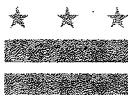


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning & Sustainability Administration

2010 DEC -6 PM 2:20

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Karina Ricks
District Department of Transportation

DATE: December 6, 2010

SUBJECT: ZC case 08-34 (Application of Center Place Holdings, LLC)
2nd and Massachusetts Avenue, N.W.

APPLICATION

Center Place Holdings, LLC (the "Applicant") is requesting approval of a first-stage PUD, a consolidated PUD and a PUD-related Zoning Map amendment to the C-4 Zone District. The property that is the subject of this application consists of approximately 254,671 square feet of land area and is 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 zoning map shows the subject property as zoned HR/C-3-C. The Applicant proposes to construct a mixed-use project of office, residential and retail uses on a platform above the Center Leg Freeway (I-395), 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, creating three new city blocks (North Block, Center Block, South Block). The overall project will incorporate approximately 2,300,000 square feet of new development, including 180,000 sf devoted to residential use and 70,000 square feet devoted to retail use. The project also includes the relocation of the Jewish Historical Society's Synagogue with associated new facilities for the Jewish Historic Society and also incorporates new facilities for the Holy Rosary Church. All parking and loading will be located in a consolidated, below-grade facility.

ZONING COMMISSION
District of Columbia

CASE NO. 08-34

EXHIBIT NO. 02

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for PUD, consolidated PUD and a PUD-related Zoning Map amendment to the C-4 Zone District. This project is subject to completion of subsequent environmental clearance and interstate modification documents which could significantly alter the PUD proposed. The recommendation of approval shall in no way bias or influence the assessment and evaluation required in those processes.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESSES

In order to achieve the development proposal, the Applicant will need to perform a significant amount of work and construction relating to transportation. Changes to I-395 and its associated ramps require approval by DDOT and the Federal Highway Administration (FHWA) through the interstate access approval process. As part of the relocation effort, an environmental assessment (EA) will have to be prepared pursuant to the National Environmental Policy Act (NEPA) for this modification of the freeway. The NEPA process and review will conclude following the zoning process. The Applicant is working with DDOT and FHWA to facilitate the relocation of the ramps and the feasibility of the structure over the highway.

It should be noted that as part of the NEPA and interstate access approval processes, DDOT and/or FHWA may require transportation mitigation(s) in addition to what has already been identified and/or changes in the project. This may necessitate a project update and subsequent review by the Zoning Commission. Whatever the case regarding potential changes in the project, it is expected that at minimum, the applicant should be prepared to fulfill all traffic related mitigation commitments made in the traffic impact evaluation.

DDOT ANALYSIS

All parking, loading, and service facilities would be provided in five levels below grade and above the I-395 right-of-way to support all the buildings in all three blocks (North, Central and South blocks). The parking garages would be accessed from two points along 3rd Street to the North Block and the South Block and from F Street to the Center Block. Elevators and stairs provide access to the buildings above. The development would have 1,178 parking spaces which is the number of spaces required under the Zoning Regulations.

DDOT is pleased that a development of this size is proposing only three curb cuts and that the project will not only cover a gash in the urban fabric but also reconnect the street grid. These features will facilitate a better connected and more pleasing public space.

DDOT is aware that the Zoning Commission expressed some concerns regarding the high number of parking spaces, at the July 26, 2010 public setdown hearing. Although in line with zoning minimums, DDOT has also discussed with the applicant that the number provided is quite large for the context. DDOT has recommended that the Applicant consider a robust Transportation Demand Management (TDM) plan for the project. Furthermore, future office and retail tenants of the proposed development site will offer their employees WMATA SmarTrip benefits. This will significantly reduce the number of people driving to the site. The Applicant should decrease the overall number of parking spaces to ensure that parking is not overbuilt and that the development takes advantage of its prime location to the Union Station (701 First Street, N.E.) Washington Metropolitan Area Transit Authority (WMATA) rail station and Judiciary Square WMATA rail station with entrances at 450 F Street and 441 4th Street N.W. DDOT believes that considering the access to transit, amenities in close proximity, and an aggressive TDM plan that the current aggregate parking ratio of approximately 1 space per 1,800 S.F. of space could be reduced to approximately 1 space per 2,500 S.F. of space. This would amount to approximately 800 spaces, a reduction of more than 300 from the proposed amount.

It should be noted that while public space concerns do not fall under the authority of the Zoning Commission, DDOT would like to reiterate its position that lay-bys are not generally consistent with DDOT streetscape goals and underground vaults should not be included in public space.

SUMMARY AND RECOMMENDATION

DDOT conditionally supports the Applicant's proposal to build the noteworthy development. The Applicant has performed a significant amount of work, but DDOT firmly believes the Zoning Commission should require a meaningful reduction in the number of parking spaces for the project.

KR:jh

OFFICE OF ZONING

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Policy, Planning & Sustainability Administration

Memorandum

TO: Jamison L. Weinbaum, Director
DC Office of Zoning

FROM: Karina Ricks
District Department of Transportation

DATE: December 6, 2010

SUBJECT: ZC case 08-34 (Application of Center Place Holdings, LLC)
2nd and Massachusetts Avenue, N.W.

APPLICATION

Center Place Holdings, LLC (the "Applicant") is requesting approval of a first-stage PUD, a consolidated PUD and a PUD-related Zoning Map amendment to the C-4 Zone District. The property that is the subject of this application consists of approximately 254,671 square feet of land area and is 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 zoning map shows the subject property as zoned HR/C-3-C. The Applicant proposes to construct a mixed-use project of office, residential and retail uses on a platform above the Center Leg Freeway (I-395), 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, creating three new city blocks (North Block, Center Block, South Block). The overall project will incorporate approximately 2,300,000 square feet of new development, including 180,000 sf devoted to residential use and 70,000 square feet devoted to retail use. The project also includes the relocation of the Jewish Historical Society's Synagogue with associated new facilities for the Jewish Historic Society and also incorporates new facilities for the Holy Rosary Church. All parking and loading will be located in a consolidated, below-grade facility.

2000 14TH Street, N.W., 7th Floor, Washington, D.C. 20009
202 671-2730, Fax: 202 671-0617

ZONING COMMISSION
District of Columbia

CASE NO. 08-34
EXHIBIT NO. 36

ZC case 08-34 - Application of Center Place Holdings, LLC

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) recommends conditional support of the Applicant's request for PUD, consolidated PUD and a PUD-related Zoning Map amendment to the C-4 Zone District. This project is subject to completion of subsequent environmental clearance and interstate modification documents which could significantly alter the PUD proposed. The recommendation of approval shall in no way bias or influence the assessment and evaluation required in those processes.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESSES

In order to achieve the development proposal, the Applicant will need to perform a significant amount of work and construction relating to transportation. Changes to I-395 and its associated ramps require approval by DDOT and the Federal Highway Administration (FHWA) through the interstate access approval process. As part of the relocation effort, an environmental assessment (EA) will have to be prepared pursuant to the National Environmental Policy Act (NEPA) for this modification of the freeway. The NEPA process and review will conclude following the zoning process. The Applicant is working with DDOT and FHWA to facilitate the relocation of the ramps and the feasibility of the structure over the highway.

It should be noted that as part of the NEPA and interstate access approval processes, DDOT and/or FHWA may require transportation mitigation(s) in addition to what has already been identified and/or changes in the project. This may necessitate a project update and subsequent review by the Zoning Commission. Whatever the case regarding potential changes in the project, it is expected that at minimum, the applicant should be prepared to fulfill all traffic related mitigation commitments made in the traffic impact evaluation.

DDOT ANALYSIS

All parking, loading, and service facilities would be provided in five levels below grade and above the I-395 right-of-way to support all the buildings in all three blocks (North, Central and South blocks). The parking garages would be accessed from two points along 3rd Street to the North Block and the South Block and from F Street to the Center Block. Elevators and stairs provide access to the buildings above. The development would have 1,178 parking spaces which is the number of spaces required under the Zoning Regulations.

DDOT is pleased that a development of this size is proposing only three curb cuts and that the project will not only cover a gash in the urban fabric but also reconnect the street grid. These features will facilitate a better connected and more pleasing public space.

ZC case 08-34 - Application of Center Place Holdings, LLC

DDOT is aware that the Zoning Commission expressed some concerns regarding the high number of parking spaces, at the July 26, 2010 public setdown hearing. Although in line with zoning minimums, DDOT has also discussed with the applicant that the number provided is quite large for the context. DDOT has recommended that the Applicant consider a robust Transportation Demand Management (TDM) plan for the project. Furthermore, future office and retail tenants of the proposed development site will offer their employees WMATA SmarTrip benefits. This will significantly reduce the number of people driving to the site. The Applicant should decrease the overall number of parking spaces to ensure that parking is not overbuilt and that the development takes advantage of its prime location to the Union Station (701 First Street, N.E.) Washington Metropolitan Area Transit Authority (WMATA) rail station and Judiciary Square WMATA rail station with entrances at 450 F Street and 441 4th Street N.W. DDOT believes that considering the access to transit, amenities in close proximity, and an aggressive TDM plan that the current aggregate parking ratio of approximately 1 space per 1,800 S.F. of space could be reduced to approximately 1 space per 2,500 S.F. of space. This would amount to approximately 800 spaces, a reduction of more than 300 from the proposed amount.

It should be noted that while public space concerns do not fall under the authority of the Zoning Commission, DDOT would like to reiterate its position that lay-bys are not generally consistent with DDOT streetscape goals and underground vaults should not be included in public space.

SUMMARY AND RECOMMENDATION

DDOT conditionally supports the Applicant's proposal to build the noteworthy development. The Applicant has performed a significant amount of work, but DDOT firmly believes the Zoning Commission should require a meaningful reduction in the number of parking spaces for the project.

KR:jh

GOVERNMENT OF THE DISTRICT OF COLUMBIA OFFICE OF ZONING
DISTRICT DEPARTMENT OF TRANSPORTATION



2010 DEC -6 PM 2:27

Transportation Policy and Planning Administration
2000 14th Street, N.W., 7th Floor
Washington, D.C. 20009
Office: (202) 671-2730 Fax: (202) 671-0617

FACSIMILE TRANSMITTAL SHEET

TO: DCOZ	FROM: Jamie Henson
COMPANY:	COMPANY: Transportation Policy and Planning, (TPPA)
ATTENTION:	DATE: 12-6-10
FAX NUMBER: 202. 727. 6072	SENDER'S NAME DIRECT NUMBER: 202-671.1324
RE: ZL case 08-34	NUMBER OF PAGE(S) INCLUDING COVER 4

FOR YOUR INFORMATION PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

DDOT comments on 1-395 Air Rights - Return to L'Enfant
PUP.

This communication is intended only for the use of the individual or entity to whom it is addressed and may contain information that is privileged and confidential. If you have received this facsimile in error, please immediately notify us by telephone above.