

BEFORE THE

ZONING COMMISSION  
FOR THE DISTRICT OF COLUMBIA

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SUPPLEMENTAL PREHEARING  
SUBMISSION

TURN TO L'ENFANT  
NEAREST WASHINGTON, D.C.

APPLICATION FOR  
PLANNED UNIT DEVELOPMENT,  
CONDOMINIUM DEVELOPMENT, AND  
REZONING

CASE NO. 08-34  
BRANCH

November 15, 2010

ZONING COMMISSION  
District of Columbia

CASE NO. 08-34  
EXHIBIT NO. 30

**TABLE OF CONTENTS**

TABLE OF CONTENTS..... I  
LIST OF EXHIBITS..... II  
I. INTRODUCTION..... 1  
II. SUMMARY OF PROJECT AND UPDATED ARCHITECTURAL AND DESIGN  
INFORMATION..... 2  
    A. REDESIGN OF NORTH BLOCK ..... 4  
    B. F STREET AND G STREETS ..... 7  
    C. RETAIL STRATEGY ..... 8  
        1. Overall Strategy ..... 9  
        2. Location of Retail Opportunities ..... 9  
        3. Retail Mix, Activation and Flexibility ..... 10  
    D. TABULATION OF DEVELOPMENT DATA ..... 11  
III. REVIEW OF IMPACTS OF PROJECT UNDER SECTION 2403.3 ..... 12  
    A. ECONOMIC BENEFITS TO THE DISTRICT ..... 12  
    B. EVALUATION OF TRANSPORTATION IMPACTS ..... 12  
    C. TRANSPORTATION MANAGEMENT PLAN..... 14  
IV. UPDATED SUMMARY OF PUBLIC BENEFITS AND PROJECT AMENITIES ..... 15  
V. PHASING OF PROJECT ..... 19  
VI. AREAS OF FLEXIBILITY..... 19  
VII. WORK WITH THE COMMUNITY ..... 21  
VIII. CONCLUSION..... 21

**LIST OF EXHIBITS**

<b><u>Description</u></b>	<b><u>Exhibit</u></b>
Updated First-Stage PUD Plans	1
Updated Consolidated PUD Plans	2
Economic Impact Overview	3
Supplemental Traffic Report	4
List of Additional Expert Witnesses	5
Additional Outline of Testimony for Witness	6
Additional Resumes of Expert Witnesses	7

**I.**  
**INTRODUCTION**

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

On December 31, 2008, the Applicant filed with the Zoning Commission its statement and exhibits (including Architectural Plans and Drawings for the First -Stage PUD Application and for the Consolidated PUD Application) in support of its request for approval of the applications (the "PUD Submission"). The PUD Submission set forth in detail the proposed project to be known as the Return to L'Enfant project as well as the elements of the Consolidated PUD application, including the project design, public benefits and project amenities, and consistency of the PUD with the Comprehensive Plan of 2006. The PUD Submission also set forth in detail the elements of 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 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 Zoning Commission set down this case for hearing at its July 26, 2010, public meeting. The Applicant then filed with the Zoning Commission on September 2, 2010, its prehearing statement with exhibits in response to matters raised by the Zoning Commission and Office of Planning (the "Prehearing Submission").

This Supplemental Prehearing Submission provides additional detailed information regarding the revised design of the North Block in response to comments raised by both the Zoning Commission and the Office of Planning as well as additional details regarding the design of F and G Streets. Furthermore, it addresses transportation issues and provides an updated summary of the public benefits and project amenities offered in connection with the PUD. This Supplemental Prehearing Submission, along with the PUD Submission and the Prehearing Submission, satisfy the requirements under Chapters 24 and 30 of the Zoning Regulations for approval of the First-Stage PUD application, the Consolidated PUD application and the related zoning map amendment for the Site.

**II.**  
**SUMMARY OF PROJECT AND UPDATED ARCHITECTURAL AND DESIGN**  
**INFORMATION**

As set forth above and in detail in the PUD Submission, 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. Each of the blocks will be developed as a single building on a single lot.

The overall development will include approximately 2.28 million square feet of gross floor area and have an aggregate FAR of approximately 8.96. 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. The apartment house is located in the Center Block and has a maximum height of 130 feet. Ground floor retail uses of approximately 75,000 square feet of gross floor area will line the newly created public spaces in each of the three new blocks.

The project includes approximately 1,178 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 3<sup>rd</sup> 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. All service and loading areas for the project are included within 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 in the South

Block for front-in and front-out access – results in greater safety and minimizes conflicts with pedestrians in public space.

The overall master plan for the project has not significantly changed since the Zoning Commission set down this case for hearing in July, 2010. However, the Applicant has worked to refine the design of the North Block and what was previously referred to as the Mass Ave Office Building in order to address comments raised by the Zoning Commission and the Office of Planning. The Applicant has also further refined the design of F Street and G Street. As a result of the revisions to the North Block, the creation of a pedestrian way through the North Block, and the desire to animate both the G Street Garden as a pedestrian area and establish F Street as an urban city street, the Applicant has developed a retail strategy specifically for the North Block and the overall project. These elements are all discussed below.

A. **Redesign of North Block**

The redesign of the North Block has resulted in the creation of three office buildings<sup>1</sup> connected at the level of the second floor ceiling with a solid glass and metal roof canopy. The revised proposal is designed to meet the requirements of highly successful real estate development and, at the same time, create a proper and appropriate relationship to the surrounding streets, buildings, and general urban environment. In this effort, the Applicant has focused on several objectives, which include the reduction of the sense of the mass, the clear separation of three distinct buildings the creation of a glass covered, but open, pedestrian way, and a general refinement of the exterior to produce an open and elegant complex which will become a wonderful addition to the neighborhood.

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<sup>1</sup> While the Supplemental Prehearing Submission refers to the three towers as three buildings, the improvements are considered a single building for zoning purposes, with a single measuring point on 3<sup>rd</sup> Street, NW.

The overall composition of the three buildings will conform to the standard classical façade composition of base, center, and cornice common throughout the District, but the buildings will be contemporary and will not emulate specific classical details, instead reflecting the aesthetics of today. A cornice line has been introduced at two levels along the base of the buildings to identify the retail, with a design that avoids a continuous horizontal line. The cornice line has been stepped from an approximate twenty-foot height to a ten-foot height in several different locations. A second cornice line, which has a profile in the reverse of the lower cornice line, has been added to the top of the buildings to give a more classical appearance.

The three buildings maintain a consistent architectural aesthetic to create a recognizable presence of office and retail facilities. The skin of the buildings is clear, high efficiency, low-E glass. A high-tech, one way visibility ceramic frit treatment extends 32 inches above each of the office floors, creating a very subtle distinction in the glass. This ceramic frit will also screen the lowest part of the interior office space on each floor that is visible from the outside of the building while continuing to allow the occupants of the buildings to have floor-to-ceiling glass and light-filled office floor plates.

The three buildings have been arranged on the Site in such a way as to maintain the street wall on Massachusetts Avenue, 2<sup>nd</sup> Street, and 3<sup>rd</sup> Street while at the same time to introduce penetrations throughout the block at both the ground level, as described below, and in the façades above the ground level. At the east and west corners along Massachusetts Avenue, the buildings are indented to provide a vertical emphasis. This device is used also in the southwest corner with the addition of a receding, stepped façade. The buildings have been designed to include subtle adjustments, both vertical and horizontal, which will produce strong sculptural forms and relate to the overall urban design of the area.

At the ground level, the Applicant has focused on encouraging pedestrian movement through the open spaces of the North Building by providing a variety of amenities for the project and the surrounding neighborhood. From Massachusetts Avenue, visitors and tenants of the project will enter the block through a north-south pedestrian way which has been designed as a regular commercial, street-like space ("Pedestrian Way"). The Pedestrian way extends as a two-story high, 60-foot wide penetrating link through the North Block, with landscaping and flexible opportunities for kiosks, carts and other activating uses. Two-story height retail spaces fronting on Massachusetts Avenue flank the entry to the Pedestrian Way, which leads the public toward the office lobbies and additional retail further along the Pedestrian Way. The Pedestrian Way runs from Massachusetts Avenue directly to the G Street Garden, with opportunities for pedestrians to continue east towards 3<sup>rd</sup> Street and the East Plaza or west towards 2<sup>nd</sup> Street. The central portions of the Pedestrian Way are covered by a solar shade frit glass and metal canopy that extends at the ceiling of the 2<sup>nd</sup> floor level and that creates a light-filled area for pedestrians while also providing protection from the elements. At the central node of the Pedestrian Way, there is a concentration of retail space. The Pedestrian Way will be well-lit and monitored by security guards and cameras to ensure safety for visitors and tenants.

The streetscapes around the North Block have been designed to include wide sidewalk and plantings. On Massachusetts Avenue, the streetscape includes two walkways, separated by planting strips. Emphasizing its identity as a major L'Enfant diagonal, Massachusetts Avenue presents DC Twin-20 lights at the curb line with street trees and groundcover planting aligning with the typical Massachusetts Avenue second row trees offset from the curb. Trees are elevated in planter boxes, where required by bridge structural constraints, and are surrounded with groundcover to soften the pedestrian edge. Canopies are connected to the lower cornice lines to

emphasize the entry points along Massachusetts Avenue and 3<sup>rd</sup> Street and relate to a proposed lay-by on Massachusetts Avenue.

The streetscape design of 2<sup>nd</sup> and 3<sup>rd</sup> 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 3<sup>rd</sup> Street, a median of groundcover planting provides aesthetic variety, while keeping open the 3<sup>rd</sup> Street view.

**B. F Street and G Streets**

As described in detail in the PUD Submission and the Prehearing Submission, the project incorporates the re-opening of F and G Streets through the Site to reconnect the L'Enfant grid. F Street will be re-opened as a thru-street to vehicular and pedestrian traffic, with a right of way of 100 feet. The design of F Street incorporates a traffic calming strategy, in the vicinity of the Holy Rosary Church and the relocated Jewish Historical Society Synagogue, as well as special paving and projecting curbs to enhance pedestrian safety while providing space for seasonal celebrations and festivals. Street trees at this location serve to soften the street edge and break down the scale of the nearby buildings. At the office building and retail entries the streetscape is animated by means of street lights and street trees, public art, bicycle racks and benches.

G Street will be re-opened to pedestrian and bicycle traffic and will be designed as a landscaped area having a width of ninety feet and is envisioned as a pedestrian thoroughfare lined with retail uses. Within the G Street Garden, the Applicant proposes including perimeter street-activating retail zones for exterior restaurant seating and a central landscaped spine incorporating planters with integrated benches for rest and spontaneous gatherings as well as crossing pedestrian traffic. The mixing of restaurant and informal seating along with a pedestrian shopping experience is intended to create a lively destination that remains activated

day and night. The G Street Garden will also include a Capital Bikeshare Station to encourage additional pedestrian activity from the surrounding neighborhoods.

The re-opening of G Street for pedestrian traffic and the re-opening of F Street for pedestrian and vehicular traffic will reknit the urban fabric of the area and provide view corridors through the project. The final design of F and G Streets will be as ultimately approved by the DDOT Public Space Division since the space is officially designated as public rights-of-way.

**C. Retail Strategy**

Retail development creates a challenge that is faced by all developers of major projects in Washington, DC. This particular project offers the opportunity to meet that challenge by crafting an environment that will create a sense of place and draw a constituency to sustain a critical mass of stores, restaurants, and other entertainment and shopping venues. The Applicant has conferred with several national and international retail consultants and brokers, and, most importantly, with retailers who have created successful venues in urban environments. The Applicant believes that the success of the project will hinge on creating an inviting and dynamic retail experience for the office users at the Site, the tenants of nearby existing government and commercial office buildings, visitors to the nearby Federal and District court buildings and museums, students at the Georgetown University Law Center, and residents of the surrounding neighborhood.

Given the proposed changes to the North Block, specifically with the creation of the Pedestrian Way and the East Plaza abutting the G Street Garden, the Applicant has evaluated the opportunities for retail infrastructure in the project and has devised an appropriate retail strategy for the Site. This retail strategy responds to economic reality, community desires, and the demands of retailers as they evolve over time.

1. Overall Strategy

The overall strategy is keyed by creating a retail node at the south end of the Pedestrian Way in the North Block where the Pedestrian Way is covered, but open, connecting the three buildings. The Applicant plans to place food-oriented and neighborhood-serving retail components not only in this node, but also along the base of the office and residential buildings at the street frontage of all three city blocks that will be created as part of the development. The key element of the retail strategy is to have meaningful retail components throughout the Site, on each block, that are active during and after business hours, and flexible as the needs of the project, neighborhood and retailers change.

2. Location of Retail Opportunities

The Applicant seeks to create an urban environment and will line each street frontage with retail opportunities. Starting at Massachusetts Avenue, the entry to the Pedestrian Way is flanked with signature retail spaces having a ceiling height of 19 feet, which will invite visitors and patrons to discover the various retail options within the Pedestrian Way. Other retail opportunities are available along Massachusetts Avenue, having a ceiling height of at least 12 feet. With the office lobbies for buildings one and two in the North Block accessed from the Pedestrian Way, the infrastructure design provides significant flexibility for these retail opportunities to be mixed with activated office uses to meet the retail demands for this street frontage.

The retail-lined Pedestrian Way runs the full length of the North Block, from Massachusetts Avenue to the G Street Garden. These retail venues have been designed to have varying sizes and ceiling heights (ranging from 12 feet to 14 feet), and all will have storefront visibility. As the pedestrian approaches G Street, he or she passes under a two-story opening in

the façade of building three to the G Street Garden, which is lined with retail spaces having ceiling heights of 14 feet clear. A signature two-story retail space having a ceiling height of 22 feet fronts on both the East Plaza and the G Street Garden. It is envisioned that boutiques and sidewalk cafés will spill out along the perimeter of the G Street Garden.

Overall in the North Block, the Applicant will create retail space opportunities ranging in size from 1,800 square feet to over 30,000 square feet. These spaces can be divided or combined to create retail spaces that most appropriately respond to the retail demands for the project and neighborhood. The proposed location of these retail spaces are shown on Sheet 5.1 of the Consolidated PUD Plans attached as Exhibit 2.

For the remainder of the project, retail opportunities will be available on the ground floor of the residential building, fronting along 2<sup>nd</sup> Street and the G Street Garden in the Center Block. Retail opportunities in both the Center and South Blocks will line F Street to create an urban, city street. The location of retail spaces are shown on Sheet 2.4 of the First-Stage PUD Plans attached as Exhibit 1.

### 3. Retail Mix, Activation and Flexibility

The varying ceiling heights within the project create retail spaces that are visually and functionally different. This result is a more urban retail experience and provides opportunities for the infrastructure to respond to different needs and retail demands. For the North Block, the retail mix will include space for white-table cloth restaurants, neighborhood-serving dining, specialty stores (e.g., bakeries, wine stores, etc.), and neighborhood service-oriented shops. The proposed retail mix for the North Block will appeal to the residents of nearby apartment houses as well as to office tenants and visitors.

To complement the retail mix in the North Block, the G Street Garden will be another important pedestrian public space that will connect the retail experience across G Street. While the retail mix lining the G Street Garden will be of a similar mix as the North Block, with an anticipated concentration of dining and food-oriented options, the Applicant proposes incorporating other elements to activate the space, including using the G Street Garden for a farmer's market on weekends and for street vendors on weekdays. A Capital Bikeshare Station will also be located along G Street. These elements will promote activity after business hours and on weekends.

The appropriate retail mix for the Center and South Blocks will be evaluated at such time as those blocks are further designed so that the needs and demands for the types of retail uses can be properly determined. As with any project that is developed in phases over a period of time, the key to success is to design the infrastructure to allow maximum flexibility, such that the retail plan can adjust easily to change. With varying sizes, ceiling heights and the establishment of flexible retail nodes, the project will attract the wide variety of retailers that will be needed to thrive in this environment. The fact that there will ultimately be over two million square feet of office tenancy, coupled with the student population at Georgetown Law Center and the residents within a short walk of the site, will provide the pedestrian traffic and density that is required to support the retail component for this important project.

**D. Tabulation of Development Data**

The current Tabulation of Development Data for the First-Stage PUD is located on Sheet 1.17 in the Updated First-Stage PUD Plans attached as Exhibit 1. The current Tabulation of Development Data for the Consolidated PUD is located on Sheet 1.16 in the Updated Consolidated PUD Plans attached as Exhibit 2.

**III.**  
**REVIEW OF IMPACTS OF PROJECTION UNDER SECTION 2403.3**

As noted in the PUD Submission and throughout this Supplemental Prehearing Submission, the project will have significant positive impacts on the surrounding neighborhoods and the District as a whole. Most importantly, the construction of the platform will reconnect the city and eliminate the large void that currently exists. The development of this Site will bring community and vibrancy to an area that has long been a chasm that divides the city. In addition to these major positive impacts, the economic impacts and transportation impacts which were first set forward in the PUD Submission are reviewed and updated below.

**A. Economic Benefits to the District**

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. A detailed summary of the economic benefits, including the annual real property tax revenue generated by the project, potential job creation and other benefits, are set forth in the Economic Impact Overview attached as Exhibit 3.

**B. Evaluation of Transportation Impacts**

As described in detail in the PUD Submission, the Traffic Impact Analysis ("TIA") prepared by Wells + Associates (the "Traffic Consultant") concluded 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 is well-situated within close proximity to the Judiciary Square, Union Station and Gallery Place-Chinatown Metrorail stations as well as to a variety of other public transportation opportunities. Furthermore, the project-generated traffic impacts can be mitigated by optimizing traffic signal

timings. 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 Analysis which is attached to the PUD Submission as Exhibit H.

Since that time, the Traffic Consultant has continued to work with the District Department of Transportation ("DDOT"). As noted in the Supplemental Traffic Report attached as Exhibit 4, the Traffic Consultant updated its findings. The results of the updated analysis indicate that current traffic conditions in the vicinity of the Site remain consistent with 2007 conditions that were evaluated in the TIA. Specifically, some intersections experienced a decrease in vehicular traffic while others experienced an increase in traffic. Overall, the 2010 counts demonstrate an average of 5 percent less traffic during the AM peak hour and 4.6 percent less traffic during the PM peak hour, than the 2007 counts. These differences are small, and well within +/- 10 to 15 percent range for the typical day-to-day variation in traffic volumes in urban areas. These stable counts suggest that there has been no significant growth in background traffic volumes over the past three years. DDOT's average daily traffic (ADT) data also was reviewed and indicates that an overall decrease of 3.5 percent in traffic occurred in the vicinity of the site between 2007 and 2008. Therefore, the analyses in the 2008 TIA remain valid since conditions have not materially changed on the surrounding roadway network.

The above conclusions are based upon the Applicant's proposal of providing parking based on the zoning minimums, which results in a total of 1,178 parking spaces being provided for the overall project. The proposed parking ratios are appropriate for the project, and very close to the ratios provided at three (3) other comparable office buildings developed by the Applicant in the District. The zoning minimum level of parking provided is required to successfully market the office buildings and to meet tenant parking demands. Furthermore, the

amount of parking provided is directly related to the number of vehicles that can drive to and from the Site. A total of only 13 percent of the estimated office workers on-site (i.e., one out of every eight) would be able to drive to work, based on these parking ratios. The remaining employees would have to ride as a passenger in a carpool, take public transportation, walk, or bike to work. Therefore, the proposed parking ratios, along with the components in the proposed Transportation Management Plan, would encourage employees, residents, and visitors of the Site to shift their travel preference away from single occupant vehicle.

**C. Transportation Management Plan**

The Applicant has worked with DDOT to prepare a Transportation Management Plan (“TMP”). A copy of the TMP is included as Section 4 in the attached Exhibit 4. The key component of the TMP is designating a property transportation coordinator(s) to undertake the responsibility of coordinating and completing all TMP obligations. The coordinator(s) also will work with DDOT to carry out the elements in the TMP, as needed. Numerous facilities and improvements also are included with this project, such as a considerable supply of secure bicycle parking spaces (approximately 37 percent of the vehicle parking supply), a bike-share station, changing and shower facilities for employees, availability for car-share spaces, and an on-site business center for the residents. The largest physical improvement is the platform that will connect 2nd and 3rd Streets, allowing a seamless east-west crossing along F and G Streets. The property transportation coordinator(s) also will work with tenants, employees, and residents to show them potential public transportation options and carpool/vanpool options for commutes. Lastly, there will be a monitoring program to evaluate the traffic impacts of the Site, two years after lease-up of each building. These evaluations will determine how the transportation services offered on-site are working. The elements in the TMP will help to influence travel behaviors for

tenants, employees, residents, and visitors of the site in order to achieve a maximally efficient use of transportation facilities in the vicinity of the site. This will help to reduce peak hour vehicle trips, reduce parking demand, and promote the use of alternative transportation modes.

#### **IV.**

### **UPDATED SUMMARY OF PUBLIC BENEFITS AND PROJECT AMENITIES**

In its PUD Submission, the Applicant set forth the public benefits and project amenities offered in connection with the PUD. Since the PUD Submission in late 2008, the amenities package has been updated and clarified. The most significant amenity associated with the project is the construction of the platform, which will create three new city blocks over what is now an active highway and will re-knit the East End of downtown Washington with Capitol Hill. An updated summary of all of the public benefits and project amenities proposed and agreed to by the Applicant are set forth below, including timing for the provision of such amenity as appropriate.

- Construction of Platform over the Center Leg Freeway and Re-Opening of F and G Streets, N.W. (Section 2403.9(b): *Site Planning, and efficient and economical land utilization*)
  - F Street, originally a major east-west thoroughfare in the L'Enfant Plan, will be re-opened as a through street to vehicular and pedestrian traffic, with a width of 100 feet to match the existing right-of-way to the east and west. The streetscape design of F Street includes tree-lined sidewalks of precast concrete pavers with continuous pedestrian zones, a variety of plantings, bicycle stations, retail on each edge and streetlights. Traffic-calming street designs will promote pedestrian activities and allow for periodic closing of the street to vehicular traffic on weekends.
  - G Street will be re-opened to pedestrian and bicycle traffic, and will be designed as a landscaped area having a width of 90 feet. G Street will be lined on each side with retail, and will include paved walkways surrounding raised planted areas of shade trees and groundcover. G Street will become an active, mixed-use pedestrian thoroughfare flanked by retail, commercial office and residential uses.

- Creation of three new city blocks over what is now an active highway will re-knit the East End of downtown Washington with Capitol Hill. Currently, the highway is a 22-foot deep chasm separating these neighborhoods.
  - Improvement to the existing interstate highway and the local transportation system, including increasing intersection capacity and pedestrian convenience and safety along Massachusetts Avenue, F Street, G Street, 2<sup>nd</sup> Street and 3<sup>rd</sup> Street.
  - The full cost of the platform, including F and G Street bridges, is estimated to be in excess of \$200 million, not including the costs of site acquisition and approvals. Of this amount, approximately \$10 million is associated with the platform created for F and G Streets.
  - The platform and the streets will be constructed first. The streets will be opened in sequence (starting from the north to the south) at the completion of construction of the Platform and DDOT's acceptance of the streets.
- Environmental Benefits (Section 2403.9(h): *Environmental Benefits*)
    - Cutting-edge sustainable design that will set a new standard for urban infill and air rights development projects. The Applicant is working with the US Green Building Council to specifically develop a program for these types of developments, with a focus on improving existing air and water quality issues at the Site.
    - Water collection and re-use system, such that all rainwater and ground water entering the site will be captured, processed and re-used throughout the buildings on site. It would also be possible to accommodate storm water run-off from adjacent sites.
    - The development of an electrical co-generation plant that will have the ability to service not only this development, but also approximately 5-8 million square feet of nearby, existing development.
    - Eco-chimneys to provide for air filtration from the below-grade parking garage and service corridor.
    - Green roofs on every building in the development to reduce the heat island affect and mitigate storm water run-off.
    - A USGBC LEED Platinum standard for the core and shell of the office buildings and LEED Gold for the residential building.
    - The environmental benefits will be delivered at each phase of the development of the project and will be implemented through each stage of vertical development.

- Housing and Affordable Housing (Section 2403.9(f): *Housing and affordable housing*)
  - Residential building with approximately 180,000 square feet of gross floor area (approximately 150 units).
  - Minimum of 50 units set aside for affordable housing.
  - Affordable housing will be affordable to individuals earning no more than 80% 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. Affordable restrictions will remain for a period of forty years from the date that the first unit in the residential building is occupied.
  - Housing and affordable housing will be delivered following completion of the Residential Building, which is included within the First-Stage PUD application at this time.
  
- Historic Preservation for the Historic Adas Israel Synagogue (Section 2403.9(d): *Historic preservation of private or public structures, places, or parks*)
  - Relocation of the historic Adas Israel Synagogue to the corner of F and 3rd Streets, allowing for superior siting, more appropriate orientation, and enhanced visibility and access.
  - Provision of a site to accommodate museum space and additional office and supporting space for the Jewish Historical Society in the South Block, with the Applicant contributing a multi-million dollar amount toward the construction of the new JHS facilities.
  - The Synagogue will be relocated to its newly configured permanent location upon completion of the platform. The museum and office space will be brought forward as a second-stage PUD application by the Jewish Historical Society in accordance with the approved phasing of the project.
  
- Holy Rosary Church (Section 2403.9(i): *Uses of special value to the neighborhood or the District of Columbia as a whole*)
  - Re-construction of the Holy Rosary Church's existing Annex and Rectory, both of which currently sit in the right-of-way of F Street, which will re-establish the original relationship of the Church, the Annex, and the Rectory to the configuration that existed prior to construction of the freeway back in the 1960's.
  - The Applicant will pay all costs associated with the construction of the new Annex and Rectory and will make a series of significant cash contributions to the Church.

- The re-construction of the Annex and Rectory will be brought forward by the Applicant and Holy Rosary Church as a second-stage PUD application in accordance with the approved phasing of the project.
- Urban Design, Landscaping and Creation of Open Spaces (Section 2403.9(a): *Urban design, architecture, landscaping, or creation or preservation of open spaces*)
  - Creation of three new city blocks that will link neighborhoods in the District that have historically been separated by a vast canyon.
  - Ground floor retail will line the newly created streetscapes, to attract visitors, residents and office workers into a heretofore inaccessible part of the District.
  - Important public open spaces, including the G Street Garden between the North and Center Blocks and the Central Plaza located in the North Block.
  - \$50,000 contribution to Casey Trees to improve the existing park at 2<sup>nd</sup> and H Streets and Massachusetts Avenue, located immediately to the north of the Site. This contribution will be made prior to the issuance of a building permit for construction of the platform.
- Transportation Management Measures (Section 2403.9(c): *Effective and safe vehicular and pedestrian access, transportation management measures, connections to public transit service, and other measures to mitigate traffic impacts*)
  - Centralized below-grade loading and parking facilities with limited curb cuts to minimize impacts on pedestrians and vehicles.
  - Transportation Management Program for all office tenants.
  - Incorporation of a Capital Bikeshare Station within the project to be paid for by the Applicant. This amenity will be completed prior to the opening of F and G Streets through the project.
- First Source Employment Opportunities and Certified Business Enterprises (Section 2403.9(e): *Employment and training opportunities*)
  - First Source Employment Agreement under which the Applicant will fill 51% of all new jobs resulting from the construction of the project with District residents, and will fill 67% of all new apprenticeship positions with District residents.
  - Certified Business Enterprises will represent twenty percent of the developer's equity and development 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.

- o These agreements will apply to each phase of the project.

**V.**  
**PHASING OF PROJECT**

As set forth in the PUD Submission and restated herein, 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 North Block office building. The Applicant must begin construction of the North Block office building within four years of the completion of the construction of the platform.

**VI.**  
**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 set forth its requested flexibility in the PUD Submission, which is restated and refined below:

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 without reducing the quality of materials; 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 to locate retail or service uses where "retail" is identified and to locate retail, service or office uses where "retail/office" is identified; 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, including but not limited to modifications to ramp systems and freeway configuration; 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.

**VII.**  
**WORK WITH COMMUNITY AND STAKEHOLDERS**

The Applicant has worked closely with the community and interested stakeholders throughout the PUD process. The Applicant presented the most recent version of the project to the Advisory Neighborhood Commission ("ANC") 6C Planning, Zoning and Environment Subcommittee on November 3, 2010. The Subcommittee voted to recommend approval of the project and requested that the Applicant incorporate a Capital Bikeshare Station and increase ceiling heights of some of the retail space. The Applicant agreed to include the Capital Bikeshare Station in the project and to pay the initial cost associated with it. The Applicant also increased the retail ceiling heights in designated locations to ensure vibrant retail and which are shown in the plans attached as Exhibit 2. The full ANC voted unanimously to support the project at its regularly-scheduled public meeting on November 10, 2010.

The Applicant has also worked closely with those entities most directly impacted by the project. The Applicant is pleased to have entered into agreements and to have the support of both the Jewish Historical Society and the Holy Rosary Church. In addition, the Applicant has worked closely with Georgetown University, whose law school is located immediately to the east of the project, and understands that Georgetown University supports the project.

**VIII.**  
**CONCLUSION**

This Supplemental Prehearing Submission along with the original PUD Submission and the Prehearing Submission meet the filing requirements for the First-Stage PUD application for the Site, the Consolidated PUD application for the Site and the zoning map amendment of the Site to C-4, required by Chapters 24 and 30 of the Zoning Regulations. For the foregoing

reasons, the Applicant respectfully requests that the Zoning Commission approve the applications.

Respectfully submitted,

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