the Comprehensive Plan for the National Capital, nor adversely affect any other identified federal interests. Notes that this finding is contingent on the resolution or mitigation of all adverse effects on historic resources identified within the recently initiated Section 106 review for the deck structure and transportation related elements associated with the proposed project, including any adverse effects on the views and vistas of 2nd and 3rd Streets NW from the design of the proposed ramp changes.

Notes that the Commission will review for approval the disposal of the air-rights interests associated with the proposed project under 40 U.S.C § 8734, and that any reconfiguration of the I-395 access ramps by the District is subject to review and approval by the Commission pursuant to 40 U.S.C. § 8722 (b)(1) and (d).

* * *

PROJECT DESCRIPTION

Center Place Holdings LLC (Applicant), has requested approval of a first-stage Planned Unit Development (PUD) and a consolidated PUD, both with a related map amendment. The Zoning Commission took a proposed action to approve the PUD applications and map amendment on April 11, 2011 and has now referred the proposal to the National Capital Planning Commission for federal interest review. The Zoning Commission will consider the case for final action at its May 23, 2011 meeting.

Site

The site is generally bounded by Massachusetts Avenue NW to the north, 2nd Street NW to the east, E Street NW to the south, and 3rd Street NW to the west. The majority of the site is composed of the air-rights above the sunken I-395 freeway (often referred to as the Center Leg Freeway). Within the site, a northbound off-ramp from I-395 connects to 2nd Street NW, a south bound-off ramp from I-395 connects to 3rd Street NW near F Street NW, and a southbound on-ramp to I-395 provides access from 3rd Street near G Street NW.

Construction of the freeway began in the 1960s, with the section spanning between the SW/SE Freeway interchange and Massachusetts Avenue NW completed in the 1970s. An extension from Massachusetts Avenue to its northern terminus at New York Avenue NW was opened in the 1980s. Further plans to route I-395 through the District were ultimately abandoned.

The non-air-rights portion of the site is composed of street-level property in Squares 564, 566, and 568, excluding Lots 849 and 850 in Square 566 and Lot 43 in Square 568 which are occupied by existing buildings that front onto 3rd Street NW on the west side of the site. As a result, the western boundary of the site is nonlinear. Currently included on property within the site are a District of Columbia Office of the Chief Technology Officer facility, the historic Adas Israel Synagogue (which contains the Jewish Historical Society of Greater Washington's Lillian & Albert Small Jewish Museum), and facilities for the Archdiocese of Washington. Entrance and exit ramps to I-395 are also located on the property. In total, the site measures approximately 254,671 square feet.

The area around the site is characterized by a range of uses, including office, institutional, open space, residential, and limited retail. To the north of the site is a small District Department of Parks and Recreation park where Massachusetts Avenue NW, H Street NW, and 2nd Street NW converge.

East of the site, between 2nd and 1st Streets NW and between Massachusetts Avenue and E Street NW is the Georgetown University Law Center campus. G Street NW between 2nd Street and 1st Street NW is owned by Georgetown University and functions as a plaza. F Street NW between 2nd Street and 1st Street NW was in 2001 and functions primarily as campus lawn. The District retains an easement on this portion of F Street NW that allows the District to re-open F Street NW, following the reestablishment of F Street NW above I-395, if the District finds that it is necessary for transportation purposes¹.

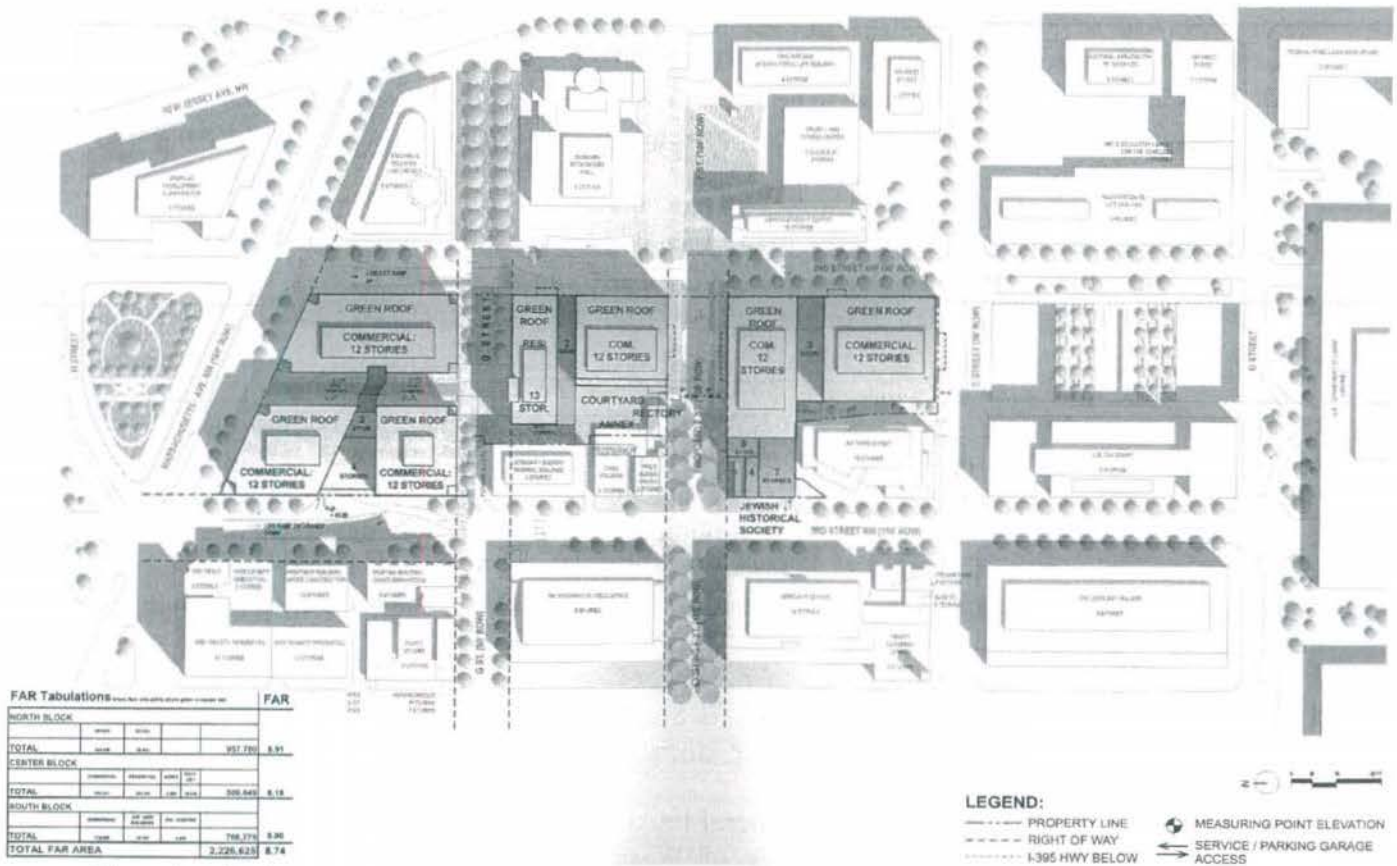
To the south of the site, I-395 is covered by E Street NW, a pedestrian plaza adjacent to the United States Tax Court, D Street NW, and the United States Department of Labor.

West of the site are the Judiciary Square federal building, administered by the General Services Administration, and additional Archdiocese of Washington buildings. The Judiciary Square federal building and its below-grade parking garage, along with parking access, are located within a portion of the former G Street NW right-of-way immediately east of 3rd Street NW. The Archdiocese Annex and Rectory, along with an associated parking lot, are currently located within the F Street NW right-of-way, immediately east of 3rd Street NW.

¹ At its September 3, 2001 meeting, the Commission reviewed the proposed closing of F Street NW between 1st and 2nd Streets NW and reported unfavorably on the proposal, noting that the closing would have an adverse effect on the L'Enfant Plan. In its review, the Commission provided recommendations should the District decide to proceed with closing the street, including various approaches to allow the reopening of the street for transportation purposes if the District deems it necessary and requirements to preserve the F Street NW view corridor. See NCPC File No. 6156.

Proposal

The proposed development includes the construction of a platform over the freeway and the reconnection through the site of both F and G Streets NW. This results in three new blocks for office, residential and retail development referred to as the North Block (between G Street and Massachusetts Avenue NW), the Center Block (between F and G Streets) and the South Block (between E and F Streets NW). A summary of the proposal is provided below with further details following.



Illustrative site plan

Summary of Proposal

First-stage PUD: sets the general development parameters for all three Blocks, including approval of development above the Center Leg Freeway and re-establishing the connection of F and G Streets NW to the existing L'Enfant street grid.

Consolidated PUD: provides for the construction of the entire platform; the proposed mix of uses, the height and density of each building, and site plan for the overall project; the construction of the office buildings with ground floor retail in the North Block; the construction of below-platform parking, concourse and service levels; the proposed landscaping and streetscape design for the overall site; and the relocation of the existing 1-395 off- and on-ramps.

Zoning map amendment: changes the sites zoning from the HR/C-3-C district to a PUD related C-4 district.

The development will accommodate an approximately 2.2 million square feet with a mix of uses and an overall Floor Area Ratio (FAR) of 8.74. Six buildings would extend to 130 feet in height. Office use would comprise most of the developed square footage, with the remainder divided between retail, residential (150 units), and institutional uses. Parking (1,146 spaces) and loading to serve all of the buildings and uses would be located below grade. The historic Adas Israel Synagogue and the Holy Rosary Holy Rosary Church would be re-located and/or reconstructed at the 3rd and F Streets NW intersection.

The proposed uses and associated gross floor area are as follows:

Use	North Block	Center Block	South Block	TOTAL
Residential		180,384*		180,384
Office	935,638	297,311*	718,062*	1,910,386
Retail	22,064			22,954
Institutional		22,954	50,214	73,168
TOTAL	957,700	500,649	768,276	2,226,625

*Includes 40,625 gross floor area of associated retail, for a total of 62,687 gross floor area of retail use on all three Blocks

The development would take place in two phases. Phase 1 would include construction of the platform and development of the North Block, and Phase 2 would be the area and activities for the remainder of the development on the Central and South Blocks.

First-Stage Planned Unit Development

As noted above, the first-stage PUD approval sets the general development parameters for all three Blocks, including approval of development above the Center Leg Freeway and re-establishing the connection of F and G Streets NW to the existing L'Enfant street grid.

The North Block would be developed with two structures generally oriented towards Massachusetts Avenue NW. This block will be predominantly office use with ground floor retail and a total of 935,638 gross square feet of space. The buildings will be divided by a single north/south pedestrian street in the center of the block with retail flanking both sides of this pedestrian passage. The building along 3rd Street NW is further articulated by a four-story center section, which will be set back from 3rd Street NW. The structures are proposed to be connected by a small single open canopy in the center of the block which, according to the Applicant, makes them a single building for the purpose of measuring the height from the center of the building along 3rd Street NW, allowing both structures to have a height of 130 feet. One of the access points to the underground parking would be under the North Block from 3rd Street NW. The historic Adas Israel Synagogue, which is currently located at the northeast corner of 3rd and G Streets NW would be relocated to the southeast corner of 3rd and F Streets NW to accommodate the realignment of the 3rd Street NW on-ramp to I-395 through the North Block.

The Center Block between G and F Streets NW would consist of a single, 130-foot high structure with residential uses fronting on G Street NW and office uses fronting on F Street NW, with ground floor retail incorporated in the residential and office buildings. The Holy Rosary Rectory and the Holy Rosary Annex, which are currently within the former F Street NW right-of-way, would be relocated to the east side of the Church and Casa Italiana, which were their original locations prior to the construction of the freeway. The new location would place portions of the new buildings within both the PUD boundaries and the Archdiocese's property. Because the residential, office and Holy Rosary Rectory Annex would connect through an at grade walkway, they would be treated as one building for the purpose of measuring height, which will be measured from 3rd Street NW. The Center Block will provide for 150 residential units (180,000 square feet). A minimum of 50 units would be affordable to individuals earning no more than 80% of the Area Medium Income within the District and paying no more than 30% of the family's household income for rent or housing ownership costs. Affordability restrictions would remain in place for a period of forty years from the date that the first unit in the residential building is occupied.

The South Block between F and E Streets NW would include a 130-foot high office building with ground floor retail and include the to-be-relocated historic Adas Israel Synagogue. The relocation of the historic synagogue would allow it to be placed in a setting that would better enhance the historic building.

The proposal calls for 62,687 square feet of retail across the three block span. Nearly half of the retail uses projected for the development would be concentrated in the North Block, where retail sites would be located along the central pedestrian arcade and the surrounding streets. Retail on the Center and South Blocks will front onto E, F, and G Streets NW.

Consolidated Planned Unit Development

The Consolidated PUD approval is for: construction of the entire platform; the proposed mix of uses, the height and density of each building, and site plan for the overall project; the construction of the office buildings with ground floor retail in the North Block; the construction of below-platform parking, concourse and service levels; and the proposed landscaping and streetscape design for the overall site. Some of these elements are described above; parking and loading and the proposed landscaping and streetscape are described below.

The first step in the development would be the construction of the platform in the air-rights portion of the property above the I-395 right-of-way. The entire platform's structure would be built independently from each of the proposed building's support. The platform will also be constructed to enable the base of the buildings to be at the existing grade level of adjacent streets. As the platform for the entire project would be constructed at the same time, yet only the North Block will initially be built out, the Center Block and South Block will be protected with chain-link fencing and screening until development occurs on those Blocks.



Illustrated view of the North Block proposed development (looking southeast)

All parking, loading, and service facilities will be provided in five levels below grade to support all the buildings in all three Blocks. The parking will be accessed from two points along 3rd Street NW (at the North Block and the South Block) and from F Street NW (to the Center Block). Elevators and stairs will provide access to the buildings above. The development will have 1,146 parking spaces, which is the number of spaces required under the Zoning Regulations. The Zoning Commission expressed some concerns regarding the high number of parking spaces that would be provided, but the Applicant maintains that they have provided the required number of spaces to support the projected workers, residents and visitors to the site without any spillover into the adjacent neighborhood.

The loading and service delivery area for all three Blocks will be accessed from E Street NW on the South Block. To avoid conflicts with traffic or pedestrian movements on the adjacent roadway, enough space will be provided to enable trucks to turnaround in the underground loading area. The Applicant has requested the flexibility to reduce the number of 55-foot loading berths and associated platforms within the regulations and to increase the number of 30-foot berths and associated platforms.

The streetscape design around the North Block includes sidewalks and plantings. The Massachusetts Avenue NW sidewalk will be divided by a planting strip with a combination of street trees in elevated planter boxes and ground cover to soften the pedestrian experience. The streetscape along 2nd and 3rd Streets NW will follow the District's streetscape guidelines for downtown. G Street NW would be reconstructed as a pedestrian promenade with planting strips and paved areas adjacent to the retail which will be along the base of both the North and Central Blocks.

The proposed development includes a number of environmentally innovative elements with a focus on improving air and water quality on the site. The development will include a water collection and reuse system that would capture, process, and reuse all of the rainwater and groundwater entering the site, thereby reducing water use and run-off. Eco-chimneys will provide air filtration from the below grade parking, loading, and service areas. An electrical co-generation plant is also being considered for the development, which may have the capacity to serve not only the proposed development but also nearby existing developments. All buildings within the proposed development would have green roofs to help reduce run-off and heat island affect. In addition, the core and shell of the office buildings are proposed to meet USGBC LEED Platinum requirements with the residential building meeting LEED Gold.



Illustrated view of the proposed G Street NW pedestrian promenade (looking northeast with the proposed North Block development to the left)

Zoning Map Amendment

The site is zoned HR/C-3-C. Generally, the C-3 district is designed for major business and employment centers that are supplementary to the Central Business District; projects within this district should provide substantial amounts of employment, housing, and mixed uses. C-3-C districts permit medium-high density development, including office, retail, housing, and mixed-use development. The HR Overlay District was established to encourage hotels within a convenient distance of the old Washington Convention Center site, and apartments to further the land use and other objectives of the Downtown Urban Renewal Plan and other public policy.

The proposed map amendment would change the zoning from the HR/C-3-C district to a PUD related C-4 district. The C-4 district is designed for the downtown core with a variety of commercial, retail, business uses, high-density residential and mixed uses. The map amendment will allow the project an increase in height (from 90 feet to 130 feet) and an increase in Floor Area Ratio (from 6.5 to 11.0).

The density on the North Block is proposed to be 8.91 FAR (Floor Area Ratio), the density for the Center Block is proposed to be 8.10 FAR, while the FAR on the South Block is proposed to be 9.00. The density of the overall proposal is 8.74 FAR. (The Applicant had requested the flexibility to increase the square footage on the South Block by 0.5 FAR in the second stage application; however, within its proposed action the Zoning Commission expressed concern regarding the density of the South Block and denied this request).

PROJECT ANALYSIS

Staff analyzed the Zoning Commission's proposed action, and thus the overall proposed project, with the project's consistency with the Federal Elements of the Comprehensive Plan for the National Capital and conformance with the Height of Buildings Act of 1910, as described below. Following, staff notes that further Commission review is required for the project.

Consistency with the Federal Elements of the Comprehensive Plan for the National Capital

The overall project, including the consolidated Planned Unit Development (PUD), first-stage PUD, and PUD-related zoning map amendment, is not inconsistent with the Comprehensive Plan for the National Capital. The overall project, in fact, supports a number of policies within the Preservation and Historic Features Element of the Federal Elements of the Comprehensive Plan. Specifically, the reconstruction of F and G Streets NW supports policies within this Element to "Create transportation infrastructure that is consistent with the pedestrian character of the L'Enfant City...Highway structures should be removed and replaced with at-grade streets where possible" and to "Promote continuity in the historic design framework of the nation's capital by protecting and enhancing the elements, views, and principles of the L'Enfant Plan." Further, the re-establishment of the F Street NW historic 100-foot right-of-way and the G Street NW historic right-of-way of 90-feet also support policies within this Preservation and Historic Features Element. These policies include "Preserving the historic street rights-of-way...that contribute to the significant system of open space forming the urban design framework of the nation's capital," and "Protect and control the visual and functional qualities of L'Enfant rights-of-way."

In addition to the Freeway and the entrance and exit ramps, portions of the proposal to develop the air-rights over the Center Leg Freeway (I-395) into a mixed-use development also reestablish and strengthen the historic and functional aspects of the L'Enfant Plan and further support the Comprehensive Plan policy to replace highway structures with at-grade streets within the L'Enfant City.

As such, staff recommends that the Commission support the District's efforts to develop the air-rights over the Center Leg Freeway (I-395) into a mixed-use development that reestablishes and strengthens the historic and functional aspects of the L'Enfant Plan. Staff also recommends that the Commission note that the Federal Elements of the

Comprehensive Plan include policies to replace highway structures with at-grade streets and to preserve the historic streets rights-of-way that contribute to the significant system of open spaces forming the urban design framework of the nation's capital, and that the Commission

Staff further recommends that the Commission find that the first-stage PUD, consolidated PUD, and a PUD-related zoning map amendment for development within the air-rights above the Center Leg Freeway (I-395) and in Squares 564, 566 and 568 would not be inconsistent with the Comprehensive Plan for the National Capital, nor adversely affect any other identified federal interests.

As noted above, west of the site, at the southeast corner of 3rd and G Streets NW is the General Services Administration administered Judiciary Square federal building. The building and its below-grade parking garage, along with parking access, are located within a portion of the former G Street NW right-of-way immediately east of 3rd Street NW (the building itself is situated approximately 30 feet within the former right-of-way. With the obstruction of the building, G Street NW is currently planned as a pedestrian promenade between 2nd and 3rd Streets NW. An option should be explored by the District, in cooperation with the Applicant and GSA, that removes the building from obstructing the G Street NW right-of-way so that both vehicular and pedestrian traffic can use G Street NW. This may also improve vehicular circulation in the area and will further support a potential reopening of G Street NW between 1st and 2nd Streets NW. **Staff recommends that the Commission request that options to open G Street NW to both vehicular and pedestrian traffic be further explored by the District.**

The development proposal currently eliminates the southbound off-ramp from I-395, reconfigures the southbound onramp at 3rd Street NW, and reconfigures the northbound off-ramp at 2nd Street NW. The elimination and reconfiguration of the ramps, and other transportation improvements related to the overall project, are currently under review within a recently initiated Section 106 process pursuant to the National Historic Preservation Act. Through this process it may be determined that the proposed reconfiguration of the ramps may have an adverse effect on historic properties and a redesign or other mitigation may be recommended. The Applicant recognizes this issue and is in agreement that a redesign of the ramps or other mitigation may be required following the Section 106 process. As such, **staff recommends that the Commission note that its finding that the proposal would not be inconsistent with the Comprehensive Plan for the National Capital, nor adversely affect any other identified federal interests, is contingent on the resolution or mitigation of all adverse effects on historic resources identified within the recently initiated Section 106 review for the deck structure and transportation related elements associated with the proposed project. This includes any adverse effects on the views and vistas of 2nd and 3rd Streets NW from the design of the proposed ramp changes.**

Conformance with the Height of Buildings Act of 1910

The North Block will be comprised of two structures generally oriented towards Massachusetts Avenue NW. This block will be predominantly office use with ground floor retail. The structures will be divided by a single north/south pedestrian street in the center of the block but be connected by a small single open canopy in the center of the block, across pedestrian passage. The building along 3rd Street NW is further articulated by a four-story center section, which will

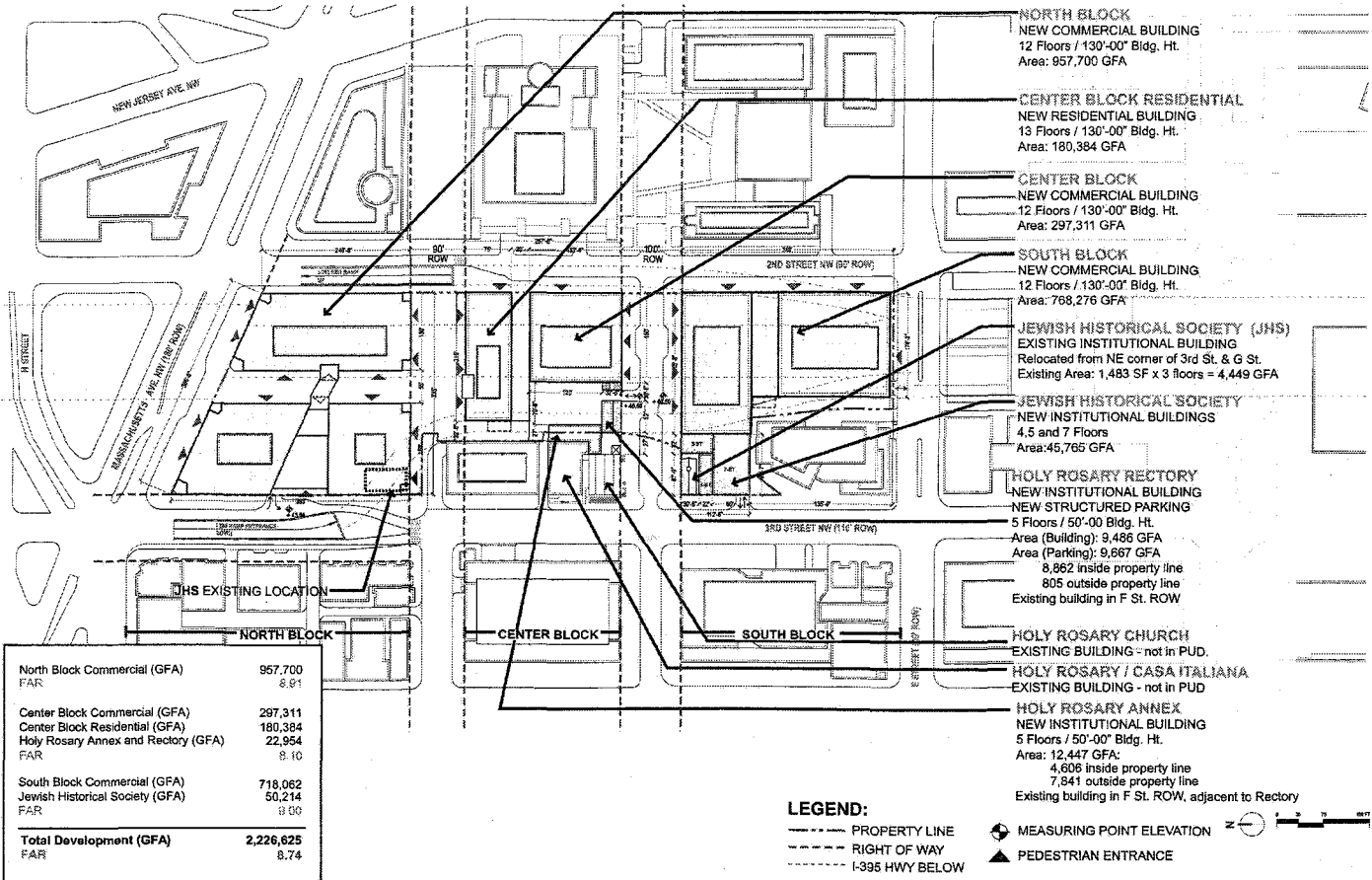
be set back from 3rd Street NW. Based on the North Block's frontage on both Massachusetts Avenue NW and 3rd Street NW, which have widths of 160 feet and 110 feet respectively, the North Block building is entitled to a maximum height of 130 feet under the 1910 Height Act and the C-4 District.

The Center Block will include an apartment house with ground floor retail, an office component with ground floor retail, and facilities for the Holy Rosary Church. All of these components will be connected internally at or above the level of the main floor to form a single building with frontage on 3rd Street NW. Based on the Center Block's frontage on 3rd Street NW, which has a right-of-way width of 110 feet, the Center Block building is entitled to a maximum height of 130 feet under the 1910 Height Act and the C-4 District.

The South Block will include an office component with ground floor retail, the relocated Adas Israel Synagogue, and additional facilities for the Jewish Historical Society. All of these components will be connected internally at or above the level of the main floor to form a single building with frontage on 3rd Street NW. Based on the South Block's frontage on 3rd Street NW, which has a right-of-way width of 110 feet, the South Block building is entitled to a maximum height of 130 feet under the 1910 Height Act and the C-4 District.

Within its review, the Zoning Commission found that the Zoning Regulations permits each single building in each block to have a maximum height of 130 feet. The Zoning Commission found that the North Block is a single building with meaningful connections at the level of the main floor and therefore that it can be constructed to a maximum height of 130 feet. The Zoning Commission, however, noted that when one or more second-stage PUD applications are presented for the Center and South Blocks, the Commission will confirm that sufficient meaningful connections exist to create a single building in each block with frontage on 3rd Street NW.

The height of the North Block building will be measured from the level of the curb opposite the middle of the front of the building on 3rd Street NW. The height of the buildings in the Center Block and South Block buildings will be measured from the level of the curb opposite the front of the center of each building on F Street NW. The grade of F Street NW is a continuation of the grades that exist on F Street NW to the east of 2nd Street NW and to the west of 3rd Street NW. Thus, the Center Block building and the South Block building will not be measured from a bridge or viaduct in contravention to the Zoning Regulations.



North Block Commercial (GFA)	957,700
FAR	8.91
Center Block Commercial (GFA)	297,311
Center Block Residential (GFA)	180,384
Holy Rosary Annex and Rectory (GFA)	22,954
FAR	9.10
South Block Commercial (GFA)	718,062
Jewish Historical Society (GFA)	50,214
FAR	9.00
Total Development (GFA)	2,226,625
FAR	8.74

Building height, area, and use diagram (with proposed rights-of-ways for F and G Streets NW)

Further Commission review

The overall project also will incorporate improvements to the existing I-395 Center Leg Freeway and the on- and off-ramps serving the same. On July 10, 2007, the Council of the District of Columbia enacted “Center Leg I-395 Fee and Air Rights Disposition Emergency Approval Resolution of 2007” authorizing the sale of the project site to Center Place Holdings, LLC, with the exception of a perpetual easement for transportation purposes, but including the air rights over I-395 between Massachusetts Avenue NW and E Street NW. This sale is subject to various terms and conditions, including a finding by the District Department of Transportation (DDOT) that the property is no longer needed for transportation purposes and that DDOT recommends to the Federal Highway Administration (FHWA) that FHWA approve the conveyance of the property as required under FHWA’s implementing regulations.

DDOT and FHWA, as recorded in a November 10, 2010 agreement “Agreement Regarding Property and Airspace Above I-395” (Agreement) have agreed to this sale. Within a letter dated December 2, 2010 regarding further concurrence by FHWA on the Agreement, the FHWA notes that “Review and approval by the National Capital Planning Commission” is a condition of the Agreement. As such, the Commission will review for approval the disposal of the air-rights interests associated with the proposed project under 40 U.S.C § 8734. In addition, while the I-395 mainline and the I-395 ramp terminals will not be modified by the project, the Applicant

proposes eliminating the lightly-used southbound off-ramp, re-configuring the southbound onramp at 3rd Street NW, and reconfiguring the northbound off-ramp at 2nd Street NW. Any relocation of the I-395 access ramps by the District is subject to review and approval by the Commission pursuant to 40 U.S.C. § 8722 (b)(1) and (d).

As such, staff recommends that the Commission note that it will review for approval the disposal of the air-rights interests associated with the proposed project under 40 U.S.C § 8734, and that any reconfiguration of the I-395 access ramps by the District is subject to review and approval by the Commission pursuant to 40 U.S.C. § 8722 (b)(1) and (d).

Further, the FHWA will not grant final approval for the disposal of the property until the environmental impacts of the improvements to the existing I-395 Center Leg Freeway and the on- and off-ramps are evaluated under the National Environmental Policy Act. The Commission has been invited by the FHWA to participate in this evaluation.