



Advisory Neighborhood Commission 2A

“Serving the Foggy Bottom and West End communities of Washington, D.C.”

February 14, 2020

Mr. Andrew Trueblood
Director
Office of Planning
1100 4th Street SW, Suite 650 East
Washington, DC 20024
plandc@dc.gov

RE: Proposed Changes to DC's Comprehensive Plan Regarding West End / Foggy Bottom Parkland

Dear Director Trueblood,

At its special meeting on February 12, 2020, Advisory Neighborhood Commission 2A (“ANC 2A” or “Commission”) considered the above-referenced matter. With seven of eight commissioners present, a quorum at a duly-noticed public meeting, the Commission voted unanimously (7-0-0), after a motion made by Commissioner Smith and seconded by Commissioner Patel, to adopt the following resolution:

WHEREAS, in 2003 the Federal Highway Administration (FHA) completed an environmental impact study that included the creation of a connection between Rock Creek Parkway and the Potomac River Freeway in the same area,

WHEREAS, ANC 2A and ANC 2E have passed resolutions strongly supporting the creation of a bypass linking Rock Creek Parkway with the Potomac River Freeway so as to improve traffic flow between Rock Creek Parkway and the Potomac River Freeway, decrease traffic on 27th Street between K Street and Virginia Avenue NW, and provide for more flexible use of the riverfront green space along Rock Creek Parkway between Virginia Avenue NW and the Roosevelt Bridge,

WHEREAS, the potential benefits of this project include: improved traffic flow between Rock Creek Parkway and Route 66; decreased traffic at the intersections of Rock Creek Parkway & Virginia Avenue NW and 27th Street & K Street NW; and more flexible use of the riverfront green space between Virginia Avenue NW and the Roosevelt Bridge, so as to enhance pedestrian and bicycle access to the continuous riverfront park from Georgetown to the National Mall,

WHEREAS, the District Department of Transportation (DDOT) budget for FY 2019 contained \$500,000 of funding for a study of the feasibility of such a project,

WHEREAS, the budget for the roadway work proposed in 2003 was \$11 million; about \$32 million today. That budget seems well justified by the potential benefits of the project in addressing longstanding roadway congestion and freeing up strategically placed riverfront land for public use,



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WHEREAS, the project would be an excellent candidate for national infrastructure investment given that its benefits would accrue not only to the District but also regionally and nationally through improved roadway efficiencies impacting commuters in all of the surrounding jurisdictions who use this busy and congested route on a daily basis, as well as through the addition of a riverfront green space suitable for new national memorials, and

WHEREAS, relevant planners at the National Park Service (NPS) and the Federal Highway Administration (FHWA) recently reviewed the 2003 materials and indicated that the project has significant merit and the cross-jurisdictional nature of the project, involving DC, FHWA, and NPS land, make it highly appropriate for the DC Office of Planning to coordinate such a study.

THEREFORE, BE IT RESOLVED that, with regards to 2115.10 *Policy NNW-2.5.4: West End/Foggy Bottom Parkland*, ANC 2A strongly supports the inclusion of the following into the Comprehensive Plan:

2115.10 Policy NNW-2.5.4: West End/Foggy Bottom Parkland

Protect and improve, program activities and maximize the benefits of, all parks and open spaces in this area, including Francis Field, George Washington Circle, Juarez Circle and adjacent open space “islands,” Rock Creek Park, Rock Creek Parkway, and Potomac Parkway. The publicly-owned land between M Street, Virginia Avenue, and 26th Street, and 29th Street NW, which includes both federally-owned and District-owned land, shall be retained as parkland and shall not be used for development or highways. 2115.10

NEW ACTION: West End/Foggy Bottom River, Park and Cultural Access Study

Study the feasibility of reconfiguring existing transportation infrastructure in the Virginia Avenue Rock Creek corridor so as to create a pedestrian and bicycle mall / park along the Potomac River between K Street NW and the Roosevelt Bridge. The study should examine the possibilities for the creation of new memorials in the resulting park as well as for improved pedestrian and bicycle access to the Kennedy Center, National Mall, Georgetown, Rock Creek Park, and contiguous parkland and green space, while facilitating improved traffic flow and appropriate community development in the area.

Commissioners William Kennedy Smith (2A04@anc.dc.gov) and Patrick Kennedy (2A01@anc.dc.gov) are the Commission’s representatives in this matter.

ON BEHALF OF THE COMMISSION.



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Sincerely,

Patrick Kennedy
Chairperson