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Via Hand Delivery

Zoning Commission for the
District of Columbia
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

Re: Z.C. Case No. 11-03 – Southwest Waterfront Redevelopment
Post-Hearing Submissions

Dear Members of the Commission:

On behalf of the Applicant, Hoffman-Struever Waterfront, L.L.C. (doing business as Hoffman-Madison Waterfront (“HMW”)) we submit the following post-hearing materials, as permitted by the Zoning Commission at the conclusion of its hearing on July 21, 2011.

1. Transportation Mode Splits: In response to the Commission’s request, the Applicant’s transportation planner, Gorove/Slade Associates, has prepared a supplemental memorandum describing the transportation mode splits assumptions for the project in comparison to similar projects. The memorandum is attached as Tab A. Based on the Gorove/Slade analysis, the Southwest Waterfront development is expected to exhibit mode split characteristics similar to developments located within the center of the District. The report concludes that the location of this project and its design will allow for an average or better than District average use of transit (both Metrorail and Metrobus), walking, and bicycling for traveling to and from the proposed PUD, when compared to similar projects identified for each transportation mode.

2. Timing of PUD Phases: Under the Land Disposition Agreement (“LDA”) with the city, HMW is required to file the Stage 2 PUD application and start construction on each development phase of the PUD within certain timeframes. The Stage 2 PUD application for Phase 1 must be submitted within 12 months after the Stage 1 PUD application is approved and construction must begin on Phase 1 within 120 days closing on the disposition. Construction must begin on Phase 2 within nine years after post-closing, and on Phase 3 no later than 12 years after closing. However, the Applicant anticipates being able to proceed sooner than these contractual obligations require, as follows:

ZONING COMMISSION
District of Columbia

CASE NO. 11-03

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	PHASE 1		PHASE 2		PHASE 3	
	LDA	Projected	LDA	Projected	LDA	Projected
Submit Stage 2 PUD	12 mos after Stage 1 approved	1Q 2012	N/A	2Q 2014	N/A	2Q 2016
Start Construction	120 days post closing*	1Q 2013	9 yrs post closing	1Q 2016	12 yrs post closing	1Q 2018

*Closing anticipated 4Q 2012 (12/31/2012).

3. Response to Exhibit 40: Attached as Tab B is the requested response to the issues raised in the letter submitted to the record by Stacy Braverman (ZC Exhibit # 40).

4. Additional Drawings and Diagrams: The Commission requested several additional drawings and diagrams to clarify the information previously submitted. Attached in the separate packet of drawings are the following supplemental sheets, as well as previously submitted documents that address the specific issues raised:

- Better diagram of vehicular access
- Better aerial photographs of existing conditions
- An overlay of the changes to Parcels 1 and 2 in response to NCPC and CFA comments
- A perspective view from Banneker Circle
- Supplemental plans showing landscaped areas of project
- Views from 6th Street Homeowners' backyards across 6th Street and comparison to matter-of-right development
- Maine Street elevations

5. Marina Plan: The architectural drawings also include the marina plan, with updated information on the number and type of boat slips. A separate diagram, attached as Tab C, depicts the proposed mooring field and the proposed 500-foot turning radius in the channel. Witness testimony and discussions regarding the marina plan, mooring field and turning radius can be found at pages 137-142 of the hearing transcript for July 18, 2011.

6. M Street View Corridor: The Commission also requested supplemental information on the view corridors of M Street, which are included with the drawings submitted herewith. As the diagram of the existing conditions shows, the M Street view corridor toward the water is obscured by a mature stand of trees, the curve of the roadway as it transitions to Maine Avenue at 6th Street, S.W., and the surface parking lot beyond. Therefore, at present, there is no view corridor from M Street to the water except during winter months. Under the proposed PUD development for Parcel 11, an enhanced vista toward the water would be created and this enhanced vista will exist all year round. Only a small portion of the proposed church

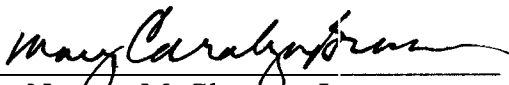
would extend to the M Street property line, with the majority of the building designed to respect the curve of the roadway, in accordance with sound urban design principles. No part of the church would extend into M Street right-of-way. Matter of right development on Parcel 11 would maintain a reduced view corridor along M Street. Thus, the PUD project proposed for Parcel 11 will create a year-round view corridor to the water and will establish a superior vista than would be achieved under existing matter-of-right R-3 zoning.

The PUD plan and matter-of-right development will not affect any protected viewsheds and vistas of the historic L'Enfant Plan for the City of Washington, which encompass the right-of-way width and length of the contributing streets and avenues of the plan.¹ The protected elements of the M Street right-of-way extend from 6th Street, S.W., to South Capitol Street.²

The proposed development on Parcel 11 respects the adjacent existing residential neighborhoods and offers an appropriate transition in height, density and type of residential uses at the eastern end of the PUD site. The PUD has been designed in such a way as to minimize the effects of the development on the adjacent residential community through appropriate setbacks and height limits. The proposed residential development on Parcel 11 is consistent with the development patterns of the established Southwest neighborhoods and the Tiber Island Complex, particular. Tiber Island is characterized by a mix of high-rise residential buildings immediately adjacent to smaller-scale townhouses. The Parcel 11 residential building will be 45 feet in height, but because of elevation changes, will have an effective height of approximately 40-41 feet, which is consistent with the permitted 40-foot height limit of the adjacent R-3 District. The new St. Augustine's church building, which is permitted to reach a height of 60 feet under the existing matter-of-right R-3 zoning, will not exceed 49 feet in height. There will be approximately 100 feet of separation between the Tiber Island townhouses and the Parcel 11 residential building, thereby maintaining significant light and air for the 6th Street Homeowners.

Respectfully submitted,

HOLLAND & KNIGHT LLP

By: 
Norman M. Glasgow, Jr.
Mary Carolyn Brown

Attachments

¹ *L'Enfant Plan of the City of Washington, District of Columbia*, National Register of Historic Places Registration Form, July 20, 1994, § 7, at 2.

² *Id.*, at 19.

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