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ZONING COMMISSION
District of Columbia
Case 04-07
Exhibit 20

SUPPLEMENTAL REPORT

TO: Board of Zoning Adjustment

FROM: JLS for Andrew Altman, Director

DATE: May 19, 2004

SUBJECT: Zoning Commission Case #04-07, Special Exception Review of Proposed Additions and Renovations to the Water and Sewer Authority Main and O Street Pumping Stations, pursuant to the Capital Gateway Overlay District

I. EXECUTIVE SUMMARY

In its May 10, 2004 report, OP analyzed a DC Water and Sewer Authority (WASA) submission regarding a proposal to upgrade two adjacent sewage pumping station facilities in the Near Southeast area, the Main Pump Station, a 1900's building which has been deemed eligible for historic designation, and the more recent O Street Pump Station The application was submitted in accordance with Capital Gateway (CG) Overlay District requirements OP raised concerns about the extent to which the proposal, as then described by the applicant in its submission, conformed to the goals and objectives of the CG Overlay District, Anacostia Waterfront Initiative (AWI), and Near Southeast Plans

Subsequent to filing its report, OP, DDOT, and the City Administrator had additional productive discussions with WASA officials. WASA clarified its firm commitment to addressing AWI goals and objectives on this site WASA also stressed the immediate nature of the mandated and valuable technical improvements The evolving character of the Near Southeast area was also discussed, and the need for site planning for the various developments in the area to be coordinated and to proceed in conjunction with one another, in a timely manner This is particularly the case for issues such as transportation, green space, and waterfront access

Normally, the CG Overlay requires an applicant to fully address all review criteria and objectives at the time of application, the intent being to ensure that any (re)development along the waterfront brings sites into greater conformity with the broader planning objectives In this case, due to the immediate nature of the required technical improvements and WASA's participation in and commitment to the AWI, OP, WASA, and other representatives at the meeting agreed that it would be appropriate for WASA to be permitted to proceed with the required work at this time, with a firm commitment on the part of WASA to fully address CG Overlay and AWI objectives in the future This approach will allow WASA to concentrate on the current, mandated technical improvements (many of which are internal to existing buildings), as well as permit WASA and District officials greater opportunity to coordinate further WASA site improvements with other adjacent developments

OP's original report on this proposal condensed the major points of earlier concern to two main issues Following is OP's understanding of how these major issues discussed at the meeting with WASA, the City Administrator, OP, and DDOT are to be addressed.

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1 The proposed location of the main pump station load out facility

WASA has documented in its May 05 2004 Supplemental Statement why locating the load out facility on the west side of the building is not possible In addition to resulting in a significantly more complicated and costly solution, it would negatively impact the possibility of reopening Canal Street (on the west side of the Main Pump Station) to future traffic, and could impact future mixed-use development on that side of the pump station.

WASA agreed to investigate, along with the developers of the SEFC site, the possibility of lowering the load out facility to reduce its potential impacts on 2nd Street and the SEFC residential lands to the east As some redesign of the proposed load-out facility is contemplated, which may also affect screening, temporary security, and access, OP has recommended to the applicant that they agree to provide revised design plans prior to Final Action OP remains available to work with WASA in the resolution of this issue.

2 Impacts of the site design on public space and accessibility to and along the waterfront.

WASA committed to accommodate the Anacostia Riverwalk along the WASA waterfront and the creation of a more park-like setting near the southern end of the Main Pumping Station To accomplish this, WASA will, in the future, relinquish parking spaces along the waterfront, with the understanding that alternative locations for displaced fleet parking will be found. OP feels this significant community benefit and amenity will ensure continuous and coordinated waterfront access through this portion of the Near Southeast area, as plans for the adjacent sites are finalized.

In the short term, WASA has committed to do nothing that would impinge upon the ability to provide the future Riverwalk connection between the Florida Rock and SEFC sites OP does not believe that the site plan, as submitted in the application, presents significant improvements to or expansion of existing paved areas along the waterfront WASA has indicated that the interim increase in the number of parking spaces, noted in the application, is not the result of additional pavement, but is the result of a more efficient use of existing paved area.

WASA also agreed to permit public access to the waterfront along the eastern edge of its property. This is anticipated to include vehicular access from Tingey Street, S E to Water Street SE and direct waterfront access for pedestrians, bicyclists, emergency vehicles, and special event traffic to the waterfront The exact alignment and design of these circulation elements will be coordinated with the developer of the SEFC. WASA noted to OP that opening up Canal Street SE on the west side of the Main Pump Station as a publicly accessible street as far as N Place, may not be possible due to functional and security issues

WASA has also committed to work with DDOT, OP, USDOT, and the SEFC developer to provide for an appropriately designed and sited terminus for New Jersey Avenue SE as it intersects with Tingey Street, S E , on and adjacent to the north edge of the WASA site OP agrees with WASA that any solution must accommodate WASA access needs

WASA agreed that permanent security measures will reflect a sensitivity to the future residential neighborhood character, possibly similar to the brick and metal security fence

along the Riverwalk at the Washington Navy Yard Interim security measures (prior to the development of the adjacent sites) may be installed by WASA

Finally, WASA assured OP that the new structure shown on the green space to the north of the Main Pump Station is to be a temporary construction trailer only, so that this open space area, can be incorporated into the open space network in the Near Southeast area

Subsequent to the meeting noted above, OP and WASA had additional, more detailed discussions regarding the application review process To expedite review of the submission, OP recommended to WASA that they request Zoning Commission approval to

1 prior to Final Action, submit amended design plans, showing all revisions to the load-out facility design, screening, and access, seawall repairs, paving improvements, lighting, temporary security, and traffic circulation features These design documents should clearly identify permanent and interim elements of the site plan OP would also anticipate WASA drafting a more defined list of WASA commitments for Zoning Commission approval, following discussion at the Public Hearing; and

2 future submission to the Zoning Commission design documents showing the provision of all of the commitments noted above to satisfy the CG Overlay criteria, including streetscape improvement design, parking redesign, open space treatments along the waterfront, permanent security measures, and development of the Anacostia Riverwalk. A deadline for this submission should be established – WASA has suggested 10 years

OP continues to fully support the positive benefits that upgrading these important infrastructure facilities will bring to the District With these commitments in place, OP is confident that WASA can and will, over time and at the appropriate time, also meet all CG Overlay and Near Southeast neighborhood planning objectives

AA/jl