



ANACOSTIA GATEWAY GOVERNMENT CENTER
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION
Martin Luther King, Jr. Avenue, SE, Good Hope Road, SE and 13th Street, SE
Washington, DC

Delegated Action of the Executive Director

January 28, 2005

Pursuant to delegations of authority adopted by the Commission on October 3, 1996, I approve the concept site and building design of the Anacostia Gateway Government Center bounded by Martin Luther King, Jr. Avenue, SE, Good Hope Road, SE and 13th Street, SE Washington, DC as shown on NCPC Map File No. 82.00(38.00)41535.

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The District of Columbia Office of Property Management (DCOPM) has submitted a concept site and building design for the Anacostia Gateway Government Center bounded by Martin Luther King, Jr. Avenue, SE, Good Hope Road, SE and 13th Street, SE. The proposed three story Anacostia Economic Development Corporation (not part of the government center) will be located on the southwest portion of the site. The government center will include two office buildings for the District of Columbia Department of Transportation (DDOT). The six story, main building (MLK Building) will provide approximately 310,000 square feet of office space. The building mass will step down in response to the scale of the adjacent neighborhood context. The lower three floors of the building will be clad in brick masonry and limestone panels with glass and metal curtain wall. The upper three floors will be clad completely with glass and metal curtain wall and feature a glass skylight. The skylight will provide abundant natural light into an interior atrium which will open to views across the Anacostia River. The second building (Good Hope Building) will provide approximately 40,000 square feet of office space. The three story building will respond to the scale of the adjacent neighborhood context and be clad in brick masonry and limestone panels with glass and metal curtain wall. The Good Hope Building will be linked to the MLK Building via a pedestrian bridge on the second and third floor levels. In addition to providing office space for 475 DDOT employees, both buildings will provide public service functions and/or retail lease spaces at the street level.

An underground garage, approximately 227,500 square feet, will provide both DDOT employee and visitor parking. The total parking count, required by the DC zoning ordinance (one parking space per 600 square feet of office), was reduced by twenty-five percent to 435 parking spaces in

response to proximity to transit service and the proposed Anacostia light rail. Three hundred eighty-four parking spaces are planned for DDOT (228 employees, 44 DDOT vehicles, 62 visitors and 50 consultants) with a remainder of 51 spaces. The parking ratio will be approximately one parking space for every 2.08 DDOT employees. Staff notes that the Transportation Element of the *Comprehensive Plan for the National Capital: Federal Elements* establishes parking ratios for federal projects located outside of the Central Employment Area, but within the Historic District of Columbia boundaries, and states that they should not exceed one space for every four employees. Staff recommends that DDOT further investigate transportation demand management strategies to lower their employee parking count and suggests they provide additional shared-use parking.

The Coordinating Committee coordinated the proposal at its meeting on January 12, 2005. DCOPM has submitted the concept design to the Commission of Fine Arts for review during their January 25, 2005 commission meeting.

As the proposal is an activity outside of the Central Area, which has been concurrently defined by the Commission and Council to include the Shaw School and Downtown Urban Renewal Areas, the action is not subject to final federal approval as defined under Commission environmental procedures. The District of Columbia has reviewed the action and determined that it qualifies as an exempted action in accordance with the implementing rules of the District of Columbia Environmental Policy Act of 1989. Staff reviewed the project plans for extraordinary circumstances, as sanctioned by federal environmental review, but finds no significant issues that would alter the determination of exemption.

Staff notes that this project is not subject to Section 106 review because it is outside the Central Area. The site is adjacent to the Anacostia Historic District (the northern most boundary along Good Hope Road, SE). The historic district, listed in 1976, is comprised of approximately 550 buildings dating from the original subdivision in 1854 through 1930. The district includes commercial buildings along Good Hope Road, SE and Martin Luther King Avenue, SE, as well as residential buildings, including many frame houses. The Frederick Douglass House, owned by the National Park Service and open to the public, is the most historically significant building within the historic district. Although the government center will be seen from the Frederick Douglass House, staff has determined that it will not impact views from the house and grounds to the Anacostia Historic District or the Capitol and monumental core.

Patricia E. Gallagher, AICP
Executive Director