October 12, 2001

Ms. Carol Mitten, Chairperson
District of Columbia Zoning Commission
441 Fourth Street, NW, Suite 210
Washington, DC 20001

RE: Case No. 96-3/89-1

Dear Ms. Mitten:

This letter is to reaffirm the Washington Metropolitan Area Transit Authority's (WMATA) support of the proposed rezoning of Squares 700 and 701 including and surrounding the western entrance of the Navy Yard Metrorail station from C-M-2 (light manufacturing) to BP/C-3-C (mixed use, medium to high density) as a part of the Commission's consideration of the Buzzard Point Overlay District.

WMATA is a major property owner in the two blocks in question. Its Navy Yard Metrorail station west entrance is in Square 701, and its Southeastern Bus Garage and employee parking are in Square 700. Given their proximity to the Metrorail station, these WMATA sites are presently underutilized from an urban planning standpoint. Rezoning the squares with these sites will allow the urban densities sought by the District of Columbia. In turn, the potential for intensive development will provide a future opportunity for creative solutions to use of these sites.

As a leader in supporting and implementing intensive development of mixed use projects on properties over or adjacent to Metrorail stations, WMATA has long advocated for station areas the types of land uses and densities encompassed in the C-3-C zone. This zoning category allows the full benefit of transit to be realized through densification and infill of sites close to a rail station. Uses which yield the greatest number of riders, commercial office, retail and high rise apartments, should be given priority in designing transit-oriented developments.

Washington
Metropolitan Area
Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

By Metrorail:
Judiciary Square—Red Line
Gallery Place-Chinatown—
Red, Green and
Yellow Lines
By Metrobus:
Routes D1, D3, D6, P6,
70, 71, 80, X2

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

ZONING COMMISSION
Case 96-3/89-1
Exhibit 119

The Authority has approved and participates in over 50 transit-related projects involving commercial and housing development on WMATA-owned property over or adjacent to Metrorail stations. Thirty of these projects are in the District of Columbia.

Some lessons learned from these projects are clear:

- Mixed use, intensive development surrounding Metrorail stations promotes utilization of mass transit through pedestrian connections to stations. It thus increases choice of transportation modes and reduces use of the automobile and concomitant pollution.

- Focusing growth around transit stations enhances ridership, providing a return on the large public investment in transit.

- Station area development increases economic benefits to the community by encouraging large scale building at desirable locations and, and in so doing, improving the local tax base.

- Well-planned station environments– places– can be created, offering a range of urban experiences and services.

The entire Metrorail system in the Washington area has only 83 stations. It is important to take full advantage of this limited resource, concentrating growth near stations when consistent with local planning objectives. The District of Columbia's Comprehensive Plan and Anacostia Waterfront Initiative emphasize revitalization of the underutilized Southeast waterfront. The proposed overlay zone will encourage such revitalization.

Thank you for your consideration of WMATA's views.

Sincerely,

Alvin R. McNeal
Manager, Property Planning and Development