GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

RECEIVED
D.C. OFFICE OF ZONING
2005 JUN 23 PM 2:43

MEMORANDUM

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden
Associate Director for Transportation Planning

Date: June 16, 2005

Subject: **ZC No. 05-03 – Anacostia Gateway Government Center; Consolidated PUD and Related Zoning Map Amendment From C-M-1 and R-3 to C-3-A for Square 5600, Lot 117 and Square 5601, Lots 54, 857 (part of), 858-860, Parcel 224-231 and Various Portions of Streets and Alleys Proposed to be Closed Within or Adjacent to Squares 5600 and 5601**

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT strongly supports the project proposal. We have been working in close coordination with the Office of Property Management and their transportation consultants to develop this planned unit development in a manner that will strengthen the economic vitality of the Historic Anacostia Commercial District while minimizing the transportation impacts of the project.

The property owner, the District of Columbia Office of Property Management (OPM), seeks to construct a new headquarters for the District of Columbia Department of Transportation (DDOT) on the subject site to be named the Anacostia Gateway Government Center (AGGC). The site is located in the Historic Anacostia community surrounded by Good Hope Road to the south and the CSX rail line to the north, Martin Luther King Jr. Avenue (MLK Avenue) to the west and 13th Street, SE to the east. MLK Avenue links to the Officer Kevin J. Welsh Memorial Bridge while 13th Street links to the 11th Street Bridge; both provide access to I-395 and serve as the Interstate's off-ramp and on-ramp for the community. The site is located approximately one-half mile from the Anacostia Metro Rail Station and is served by several Metrobus routes and by a proposed future streetcar line.

ZONING COMMISSION
CASE No. 05-03
EXHIBIT No. 17

The project consists of the construction of two buildings with a total gross floor area of 335,270 square feet with two levels of underground parking garage totaling 436 automobile parking spaces and 30 bicycle spaces. An enclosed pedestrian bridge will link the two buildings between the second and third stories.

The Martin Luther King Jr. Wing will be the principal building and provide the main public entrance on MLK Jr. Avenue with a smaller structure, the Good Hope Wing located at the northeast corner of 13th Street and Good Hope Road, SE. The buildings contain approximately 309,785 square feet and 40,320 square feet of office space respectively. A new alley will bisect the site north-south and will provide access to the parking garage and loading docks. A secondary entrance to the parking garage will be located on 13th Street, SE. The project will also provide approximately 5,000 square feet of ground floor retail primarily designed to serve employees.

A separate commercial and office development project located at the northeast corner of MLK Avenue and Good Hope Road, SE, abutting the project site to the southwest, is being managed by the Anacostia Economic Development Corporation (AEDC). The AEDC site will provide 43,430 square feet for office uses and 14,070 square feet for retail.

The applicant hired a traffic consultant to analyze the existing traffic conditions and projected future traffic impacts generated by the subject project and included the projected traffic generated by the adjacent AEDC project in its analysis. The study determined that most signalized intersections analyzed in the area operate at an acceptable LOS, however, the intersections of W Street and MLK Avenue and 13th Street and Good Hope Road, SE currently operate at LOS "F" and "E" during the AM-Peak-Hour, and MLK Avenue and Good Hope Road operate at LOS "F" during the PM-Peak-Hour and will continue to operate at Level of Service (LOS) "E" or "F" after project completion. The intersections operate at or near capacity during the AM and PM rush hours.

In 2004, DDOT conducted a transportation study of the area, which analyzed the transportation system in Historic Anacostia and made recommendations for on-street parking, traffic calming measures, streetscape improvements including pedestrian lighting. The study also recommended various traffic improvement measures to reduce traffic congestion and improve traffic safety. The recommendations of that transportation study were coordinated with the transportation consultant hired by the Office of Property Management and that study's recommendations are consistent with the DDOT study findings and recommendations.

DDOT is also coordinating with other District agencies in the Anacostia Waterfront Initiative to develop a streetcar line providing a link between Bolling Air Force Base, Anacostia Metro Station, AGGC site, the Barry Farms community and Pennsylvania Avenue, SE.

DDOT has also completed a Transportation Demand Management Plan (TDMP) for the new headquarters. DDOT will manage the use and availability of parking spaces within the parking garage to encourage the use of car pools and vanpools and discourage the use of single occupancy vehicles.

DDOT is proud of its role in providing an economic stimulus to the U Street Corridor at the Frank D. Reeves Center at 14th and U Streets NW. We believe that that government facility, in conjunction with the transit linkage provided by the U Street/Cardozo/African American Civil War Memorial Metrorail Station served as the catalyst that led to the resurgence of the U Street and 14th Street corridors. In a similar fashion, we believe that this Anacostia Gateway Government Center will result in a significant economic stimulus that will significantly improve the quality of commercial and residential support services in Historic Anacostia.

DDOT will continue to coordinate transportation-planning efforts with OPM to insure that impact to the Anacostia community is carefully managed. DDOT will work to minimize the impact on traffic circulation and on-street parking supply by working to implement proposed improvements recommended by the applicant's traffic consultant and the DDOT Anacostia Gateway Transportation Study. Accordingly, DDOT strongly supports the proposed planned unit development proposal as described in this application.

KL:lb