

May 3, 1995

Jerrily Kress
Chair
Zoning Commission
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

Dear Ms. Kress:

CSX Real Property, Inc. has had the opportunity to review the Draft Northeast No. 1/Eckington Yards Special Treatment Area Land Use and Rezoning Study (Study) recently released by the D.C. Office of Planning (OP) and commends OP for it's effort in compiling a thorough and comprehensive report.

After careful analysis, it is recommended that the Study be amended to change the existing C-M-3 zoning of **Square 720/Station Place** to C-3-C and include said amended rezoning in the C-3-C zone recommended by the Study to be scheduled for a public hearing to address the entire North Capitol Street subarea.

Several rationales exist that justify the amended rezoning. Rezoning the site to C-3-C continues to insure development consistent with the policies and recommendations of the District of Columbia Comprehensive Plan Generalized Land Use Map as well as the uses planned for the site by CSX Real Property, Inc. Both envision medium-high density commercial development for this site. Recent development trends in the area immediately surrounding the site (e.g. the new Federal Judiciary building immediately east of Union station) support medium-high density commercial development in concurrence with the policy foundation established in the Comprehensive Plan.

It is also represented that the amended rezoning from C-M-3 is consistent with and supported by the Study's (p. 24, par. 3) rationale for actually proposing C-M-3 rezoning for the northern subarea bounded by New York and Florida Avenues and North Capitol Street, specifically, **"the substantial distance of this area from the Union Station Metrorail station and related transportation and parking factors."** Square 720/Station Place, in contrast to the northern subarea, boasts immediate proximity to the Union Station Metrorail station, excellent public metrobus transportation, and a large parking garage created to serve the Union Station complex. These amenities create an environment highly suited to medium-high density commercial development catalogued under C-3-C zoning.

ZONING COMMISSION
CASE No. 95-4
EXHIBIT No. 3
ZONING COMMISSION
District of Columbia
CASE NO. 95-4
EXHIBIT NO. 3
6/4/95

The Study (p. 27, par. 4) also cites OP opinion that **"C-3-C zoning is sound land use policy within one-quarter to one-half mile walking distance of the Union Station Metrorail station. Within that areaparking requirements for each building can accordingly be relatively low, such as those approved for C-3-C....."**. The location of Square 720/Station Place definitively fulfills that character requirement. Additionally, the Study's (p.25, par. 4) reference to a Barton-Aschman analysis noting that **"the Union Station Metrorail station has sufficient capacity to accommodate future development"** establishes confidence that full development of the Station Place project will be serviced by the existing Metrorail station.

The case in favor of the amended rezoning is also supported in that the District's Large Tract Review process granted approvals for site development permitting structural scale consistent with height and bulk standards allowed under C-3-C zoning. CSX Real Property, Inc. plans no changes to the project profile that would impact the overall site design and scope as approved. Nor, from CSX Real Property, Inc.'s perspective, would rezoning to C-3-C alter those requirements committed to under the Large Tract Review approval.

Rezoning of the site to C-3-C also adds considerable efficiency and benefit to the development process over the long term. The project calls for development of three structures staged over a multi-year period. Current parking requirements for the project are dictated by a Board of Zoning Adjustment (BZA) special exception for a parking reduction, in realization that C-M-3 parking requirements are entirely inappropriate to the approved medium-high density commercial use. However, in order to retain the BZA exception, which allows parking consistent with that prescribed under C-3-C regulations, CSX Real Property, Inc. must continually undergo a series of financially costly and time consuming building permit applications. This is a burden other comparable projects currently zoned C-3-C do not have to bear.

In granting the amended C-3-C rezoning for Square 720/Station Place, the appropriate parking requirement for the approved medium-high density commercial use is provided as matter of right. The need for the special exception is eliminated, relieving CSX Real Property, Inc. of the burden continually renewing the BZA order over the life of the project. That relief in conjunction with the benefits and flexibility that could be utilized under C-3-C zoning based on market, physical, or economic circumstances to considerably increase the project's overall competitive advantage.

Your consideration of this request is appreciated. Please contact me or McDermott/O'Neill & Associates consultant, Diane Pratt at (202)289-8686 with any questions or comments.

Sincerely,


William E. Cromwell
Assistant Vice President
Real Estate Operations 