

GOVERNMENT
OF
THE DISTRICT OF COLUMBIA
+ + + + +
ZONING COMMISSION
+ + + + +
PUBLIC HEARING
+ + + + +

IN THE MATTER OF:

CONSOLIDATED PUD & RELATED
MAP AMENDMENT – ANACOSTIA
GATEWAY GOVERNMENT CENTER

Case No. 05-03

Thursday
June 23, 2005

Hearing Room 220 South
441 4th Street, N.W.
Washington, D.C.

The Public Hearing of Case No. 05-14/05-03
convened in Room 220 South, 441 4th Street, N.W.,
Washington, D.C., Carol Mitten, Chairperson,
presiding.

ZONING COMMISSION MEMBERS PRESENT:

CAROL MITTEN	Chairperson
ANTHONY J. HOOD	Vice-Chairperson
KEVIN HILDEBRAND	Commissioner
GREGORY JEFFRIES	Commissioner
JOHN PARSONS	Commissioner (NPS)

OFFICE OF ZONING STAFF PRESENT:

SHARON SCHELLIN	Secretary
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OFFICE OF PLANNING STAFF PRESENT:

ELLEN MCCARTHY
MAXINE BROWN-ROBERTS

D.C. OFFICE OF THE ATTORNEY GENERAL:

JACOB RITTING Assistant AG

This transcript constitutes the minutes from the
Public Hearing held on June 23, 2005.

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P R O C E E D I N G S

CHAIRPERSON MITTEN: Thank you. And now I'll turn it over to Mr. Hood for the second case.

VICE CHAIRPERSON HOOD: Thank you, madam Chair. Moving right into our second case, I will ask the Applicant to come forward. Thank you to the Applicant, Mr. Glasgow. We have decided that we would like for you to do the express version.

But it will be your pleasure. We're willing to let you stand on the record. But if you have such a dynamic presentation that you want to take a little more time, you can do that also. Your pleasure.

MR. GLASGOW: All right. Thank you, Mr. Chairman. For the record, my name is Norman M. Glasgow, Jr., of the Law Firm of Holland and Knight. We would like to do the express version. We are prepared to stand on the record and answer questions from the Commission.

VICE CHAIRPERSON HOOD: I'm sorry, let me back up, I'm jumping ahead of myself. Ms. Schellin, do we have any preliminary matters in this case?

MS. SCHELLIN: We do not.

VICE CHAIRPERSON HOOD: Okay, thank you. Gentlemen, colleagues, the Applicant wishes to stand

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on the record. I think the submittal was very sufficient. Now, let's just open it up for questions. Any questions? Commissioner Hildebrand?

COMMISSIONER HILDEBRAND: Yes, actually, I did have a question. I wasn't quite sure I understood the proposed traffic revisions for 11th and 13th Streets. Could you talk about those a bit more?

Is the traffic flow pattern in front of this new facility being changed to two-way traffic? Or is it just one-way, as it is today?

MR. TANGHERLINI: As part of a number of studies we've conducted out in the area, we are actually proposing converting the traffic to two-way traffic. Again, that was - I'm sorry?

VICE CHAIRPERSON HOOD: Please identify yourself.

MR. TANGHERLINI: My name is Dan Tangherlini. I'm the Director of the D.C. Department of Transportation. And so, as I was saying, we're proposing, as part of a number of studies, to actually convert the traffic pattern in Historic Anacostia back to two-way traffic, in both instances, as a way to facilitate less regional traffic coming through the neighborhood and actually making it more

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of a neighborhood again.

COMMISSIONER HILDEBRAND: But will the traffic on the bridges be two-way as well, or is it -

MR. TANGHERLINI: Oh, I'm sorry. The proposal on the bridges is - The East Washington Relief Program is actually to convert one of the 11th Street bridges to a local bridge, a two-way local bridge that will serve the M Street, S.E., 11th Street, S.E., west of the river, connecting that back to Martin Luther King Good Hope east of the river.

And then, having a two-way regional bridge that has the full connection between 395 S.E./S.W. Freeway with 295 Anacostia Freeway, with all four traffic movements actually being able to be made there.

And so, this project is part, frankly, of a number of projects that are proposed for the area.

VICE CHAIRPERSON HOOD: Any other questions? Mr. Parsons?

COMMISSIONER PARSONS: I guess, along the same lines, you're coming down the ramp onto Martin Luther King, Jr. Avenue and the diagram shows a turnaround, or a traffic circle, that's not a part of this PUD.

Why is that? Certainly, you have the

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authority and jurisdiction to establish a turnaround.

Is it the fact that it's private property involved?

MR. MAY: I'll answer that. Peter May, Deputy Director of Operations for the Office of Property Management, 17th C Street, Washington, D.C.

This traffic circle is envisioned as a future improvement simply because it is really tied, I believe, to the bridge improvements that are on a much longer timeframe than our building.

And we had to design this building so that it could work with the current traffic configuration, but also anticipating this future configuration. There is a small amount of additional property that would have to be acquired across the street from our building, but it is a relatively small amount and it doesn't affect any of the historic buildings in the neighborhood that are on that block. But it's a matter of timing, more than anything else.

COMMISSIONER PARSONS: So, in the meantime, the image on the front cover here, which doesn't quite go far enough to show a traffic circle, which is understandable, would have traffic pulling up to what is the front entrance on a one-way ramp.

Are there any safety issues here?
Certainly, you've looked at this. Or have I

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misinterpreted it? Is this the front entrance?

MR. MAY: Yes, that is the front entrance.

The design, as it lays out right now, includes space at the front of the building to be able to pull off from the traffic. I do believe that we've discussed some traffic calming measures that would help slow down the traffic before they get to that point.

But one of the reasons for the circle, in the long run, is to perform exactly that.

COMMISSIONER PARSONS: Sure.

MR. MAY: That function.

COMMISSIONER PARSONS: Now, I wanted to ask you about this letter from the Commissioner of Fine Arts. I get a lot of letters from the Commissioner of Fine Arts, and this one is quite unusual.

Certainly, you went over there to seek an approval? What you got instead was, the Commission appreciates your response to our previous recommendations, given during the January review of the project. Do you think you have an approval from them?

MR. MAY: Yes, there was an explicit approval at the meeting. I'm not sure why it didn't show up exactly that way in the letter, but -

COMMISSIONER PARSONS: The reason I ask is,

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if we approve the PUD and you get into a situation with the Fine Arts where you've got to change the design and you have to come back here for modifications, so what assurance do you think you have -

I know it's a bit of a crapshoot, but I see Mr. Glasgow edging forward to answer the question, with sage advice, in this matter.

MR. GLASGOW: Well, we believe that we have an approval, Mr. Parsons. But, also, we have had cases before where there's dual jurisdiction. And we have gotten approvals from the Commission, and other organizations, that have said that, subject to certain parameters of the approval not being violated, if there are some minor changes that Commissioner of Fine Arts would want the façade, or something like that, that the Zoning Commission's approval would extend to that.

COMMISSIONER PARSONS: Oh, most certainly. I just want to make sure that somebody didn't turn around and say, well, we didn't say approve it and we don't like this at all. But, you were there, so you can -

MR. MAY: I witnessed the vote, they took a vote, and they approved it and it was unanimously

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approved.

COMMISSIONER PARSONS: Okay.

MR. MAY: I don't know why the letter is oddly phrased. I, frankly, hadn't read it. I'm sorry.

COMMISSIONER PARSONS: Okay. That's all I have.

VICE CHAIRPERSON HOOD: Mr. Jeffries?

COMMISSIONER JEFFRIES: Yes, just briefly. And I guess I'm back to the circle, here. I just want to make certain - I'm looking at the drawing A4. And I'm just trying to reconcile so the pedestrian traffic versus just vehicular. And I'm just trying to understand how all of this sort of works.

And looking at that very impressionistic rendering on the front cover doesn't quite help me, based on just what I'm looking at on Page A4. And then, my second question is just the retail.

This is all the same level, on A4? Everything is - is there stepping up, or -

MR. ALICANDRO: My name is Steve Alicandro. I'm with Heery International - we're the architects on the project.

COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: Currently, the retail is at

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the same level as the ground floor. It may actually - one portion of the retail, at the lower level, may end up stepping down because the grade starts high along, let's say, the left side of the page and works its way down.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: And so there's a slight drop.

COMMISSIONER JEFFRIES: Right.

MR. ALICANDRO: So, we will have to accommodate some grade change. Whether there's a ramp into that lower retail area, or it happens in the slab itself where that portion would just drop down and would be -

COMMISSIONER JEFFRIES: How much grade difference are we talking about, roughly?

MR. ALICANDRO: Well, from one end to the other side, it's actually about, I believe, about seven feet.

COMMISSIONER JEFFRIES: Seven feet? But, okay - And in terms of retailers, I mean, has there been discussions with potential retailers?

MR. ALICANDRO: Well, we see this as service retail. The term retail - the DDOT has certain outreach programs within their organization

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that is open to the public. And we, sort of, see that as an opportunity for them to be really right there at grade, so the public can reach out to that.

COMMISSIONER JEFFRIES: Okay. So, for the future traffic circle - I mean, traffic is running around the circle and, yet, you're still going to have a fairly active sidewalk that's right outside this building?

MR. ALICANDRO: Yes, well -

COMMISSIONER JEFFRIES: And pedestrians are going to feel pretty comfortable traversing back and forth?

MR. ALICANDRO: Well, again, I'm assuming, depending on what's built up on the other side of that portion of the circle, again, I don't know how that development will be made.

COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: But, the circle, pretty much, was there to create a, sort of, a terminus for the two-way traffic, because we don't know exactly how that traffic coming off the 11th Street Bridge will be.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: If it's one-way, that acts for them to turn back and go back where it is.

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COMMISSIONER JEFFRIES: Right.

MR. ALICANDRO: And, I assume that there will be a crosswalk right there at the corner of Good Hope and MLK, right in front of the circle.

COMMISSIONER JEFFRIES: Right.

MR. ALICANDRO: So, they won't be, necessarily, traversing the circle, if you will, as some of the circles within the city itself.

COMMISSIONER JEFFRIES: Okay, okay, that's what's in my head, here.

MR. ALICANDRO: Yes, you're not going to be leaping across the street to the circle to the street.

COMMISSIONER JEFFRIES: Right.

MR. MAY: I think what doesn't really show up on the drawing is that there really is not a whole lot directly across the street from the building.

COMMISSIONER JEFFRIES: Yes.

MR. MAY: It's mostly right of way for the roadways.

COMMISSIONER JEFFRIES: Okay.

MR. MAY: And there's a steep slope there.

COMMISSIONER JEFFRIES: Okay, that's it, that's all I have.

VICE CHAIRPERSON HOOD: I just have a few

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questions. I'm looking at your drawing S4. Now, I'm just curious, is there a way - in years to come, the light rail, obviously I see a stop here for light rail.

Will I be able to access it if I was leaving the Department of Transportation's headquarters, would I be able to access the new light rail, which is proposed?

MR. TANGHERLINI: Absolutely. The light rail - we're busy trying to integrate the light rail into, not only the development of this site, but the development of the overall corridor.

Either direction, if we go on the CSX route, or if we go on the street, this particular location becomes one of the key locations for light rail access. And that, for us, we think, in the intermediate term, is one of the more exciting aspects of this.

Actually tying this building in directly, then, with the Anacostia metro station.

VICE CHAIRPERSON HOOD: Okay. I also read, where the argument was, I think from parking spaces and all of the different public transportation you had in the surrounding area. Right now - where you currently exist, right now, do you have - are you

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offering metro checks to your employees?

MR. TANGHERLINI: DDOT is actually the first agency to pilot a smart chip on our employee ID. We've just moved forward and provided grant funds to the personnel office to give pretax benefits to employees.

And we're actually exploring whether we, as a separate agency, individual agency, can provide transit benefits. We think, as the Department of Transportation, we should take a leadership position in carpooling, in residents in the city, as the best community alternative, in biking, in transit access.

And we're taking steps, even though in the current facility we inherited a number of parking arrangements, we see this as an opportunity to really reinvent them.

VICE CHAIRPERSON HOOD: I'm sure that the bike fee definitely comes from the top. Because if I've heard correctly, you ride your bike to work.

MR. TANGHERLINI: When I'm not taking transit.

VICE CHAIRPERSON HOOD: I got you. Let me ask you something. Is that doable, though, in that area, to still ride your bike? I mean, if I'm coming from northwest? What are the possibilities, I guess?

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MR. TANGHERLINI: Well, and that's why we think it's so important, a) to make sure we do have the carpooling alternatives, that there are some spaces but they're market rate spaces - we're not subsidizing people driving.

We think it's - one of the reasons why we're excited about the community level 11th Street Bridge that actually ties people back together from community to community. And having the light rail, three bus lines coming by there, tying people into the Anacostia station.

We think we actually do provide, in the site right now, not only the prospect of great transportation alternatives, but currently there are very good transportation alternatives already in that site.

VICE CHAIRPERSON HOOD: And can you just put on the record, I guess, the amount of meetings you had? It looks like you have quite a bit of support. And I don't see any opposition, at least in front of me.

Could you just put on the record the number of meetings, I guess, maybe the Office of OPM, or DDOT, or whoever it was that went and worked along with the surrounding community?

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MR. MAY: Yes, unfortunately I don't have that number off the top of my head, but we can certainly put that into the record for you and provide that information.

VICE CHAIRPERSON HOOD: But you had a number of meetings? Quite a few?

MR. MAY: It was quite a number of meetings, even since I've been on board. And this is a project that's been talked about for many years with the community.

VICE CHAIRPERSON HOOD: And they've had opportunity to weigh in?

MR. MAY: Yes.

VICE CHAIRPERSON HOOD: Okay.

MR. TANGHERLINI: And I would like to add to whatever number of meetings he comes up with, we'll go back and do the math too, the meetings we've done for the Anacostia streetscape and traffic study, the meetings we've done for the middle Anacostia crossing study, the meetings we've done for the South Capitol Street corridor that we've reached up into this area.

We have been working very closely with this community to try to find ways to not only solve their transportation issues, but also bring meaningful

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development to that community.

VICE CHAIRPERSON HOOD: Sounds good. I don't necessarily want to hold off for that. I don't need the count. I just wanted you to put on the record that has been done. Okay, I don't need an exact count.

MR. TANGHERLINI: Oh, okay.

VICE CHAIRPERSON HOOD: All right.
Commissioner Hildebrand?

COMMISSIONER HILDEBRAND: In looking at S4, as the Vice Chair had alluded to, there's shown on the 11th and 13th Street Bridge, pedestrian and bicycle enhanced access. Is that part of this project, or is that part of the future bridge work?

In looking at this, I thought that this was part of the proposed improvements to facilitate this project?

MR. TANGHERLINI: I would like to point out that there is existing pedestrian and bicycle access on the bridge. And, as part of a broader program of enhancing pedestrian bicycle access throughout the city, this bridge is one of the things we're looking at.

I'm correct to say that we're not specifically recommending anything as part of this

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project, but we do have a separate project that was funded in the FY2006 budget to fundamentally alter and reconstruct these bridges, with a primary focus being on pedestrian bicycle transit and community transportation access.

COMMISSIONER HILDEBRAND: Yes, and that augmentation appears to be on the opposite side of 11th Street, from your traffic circle that you're creating. Do you see that as being a potential conflict in getting people into the facility? If they can't cross at the traffic circle?

MR. TANGHERLINI: That augmentation is really augmentation to the existing system. And then, what we would be doing is looking to replace that system with something that, frankly, is much more pedestrian friendly, recognizing then the development there and the new demands that are placed on the system as a result of it.

COMMISSIONER HILDEBRAND: Okay. In looking at your construction management plan, there was a section about damage to surveys property on Page 6. And it said that the repairs will be arranged by the owners of said property, should something be damaged, and paid for by the developer pursuant to the procedures outlined herein.

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I didn't see those procedures included in this document?

MR. GLASGOW: Mr. Hildebrand, that's going to be something that is going to be dealt with when the developer's selected. The developer has not been selected for the project at this point.

COMMISSIONER HILDEBRAND: So the conditions of the construction management plan will be altered at that time?

MR. GLASGOW: Not in concept, not in the overall concept. There may be - there will be negotiations during the - as that document goes forward with the developer. But, also, we have the general tort law in the District of Columbia that if you damage somebody's property you have to pay for it.

COMMISSIONER HILDEBRAND: It just seemed like there was something incomplete in the document that you've submitted.

MR. GLASGOW: Well, we don't have a developer at this point in time. On many projects, there is a developer in place who's going to be in charge of constructing the project. That's the way many PUDs come before the Commission. We are before that step in this process.

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COMMISSIONER HILDEBRAND: Okay. Thank you, that's the only thing I noticed.

COMMISSIONER JEFFRIES: Mr. Alicandro - I probably butchered your name there. Okay, I'm sorry.

MR. ALICANDRO: That's fine.

COMMISSIONER JEFFRIES: I saw in the back, sort of, the approach of the 11th Street Bridge. And I just want to be clear about what do I see, if I'm in my vehicle and I am driving towards this building - what's the elevation that I'm seeing?

MR. ALICANDRO: Which exhibit are you talking about?

COMMISSIONER JEFFRIES: I'm on drawing A50.

MR. ALICANDRO: A50.

COMMISSIONER JEFFRIES: It's a photo of the model -

MR. ALICANDRO: Right.

COMMISSIONER JEFFRIES: - that you've done.

MR. ALICANDRO: Okay.

COMMISSIONER JEFFRIES: And I'm just trying to get a sense - I like the whole notion of approach.

MR. ALICANDRO: Okay.

COMMISSIONER JEFFRIES: And I just want to be clear about what elevation am I looking at as I approach this complex?

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MR. ALICANDRO: When you're coming across the 11th Street Bridge, really, you're going to be looking right at the main entrance, the curved façade of the building, okay?

COMMISSIONER JEFFRIES: Okay, but you won't really see the curve. I mean, it will be flat.

MR. ALICANDRO: Because - first of all, when you're approaching it from the opposite side of the river, there's a lot of visual obstacles that are sitting in front.

COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: But at the raised ramp, first of all, really is almost at the level of the third floor of the building.

COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: And, because - now, again, I'm not sure how the vegetation will remain with the light rail, currently that will also obscure that portion of the building, especially as you go, I guess, to the north of the bridge itself.

But, once you come down and curve along the ramp, and you approach MLK, that's when you really get your first glimpse - that's really a big - it's going to be a great surprise, actually.

Because when you're going to come under

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that bridge, it's almost going to frame - under that ramp, it's going to frame that image.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: And then you'll come onto that -

COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: Whether it's the rotary or the circle. And, at that point, you'll see the building.

COMMISSIONER JEFFRIES: Yes, because, you know, because of the bridge and approach, I mean, it's a wonderful opportunity for some pretty favorable architecture. And everyone will see it.

It's not, sort of, in-fill construction, but you're sort of - you're approaching it and you're seeing the totality of the building and the architecture. And, so, I was just - last time we came through, I was just concerned about making certain it had the proper treatments, and so forth, so that - Because, it will be absolutely visible.

MR. ALICANDRO: Oh, sure.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: You know, and actually, the rendering - what you saw on the cover, I guess -

COMMISSIONER JEFFRIES: Yes.

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MR. ALICANDRO: It's somewhere on one of the exhibits.

COMMISSIONER JEFFRIES: Right.

MR. ALICANDRO: We actually have a photograph, when you first come in, and the approach there - that's when you pretty much will really glimpse the total - at least, that façade.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: I mean, again, when you're crossing the river itself, you'll see portions of the building - especially the upper portions of the building where we have that atrium that sits in the middle of the building.

That will be glass-enclosed. That will act, really, as a very dynamic image on the landscape. And then, even at night, having it lit and all that has its own dynamics.

COMMISSIONER JEFFRIES: Right. And also, I had a question about just the scale of the columns? Sometimes, those columns get too slender.

MR. ALICANDRO: Oh, yes.

COMMISSIONER JEFFRIES: And so, just the proportion, making certain that that proportion -

MR. ALICANDRO: Yes, the proportions will probably - I mean, certainly, we are aware of that.

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We don't want any skinny columns out there.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: But there will be - more in the classic proportions of columns, in terms of having some weight to them. Because they are two stories, three stories.

COMMISSIONER JEFFRIES: Yes.

MR. ALICANDRO: And so, I think we'll -

COMMISSIONER JEFFRIES: Yes, that's - yes. I mean, they almost look just a tad bit narrow, looking at the rendering. I understand that's - yes.

MR. ALICANDRO: Yes, the rendering is somewhat -

COMMISSIONER JEFFRIES: Impressionistic.

MR. ALICANDRO: Impressionistic.

COMMISSIONER JEFFRIES: Right.

MR. ALICANDRO: But, certainly, that's the next step in our development.

COMMISSIONER JEFFRIES: And, the other question I had is for the retail and the signage along the Good Hope Road elevation. What's your thought about how the signage will be displayed?

MR. ALICANDRO: Well, I don't - I'm not quite sure if there's certain requirements or recommendations in the Anacostia streetscape for that

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- for the streetscape amenities along the building.

I don't necessarily see - again, I don't know how it's going to be used, because it's within the District - DOD's - DDOT's function. They may have signage, maybe, along - right there at the entrance level.

But I don't see anything extensive, other than something incorporated into the building fabric, and making it an integral part of the architecture.

COMMISSIONER JEFFRIES: Okay, and the canvas that comes out - I mean, I see, obviously, a shadow here. I mean, are we talking about a fabric?

MR. ALICANDRO: Yes, it's a hard canopy.

COMMISSIONER JEFFRIES: It's a hard canopy, okay.

MR. ALICANDRO: Yes, it's a metal canopy.

COMMISSIONER JEFFRIES: Okay. And the signage will be under the canopy, attached to the building?

MR. ALICANDRO: You just don't know that. We probably took a little liberty to express it being - just showing that it could be retail. That's yet to be determined. I don't know exactly how that will actually play out.

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COMMISSIONER JEFFRIES: Okay.

MR. ALICANDRO: The attempt was just probably a little artistic license, just to show that there is some dynamics for the pedestrian, in activity along that streetlight.

COMMISSIONER JEFFRIES: So, perhaps, Mr. Tagherlini, someone could speak - so, is there a study that's taking place that's dealing with streetscape and design guidelines? Could someone speak on that?

MR. TANGHERLINI: Actually, I can talk about the broader streetscape discussions we're having for Martin Luther King, Good Hope Road, Minnesota Avenue, A Street, Benning Road, again, in the 2006 budget the mayor proposed and the council passed.

And we're sending to Congress a proposal we're calling the Great Streets Program.

COMMISSIONER JEFFRIES: Right.

MR. TANGHERLINI: That will actually have streetscape improvements to Martin Luther King, Good Hope and Minnesota Avenue. Right in this area. And we're working off some streetscape standards that we've developed as part of the Anacostia Waterfront Initiative.

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And we're actually going to be spending the summer working with the community and putting the streetscape proposals in front of people. We've already taken that program to the Commission of Fine Arts.

COMMISSIONER JEFFRIES: Okay.

MR. TANGHERLINI: And they not only approved it, they gave us a resounding approval - lots of good suggestions.

COMMISSIONER JEFFRIES: Okay.

MR. TANGHERLINI: We've been working with them. So, we feel like we've got some good stuff out there, but we're going to work more closely with the community to make sure we get the exact right stuff.

COMMISSIONER JEFFRIES: Okay, great. I mean, it's obviously an area that's vastly gentrifying and so forth. I mean, this will be, really, a catalytic development and really set the stage for particularly how we're treating the ground floor and pedestrians. And it's absolutely critical, so thank you.

VICE CHAIRPERSON HOOD: Okay, Mr. Parson?

COMMISSIONER PARSONS: I want to talk about parking a little bit. The requirement under current zoning is 581 parking spaces, and you're

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asking for a 25 percent reduction to 436. you've also analyzed yourself, and come to the conclusion you only really need 384.

And you're going to implement a Transportation Demand Manager Plan. Could you elaborate on that a little bit?

MR. TANGHERLINI: I'm sorry. Again, as I stated earlier, I believe the Department of Transportation will be the lead tenant here should show leadership in managing its demand for parking.

One of the things we're constantly concerned about is making sure that people use alternative means of transportation. We've talked about how we're already moving towards implementing Metrocheck.

We talked about how we think this is a real opportunity for us to realign some of the parking systems that we've inherited in our existing legacy facility. We've really focused on how do we make a leadership step in this facility.

And, so, where we've been able, under existing zoning law, to ask for reductions against the maximum requirement, we've asked for them. The development team will tell you that I've been pushing hard for that. We then have also, respecting our

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responsibility here, developed a Transportation Demand Management Plan that includes encouraging the use of bicycling and walking, providing mass transit benefits, providing carpool and vanpool parking preferences, working with the Council of Governments and their Commuter Connections Program to work out travel plans with individual employees and make sure that they're aware of all of their options and alternatives, including encouraging housing strategies to reduce commuting and making people aware of the availability of various programs that the city runs to subsidize home purchases here in the city.

So, we think we actually have a good program that then ties off of, again, trying to take a leadership position in diminishing the amount of parking that we demand as an agency in the facility.

COMMISSIONER PARSONS: But is this a program that you have implemented, or are portions of it implemented, at your current facility?

MR. TANGHERLINI: As I said before, these are the things that we are beginning to implement right now, by starting - and not just for the Department of Transportation, for the entire city - starting a pre-tax benefit for mass transit usage.

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And that's gone into effect in the last couple of months. And then, working to get, not only the Department of Transportation, but the entire city to get the transit subsidy. We also are working towards developing transportation demand management associations within the city, working with the Council of Governments Commuter Connections Program to be able to make these services more available to folks, both in the city and in certain high-demand areas.

We think that this is a real opportunity, as we move to the new facility, to take a leadership position in it.

COMMISSIONER PARSONS: So, you'll have an empty parking garage?

MR. TANGHERLINI: That's the hope.

COMMISSIONER PARSONS: Which is great for people like me that try to -

MR. TANGHERLINI: Exactly right, we want to have many spaces for John Parsons.

COMMISSIONER PARSONS: Thank you, very much.

MR. TANGHERLINI: I know you like to drive several cars at the same time. We're hoping you, too, will take the streetcar.

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COMMISSIONER PARSONS: And it says that, of this parking, 162 will be for your own vehicles. That is a fleet of vehicles parked in the building.

MR. MAY: Where are you reading the 160?

COMMISSIONER PARSONS: Your Transportation Demand Management Plan, first page, under Parking Management, sixth line.

MR. TANGHERLINI: I'm sorry, I'm working off an earlier draft. That's true, we do have a number of operations that are very dependant on vehicles, such as our construction inspection, our traffic management folks.

So, what we're trying to do is not double the number of vehicles - people driving in and then driving out. Instead, we'd want people to vanpool, carpool and take transit in. And then, if they need to take a vehicle, take that out.

A Construction Inspector's vehicle is actually their office - it's their mobile office. They actually drive out to a facility, and we would house some of those vehicles here at this facility.

COMMISSIONER PARSONS: Okay and then, as I understand it, the overall rationale is that there's so much public space, if you will, meeting space and so forth that you don't have as many offices, per se,

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in the building as would be in a normal office building in the city.

MR. ALICANDRO: Yes, the density – the occupancy of this building is relatively low compared to other office buildings.

COMMISSIONER PARSONS: Yes.

MR. ALICANDRO: Certainly lower than an office building like this.

COMMISSIONER PARSONS: Okay. Well, I only wanted to get that into the record of the hearing, because it's one of the most important aspects of this case. I know you were standing on the record – I didn't mean to push too hard.

MR. ALICANDRO: Okay.

COMMISSIONER PARSONS: Thanks.

COMMISSIONER HILDEBRAND: Just to follow up on that, though, if you do have a lot of public assembly spaces in the building, how is the public getting to the facility, and where will they park?

Or, do you envision that the people who typically come to the Department now, do they take public transportation?

MR. TANGHERLINI: They take a variety of means. Public transportation at 14th and U is currently the most popular means.

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COMMISSIONER HILDEBRAND: Right.

MR. TANGHERLINI: Parking is not a pleasure down there, that's for sure, as Mr. Parsons will attest. But we also think that there's good transit access. We're minimizing the number of spaces that will be consumed by DDOT employees, so that there will be visitor spaces and public spaces there.

And we're, again, hoping that people will use transit access - improved transit access - improved, both existing and then our proposed improved transit services to gain access to the facility.

COMMISSIONER HILDEBRAND: So, have you done an analysis of your public space, to ensure that you're providing adequate parking for your public spaces?

MR. MAY: When you talk about public spaces, what we have are - we have some meeting rooms and then we have the atrium space. We're not anticipating that this is going to become a major assembly type use with that kind of frequency of visitors coming in cars.

And when it comes to things like the atrium space in the future, we may, depending on what the demand is in the evening, there may be events or

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things going on there that will certainly be ample parking in the evenings, again, presuming that there was demand for that.

VICE CHAIRPERSON HOOD: All right, any other questions? Thank you. We're going to now move to the Office of Planning's report.

MS. BROWN-ROBERTS: Thank you, Mr. Chairman. I'm Maxine Brown-Roberts, representing the Office of Planning. And, again, I'll stand on the record. But I just want to say that the proposed development for this government center, at this location, has been in the planning stages for many years.

And we have seen a number of concepts for this building. And many of them that we've seen have lacked the character and has not been the showcase building with the architectural style that incorporates the civic nature of the building and, at the same time, be a signature building into the Anacostia area.

The wavers that the Applicant has requested are minor to what they're providing. And we think that this building will also be environmentally sensitive. As outlined in our report, we think it is consistent with objectives and policies of a

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comprehensive plan, and we believe that it will be a great asset to the Anacostia – and, therefore, we recommend approval of the proposed PUD and their accompanying map amendment. Thank you, Mr. Chairman.

VICE CHAIRPERSON HOOD: Thank you. Let me back up. Is anyone here representing the ANC? Chairperson of ANC 8A? Are you present? Okay, good. Colleagues, any questions for the Office of Planning?

No questions? Report of other government agencies? I'm just going to read what I have. We have a letter here from Commissioner of Fine Arts. And we have not determined whether that's support – it's an unusual letter, so we're not exactly sure where they are.

We also have – I'll just read them all. We also have a letter from the Councilwoman, the honorable Marion Barry, Ward 8 Support. We also have another letter of support from the Union Temple Baptist Church, Reverend Willie F. Wilson, Pastor.

Did I miss anything? Am I missing anything? Okay.

MR. GLASGOW: We have a favorable report from DDOT, Mr. Chairman.

(Laughter.)

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VICE CHAIRPERSON HOOD: You know, I think that kind of went without saying, but I would hope so. I would hope they wouldn't be in opposition or have some concerns. But, anyway. Thank you.

Again, let me call - do we have the representative Chairperson from ANC 8A? Again, as I stated, we have a letter here of support for 8A, and I think this reached the requirement, Ms. Schellin, and they will be given a great weight according to the ANC.

MS. SCHELLIN: Yes, it does.

VICE CHAIRPERSON HOOD: Okay. Do we have any organizations or persons here who would like to testify in support? I see one hand. Maybe we can clear a seat or two? Thank you, Mr. Hopkins.

Anyone else? Organizations or persons in support? You may begin. If you can turn your mic on and give us your name and your address, you can start.

MR. HOPKINS: My name is Albert "Butch" Hopkins. My address is 1530 East Capitol Street, NE, Washington, DC 20003. Good evening.

VICE CHAIRPERSON HOOD: Good evening.

MR. HOPKINS: I'm Albert "Butch" Hopkins, President and CEO of the Anacostia Economic

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Development Corporation. I'm pleased to be here this evening to testify in support of the Anacostia Gateway Government Center.

The AEDC is an adjoining property owner to the Government Center site. It is developing a 63,000 square foot commercial building at the corner of Martin Luther King, Jr. Avenue and Good Hope Road, SE.

The two developments are perceived as sister projects that are closely related, and will move forward together. AEDC has worked closely with the District Government in planning its building, and coordinating certain design features with the Government Center.

Both buildings include retail space along Good Hope Road, and are set back the same distance from Good Hope Road, allowing for a grander sidewalk area, and for added exposure to the retail components.

AEDC is of the opinion that this alignment of the buildings is appealing, and will provide a greater sense of community. Locating the new headquarters for the District's Department of Transportation here is an important step in the effort to bring job opportunities and economic

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development to Anacostia for our southeast.

The Government Center will complement the planned development of AEDC's building and will stimulate commercial development in the surrounding area. DDOT's employees, contractors and visitors will patronize local stores, bringing commercial growth and opportunity to the area.

AEDC is excited that the DDOT will be his new neighbor, and by the fact that they're building will act as a gateway to a new and revitalized Anacostia. AEDC respectfully requests that the Zoning Commission approve the Gateway Government Center this evening and allow this much needed project to move forward. Thank you, very much.

VICE CHAIRPERSON HOOD: Thank you, Mr. Hopkins. If you'll just hold your seat. Colleagues, any questions for Mr. Hopkins? No questions? Thank you.

MR. HOPKINS: Thank you, very much. Good to see everyone. Okay, again, last call for organizations or persons in support? Seeing none, organizations or persons in opposition? Organizations or persons in opposition? Okay, Mr. Glasgow?

MR. GLASGOW: Mr. Chairman, I'd just like

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to segue onto what Mr. Hopkins was alluding to, and this is we would like to get an approval tonight, if we can, from the Commission. This is an important project to move forward.

I think everyone knows what is happening with rising construction costs, and we'd like to get out into the market as soon as possible. Thank you.

VICE CHAIRPERSON HOOD: Okay, thank you. Okay, with that, I will move approval of Zoning Commission Case No. 05-03.

COMMISSIONER PARSONS: Second.

VICE CHAIRPERSON HOOD: I haven't really finished. I was going to say some more.

(Laughter.)

But since we got the second, let me just add that this is a consolidated planned unit development and company map amendment from R3 to C3A in CM districts to a C3A district to accommodate an office building to house the District's Department of Transportation.

And I think the benefits to the community from the proposed project compensate for the additional FAR and flexibility requested. It's already been seconded, do you agree with the second?

COMMISSIONER PARSONS: I'm sorry, Mr.

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Chairman.

VICE CHAIRPERSON HOOD: You stole my -

COMMISSIONER PARSONS: Second.

VICE CHAIRPERSON HOOD: Okay, it's been moved and seconded. All those in favor? Any opposition, so ordered. Staff, will you record the vote?

MS. SCHELLIN: The staff will record the vote 4-0-1 to approve proposed action in Case No. 05-03. Commissioner Hood moving, Commissioner Parsons seconding, Commissioners Jeffries and Hildebrand in favor. Commissioner Mitten not present, not voting, having recused herself.

VICE CHAIRPERSON HOOD: Ms. Schellin, let me just ask - this goes to NCPC, and then we have to do final action, am I correct?

MS. SCHELLIN: That's correct.

VICE CHAIRPERSON HOOD: Okay. I said that, so I won't have to read the closing statement. Mr. Parsons, obviously you want to go home and see the 7th of the final game, so... Okay.

(Laughter.)

With that, this hearing is adjourned.

(Whereupon, the foregoing matter went off the record at 7:26 P.M.)

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