

# BUZZARD POINT

## Vision Framework + Implementation Plan

PUBLIC DRAFT | REVISED SEPTEMBER 2015



OFFICE OF PLANNING

GOVERNMENT OF THE DISTRICT OF COLUMBIA





# BUZZARD POINT

## Vision Framework + Implementation Plan

### A Living and Sustainable Neighborhood

Public Draft | Revised September 2015

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The vision for Buzzard Point is to create a lively compact neighborhood, establish a strong public realm, enhance the environment, improve transportation connections, and leverage public investment in the soccer stadium and the South Capitol Street corridor project to serve as catalysts and anchors for additional development.

This document outlines the vision, key design concepts and strategies, the planning context, regional influences, and implementation measures to make the vision a reality.



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# 01 THE VISION FOR A LIVING AND SUSTAINABLE NEIGHBORHOOD



OUTDOOR DINING WILL ACTIVATE THE BUZZARD POINT NEIGHBORHOOD AS IT DOES HERE IN THE YARDS.

# INTRODUCING A SHARED VISION

BUILDING ON YEARS OF PLANNING WORK and more recent public investment, Buzzard Point is on the verge of transforming from a bare, industrial area to an environmentally sustainable neighborhood that is compact, mixed-use, highly walkable, and oriented toward an enhanced waterfront.

To ensure that the revitalization is consistent with the aspirations and needs of nearby residents and the city as a whole, the District government has prepared a vision plan for the Buzzard Point area. The *Buzzard Point Vision Framework + Implementation Plan* is intended to inform and guide public and private development decisions for the next 10 to 15 years to fulfill the long-planned growth of Buzzard Point. The recommendations will be incorporated into the policies and area elements of the Comprehensive Plan Update.

The character of the new, redeveloped Buzzard Point can echo the area's history, both in style and content. The redevelopment of the area is an opportunity to tell the story of the past while meeting the needs of the future. Throughout the Vision Framework, numerous opportunities for cultural elements that could reflect this history are identified, many in public space. The Anacostia River should define the Buzzard Point community identity and inspire design responses unique to this new neighborhood's geography, ecology, and history. This plan will also improve environmental, economic, and social conditions through responsive infrastructure that creatively interconnects high performance buildings with new and existing energy, water and public realm assets, and a connected multi-modal transportation network.



## A REIMAGINED BUZZARD POINT

An initial artistic rendering showing the potential redevelopment of Buzzard Point according to the key concepts described in this plan. This image was used in early public meetings and evolved into the image on the following page.

This bird's-eye representation of the urban design concept illustrates the potential build-out of Buzzard Point as a sustainable, connected, and vibrant neighborhood that builds on its industrial heritage. The vision for Buzzard Point as a livable and sustainable neighborhood means that the same elements featured in this illustrative concept support both environmental goals and the community's public experience.





# THE URBAN DESIGN CONCEPT

The urban design concept anticipates an environmentally sustainable, vibrant, mixed-use neighborhood, improved pedestrian circulation, continuous public access to the water, and new development opportunities that could increase the inventory of mixed-use development and affordable housing. The concept also suggests ways to improve the environmental health of Buzzard Point and recommends physical connections to enhance the surrounding community. To activate Buzzard Point, new development should work in concert with the public realm improvements, sustainability initiatives, and the transportation network.

In order to achieve a new Buzzard Point, the plan intends to do the following:

- Identify the remediation practices and sustainability targets for future redevelopment that will establish Buzzard Point as a **green neighborhood** and **enhance the environment**
- Develop a framework for Buzzard Point to inform stakeholders and **guide future redevelopment** as a mixed-use neighborhood
- Determine the open space amenities and infrastructure improvements that will contribute to a sense of place and **create a strong public realm**
- Promote affordable housing and generate economic gains that **benefit the community**
- **Improve connectivity** for Buzzard Point to other neighborhoods, the waterfront, and transit
- Encourage implementation and refinement of planned projects to **strengthen the transportation network** for pedestrians, bicyclists, transit, and vehicles
- Leverage and maximize the public investment for the Buzzard Point soccer stadium in order for the new stadium to **serve as a catalyst** and anchor for adjacent new development
- Outline near-, medium-, and long-term phasing to **achieve new infrastructure improvements** and recommendations

## A VIBRANT MIXED-USE NEIGHBORHOOD

New development within Buzzard Point should provide a mix of activities, including residential, commercial, and institutional uses. Throughout the neighborhood, new development should incorporate sustainability features, such as green roofs and connections to new energy sources. The existing CR and W-2 zone districts, along with the CG overlay, permit redevelopment of properties into an animated mixed-use neighborhood with commercial, residential, and “live-work-play” areas. The new commercial and residential mix of uses would connect to the waterfront and adjacent neighborhoods, while buffering existing residential areas with lower scale development per existing zoning. Higher density mixed-use redevelopment would be oriented to the higher density Capitol Riverfront neighborhood.

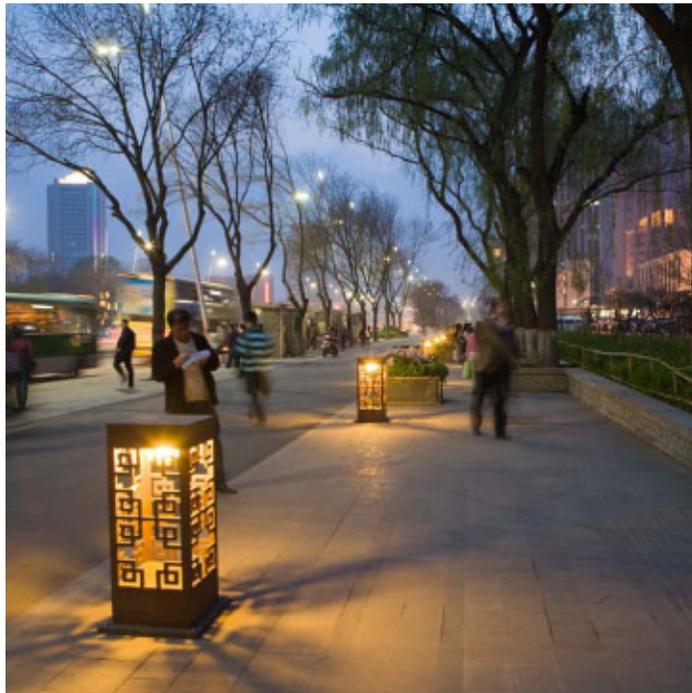


### LIVELY MIX OF USES

Commercial, retail, and residential uses can more fully activate neighborhoods than just the primary daytime activities in strictly office or industrial areas.

## DYNAMIC PARKS AND PUBLIC SPACES

The public realm enhancements should improve pedestrian circulation, enhance the environmental performance of the public realm, increase connectivity to the surrounding community, and establish a complete array of public spaces in the form of parks, plazas, and nodes to create gathering and recreation spaces. The improvements would promote continuous public access to the waterfront, add a variety of public spaces and amenities for existing and new residents and employees, and provide environmental benefits by embracing stormwater runoff as an asset. Design of the public realm should celebrate the dynamic, multi-functional nature of the Anacostia River.



### PUBLIC SPACE AMENITIES

Enhanced outdoor spaces and pedestrian routes through neighborhoods encourage interaction.

## A WELL-CONNECTED TRANSPORTATION NETWORK

The urban design concept advocates for enhanced multi-modal connections both within Buzzard Point and the surrounding community, with an emphasis on pedestrian, bicycle, and transit options. The transportation improvements identified for Buzzard Point address multiple circulation modes and strive to maximize connectivity, as well as build on the South Capitol Street improvements. The improved connectivity across multiple nodes of transportation offer the ability to establish a dense neighborhood with an improved environment.



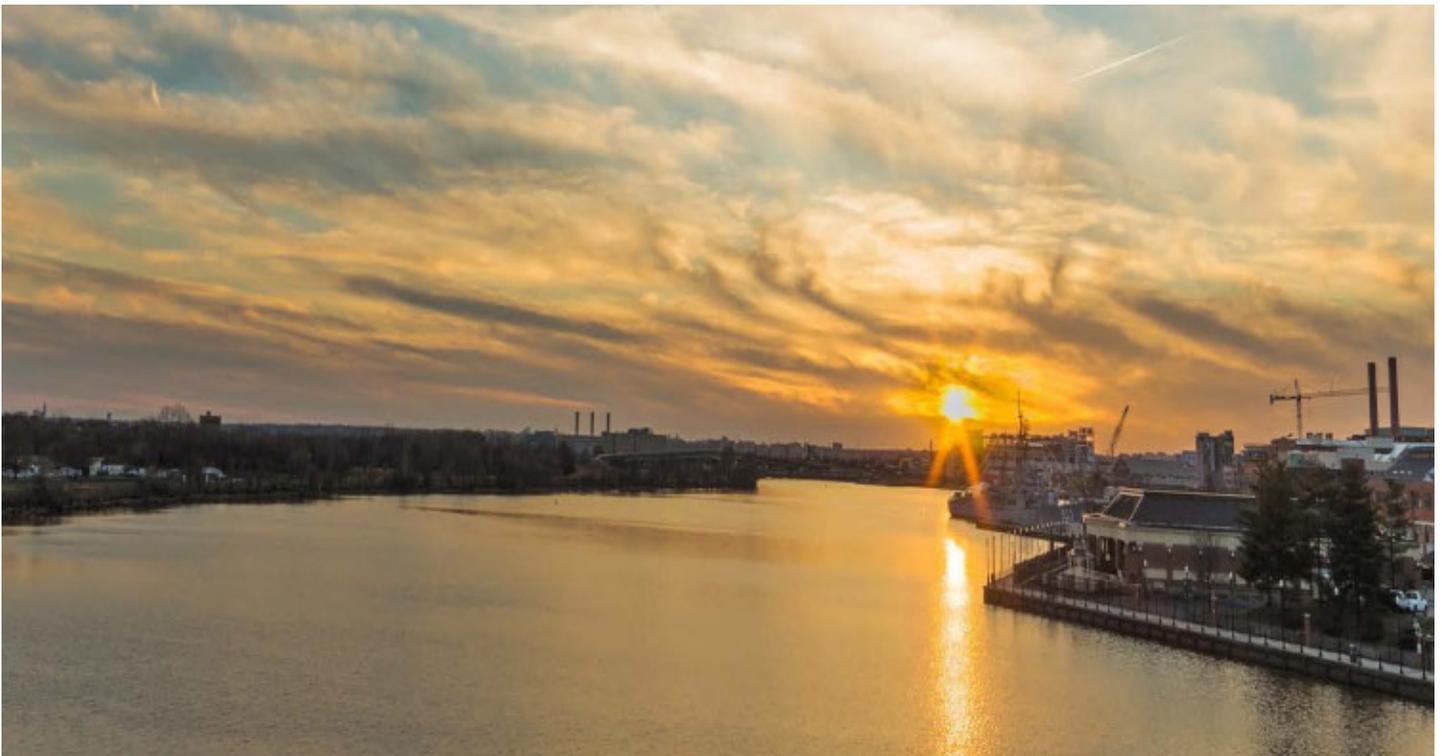
### TRANSPORTATION OPTIONS

Multi-modal corridors allow pedestrians, cyclists, and vehicles alike to navigate through a neighborhood more efficiently and comfortably.

# CONTINUING THE EVOLUTION OF THE ANACOSTIA RIVER

As the District continues to rediscover and reconnect with its rivers, Buzzard Point will take its place as one of a series of waterfront neighborhoods and development projects oriented along the Anacostia and Potomac Rivers. To the northeast along the Anacostia River, major initiatives include the Capitol Riverfront, with both the Yards and RiverFront developments. To the west along Washington Channel, the new construction of the Wharf will transform portions of Southwest DC. The Anacostia Riverwalk Trail will link these emerging and future areas to each other. The redevelopment of Buzzard Point offers the opportunity to establish a unique identity and restore connections to the waterfront. The water's edge should be more accessible, both physically and thematically, to existing and future residents and visitors.

Development within Buzzard Point offers multiple opportunities for connections to the water. The *Buzzard Point Vision Framework* anticipates the Anacostia Riverwalk Trail to extend over the water in places, providing a relationship with the water. The soft edges of environmentally sound riverfront would appear to gradually lead into the river. Marinas could offer opportunities to experience the water round-the-clock. Finally, the Waterfront Plaza could include development that harkens to the Anacostia via design, artwork, or other methods. Buildings along the waterfront would be lower than those further inland, again providing a layered experience for all of Buzzard Point.



## ANACOSTIA RIVER

The Anacostia River can have a major influence on the character of Buzzard Point's development by offering multiple connections to the water or by softening the edge to create an environmentally sound riverfront.

# SUMMARY OF RECOMMENDATIONS

The specific elements of each design concept are listed below. These elements are more fully described in Section 4 of this document.

## A VIBRANT MIXED-USE NEIGHBORHOOD

- New mixed-use development with a commercial focus should be concentrated around the South Capitol Street oval to create a ‘gateway’ to the Capitol Riverfront area
- New mixed-use development with a residential focus should be concentrated in the southern portion of Buzzard Point to create a neighborhood near the waterfront
- Retail uses should be clustered in nodes, primarily around the plaza centered on South Capitol and S Streets, and the plaza located in front of the main stadium entrance, rather than scattered along corridors
- The area between Potomac Avenue and P Street should serve as a ‘zone of transition’ in land use (residential) and density (step down) to protect existing residential areas
- Buzzard Point should consider generating and sharing energy; the nearby O Street Pumping Station should be used as a source for waste heat energy
- Green roofs should be provided on all new or renovated buildings in the Buzzard Point area

## DYNAMIC PARKS AND PUBLIC SPACES

- A waterfront plaza should be established at the intersection of South Capitol and S Streets to serve as an animated retail and public space node, connecting Buzzard Point and the stadium with the river’s edge and the Capitol Riverfront area
- A public building, such as the proposed maritime museum, should be located on the southern side of the waterfront plaza and should include a vertical element to mark the South Capitol Street axis
- Oval park should be designed to acknowledge its role as a potential memorial site, consistent with the aesthetics plan for the bridge project, and the open space should be programmed actively
- Buildings adjacent to the oval should have entrances oriented toward the oval and should be located directly on the outer ROW line to frame the oval and establish an urban feel for motorists and pedestrians
- The Anacostia Riverwalk trail should extend from the Capitol Riverfront area through Buzzard Point and should continue the 75-foot esplanade established by the zoning code
- A series of waterfront open spaces should be located along the Riverwalk where roadways terminate at the river’s edge
- Half Street should be a linear park directly connecting existing residential areas with the river; as the pedestrian spine of Buzzard Point, it should have wide, tree-lined sidewalks and no curb cuts
- Aquatic vegetation should be inserted along the shoreline to soften the river’s edge and clean the water
- Low impact development (LID) measures should be installed along north-south and key east-west streets to capture, detain, and treat stormwater runoff
- As the north-south roadway with the lowest topographic elevation, Second Street should be the primary corridor for water collection and detention
- Street trees should be installed along all roadways to increase the tree canopy of the Buzzard Point area and provide shady sidewalks

## A WELL-CONNECTED TRANSPORTATION NETWORK

- The primary pedestrian route from the Navy Yard Metrorail Station to the Buzzard Point stadium should be along Potomac Avenue until the South Capitol Street Bridge project is completed
- Once the new bridge is constructed, an inviting alternative pedestrian route should be provided along the waterfront from First Street, NE to S Street, SW
- The South Capitol Street Bridge project has been conceived to accommodate a broad pedestrian esplanade along the river’s edge. Final design of the project should be consistent with this vision
- Pedestrian routes should avoid the South Capitol Street Bridge area during construction
- The roadway circulation network in Buzzard Point should build upon the South Capitol Street corridor improvements and provide a loop of two-way streets
- Potomac Avenue should be a symbolic boulevard, serving as the primary entry point to the neighborhood
- Half Street should be the central spine of Buzzard Point, providing access to the disconnected east-west streets; buildings should front Half Street without curbcuts to enhance its primary position
- Loading docks and service access are to be located in alleys or, in the absence of alleys, on less-visible side streets

# 02 EXISTING CONDITIONS AND PLANNING CONTEXT



**BUZZARD POINT IS CURRENTLY DOMINATED BY INDUSTRIAL USES AND UNDERUTILIZED PARCELS.**

# UNDERSTANDING THE CONTEXT

TODAY’S BUZZARD POINT is an isolated and neglected peninsula. The area suffers from a significant lack of pedestrian amenities, as a majority of roadways within the study area do not have sidewalks, crosswalks, or curbs. Street tree placement is intermittent, and non-existent on some streets, including primary streets like Half Street SW and much of Potomac Avenue. In addition, long-anticipated redevelopment of Buzzard Point has not materialized. Despite industry gravitating here for river access, Buzzard Point has almost no relationship to the waterfront.

The purpose of this Vision Framework is to identify a new future for Buzzard Point, and establish expectations for stakeholders, including property owners and nearby residents. Most importantly, this Vision Framework will provide guidance to the public and private sector regarding development and improvements envisioned for Buzzard Point. The intent is to facilitate the creation of a cohesive and connected mixed-use neighborhood that builds upon proximity

to the waterfront and greatly improves the environmental sustainability of the area.

This Vision Framework builds on existing industrial conditions. The effort was part of a planning process that received public input from multiple community stakeholders. Existing zoning regulations, DC plans and policies, as well as the Zoning Commission, will continue to govern development in Buzzard Point.

The existing conditions and planning context incorporates information from the following sources:

- Current land use
- Continued industrial character
- History of Buzzard Point
- Governing plans
- Existing zoning
- Public engagement



## CURRENT CONDITIONS

The PEPCO power plant in Buzzard Point will likely remain in place; however, it presents a future opportunity for adaptive reuse.



**PROJECT STUDY AREA**

The Buzzard Point plan addresses areas south of P Street and Nationals Park, east of Fort McNair, and north and west of the Anacostia River.

## CURRENT LAND USE

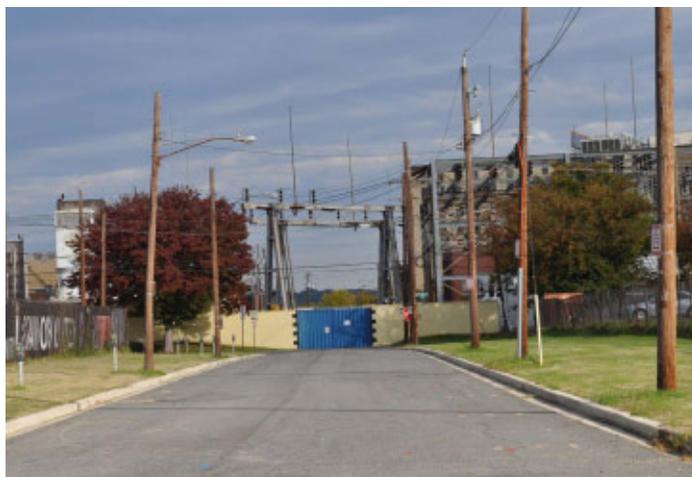
The land use pattern in the Buzzard Point area primarily consists of industrial and commercial activities, with some housing located north of Potomac Avenue. There are several underutilized and vacant properties, as well as neglected publicly owned parcels.

Of the existing housing units located within Buzzard Point, many are designated for low-income housing. Approximately one-third, or 80, of the 239 total James Creek public housing units are located south of P Street within the Buzzard Point study area.

Buzzard Point is also situated between areas in which notable private investment has occurred, including the Wharf project at the Washington Channel and the rapidly developing Capitol Riverfront neighborhood, which includes Nationals Park and the Yards development. In addition, the planned South Capitol Street corridor and Frederick Douglass Memorial Bridge improvements will transform traffic circulation. Building on these changes, Buzzard Point can serve as a connection between the Southwest and Southeast sections of the Anacostia waterfront.

## CONTINUED INDUSTRIAL CHARACTER

Buzzard Point's recent industrial history will diminish as the area redevelops, but it will not entirely disappear. The character of Buzzard Point will likely continue elements of the industrial era, such as the PEPCO electrical facilities, for the foreseeable future. The



### LIMITED CONNECTIONS

The PEPCO facility blocks the east-west connection within Buzzard Point on T Street.

redevelopment of the area is an opportunity to tell the story of the past while meeting the needs of the future. Thus, the character of the new, redeveloped Buzzard Point should echo the area's history, both in style and content. For instance, new buildings and spaces should reflect the industrial roots through design elements, materials, and finishing treatments.

## HISTORY OF BUZZARD POINT

The initial development of Buzzard Point dates to the late 18th century. The area has had historically a mixture of uses, with a tendency toward commercial and industrial activities that initially supported the two nearby military uses—Fort McNair and the Washington Navy Yard—as well as the District of Columbia and private business enterprises. Generally, properties within Buzzard Point have been redeveloped numerous times since the original settlement of the area.

One designated historic property is found within the study area, the James C. Dent House on the corner of 2nd and Q Streets (all streets are SW unless otherwise indicated). The grand PEPCO Buzzard Point Power Plant, located on V Street between Half and 1st Streets, is considered potentially eligible for listing on the National Register. Adjacent to the study area to the west is the Fort McNair Historic District and the National War College. In general, the area has a moderate to high potential for prehistoric and historic archaeological resources, particularly in areas close to known archaeological sites and previous structures.



### INDUSTRIAL CHARACTER

Much of Buzzard Point is currently occupied by industrial uses and surface parking lots.





**HISTORIC RESOURCES LEGEND**

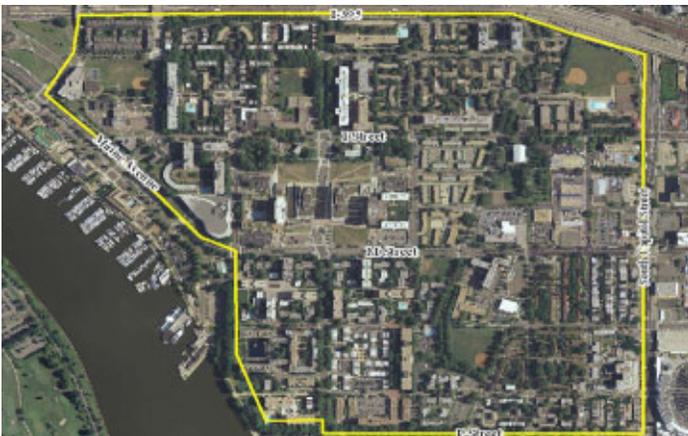
- |                                                                                                                                              |                                                                                                                                             |                                                                                                                                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Project Study Area                                       |  Ft McNair Boundary                                      |  6 Wheat Row (DC, NR)                                              |
|  Historic Structures                                      |  1 L'Enfant Reservation                                  |  7 Harbour Square (DC, NR)                                         |
|  Ft McNair Historic District (DC, NR Eligible)            |  2 National War College (within Ft McNair) (DC, NR, NHL) |  8 Duncanson-Cranch House (DC, NR)                                 |
|  Potential Old SW Historic District (Under Consideration) |  3 Buzzard Point Power Plant (Potentially NR Eligible)   |  9 Edward Simon Lewis House (DC, NR)                               |
|  Potential New SW Historic District (Under Consideration) |  4 James C. Dent Residence (DC, NR)                      |  10 William Syphax School (DC, NR)                                 |
|  Washington Navy Yard Historic District (DC, NR)          |  5 Titanic Memorial (DC, NR)                             |  11 Southwest Rowhouse Historic District (Potentially NR Eligible) |
|                                                                                                                                              |  6 St. James Mutual Homes (Potentially NR Eligible)      |  12 DC Water Main Pumping Station                                  |

**HISTORIC RESOURCES**

Several historic resources, including elements of the L'Enfant Plan, are located in and around Buzzard Point.

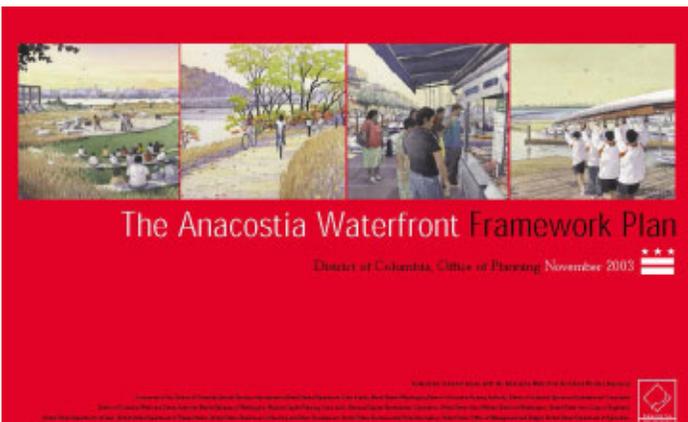
# PLANNING CONTEXT

District plans and projects, zoning, and other activities and initiatives are key to developing and implementing the planning for Buzzard Point. Pertinent planning projects and considerations are summarized below.



## ADJACENT PLANNING CONTEXT

The Southwest Neighborhood small area plan guides the direction of future growth in the area immediately to the north of Buzzard Point.



## BROADER PLANNING CONTEXT

The AWI Framework is an initiative to encourage development along DC's waterfront.

# DISTRICT PLANS

## Comprehensive Plan of the National Capital: District

**Elements (ongoing, update of 2006 Plan)** is a general policy document that provides overall guidance for future planning and development of the city. The Lower Anacostia Waterfront/Near Southwest Area Element of the Plan provides policies for the study area, including supporting the long-term redevelopment of Buzzard Point with mixed medium- to high-density commercial and residential uses, and multi-modal transportation improvements.

## Southwest Neighborhood Plan (2015)

is an urban design, land use, and neighborhood preservation framework for the area located directly north of Buzzard Point and bound by I-395 to the north, South Capitol Street to the east, P Street to the south, and Maine Avenue to the west. The small area plan's framework aims to enhance parks and community amenities, increase connectivity and transportation choices, support neighborhood retail, and accommodate and guide the direction of future growth in the Southwest neighborhood.

## moveDC (2014)

is a coordinated, multi-modal long-range transportation plan, addressing all modes of transportation in the District. The implementation-based plan will guide strategic investments for bicycles, pedestrians, vehicles, and transit in the city's transportation system for the next 25 years and beyond.

## Sustainable DC Plan (2012)

The District's 20-year sustainability plan identifies goals and immediate actions for strengthening the local economy, promoting more efficient resource use, improving health and wellness, increasing equity and opportunity, improving the environment, and protecting the District from negative impacts of climate change. The plan's comprehensive approach offers actions in the arenas of the built environment, energy, food, nature, transportation, waste, and water.

## Anacostia Waterfront Initiative (2000)

is a 30-year, \$10 billion initiative to revitalize the Anacostia River waterfront with projects that enhance the local environment, riverfront connections, new recreation, job-creating commercial centers, cultural destinations, revitalized neighborhoods, and multi-modal transportation options. Recent AWI transportation infrastructure projects include the 11th Street Bridge Project, the South Capitol Street improvements, and the Anacostia Riverwalk Trail, a shared use path that provides connections between the riverfront and area destinations. Fifteen miles of the trail are now open, and once complete, it will run from the Tidal Basin to Bladensburg Marina Park in Maryland.

## FEDERAL PLANS

**Joint Base Myer-Henderson Hall Real Property Master Plan (2013)** documents future short- and long-term plans for Fort McNair, a secure military installation in Buzzard Point. Recommendations include enhancing the existing campus design, pursuing infill development, maintaining historic resources, and consolidating parking within the installation. The master plan identifies parcels that could be used for future expansion, including those between 1st and 2nd Streets, R Street and the Anacostia River, and the parcel between 5th Avenue and 2nd Street to the north of V Street.

**Memorials and Museums Master Plan (2001)** shows how to meet demand for museums and commemorative works while protecting the National Mall and preserving other existing museum and memorial settings. It identifies suitable sites for future memorials and museums, establishes a commemorative zone policy for siting memorials and museums, and provides documentation and direction on existing and future memorials.

## OTHER INITIATIVES

**Capitol Riverfront Urban Design Framework Plan (2013)** was prepared for the area that surrounds Nationals Park. The area is undergoing a transition from an industrial and manufacturing district to a transit-oriented, mixed-use urban neighborhood. The plan was developed to address the diffuse development pattern that has occurred to date, create a coordinated and cohesive development plan, connect emerging activity centers within the Capitol Riverfront, and ensure the appropriate amenities, streetscape, connections, and infrastructure are present at build out. The plan's principles for future growth focus on regional transit connections and local circulation systems, connecting the open space system, creating a new civic framework, and animating neighborhoods with clusters of retail and interim uses. The Buzzard Point neighborhood is part of the Capitol Riverfront BID.

**Buzzard Point Community Planning Assistance Team Alternative Futures: Final Recommendations (2009)** An American Planning Association Planning Assistance Team

studied the Buzzard Point area and considered significant changes in the area east of Fort McNair and south of P Street. Recommendations include increasing the quality and accessibility of the waterfront, improving pedestrian and bicycle linkages, preserving and upgrading existing area affordable housing, making the South Capitol Street oval a major gateway, strengthening Potomac Avenue as a critical link between Buzzard Point and the rest of the city, and changing transit alignments to better serve Buzzard Point.

## EXISTING ZONING

The current zone districts in Buzzard Point encourage a mix of uses. The majority of the area consists of the Mixed Use (Commercial Residential) (CR) zone district, including the stadium site, as well as the Waterfront District (W-2) in areas along the Anacostia River. The CR zone district is intended to regulate the form and density of development and promote a mixture of compatible uses. The CR zone district permits matter-of-right residential, office, retail, recreational, and light industrial development. The W-2 zone district is intended to encourage a diversity of compatible land uses at various densities in waterfront areas and permit uses including but not limited to residential, commercial and recreational development.

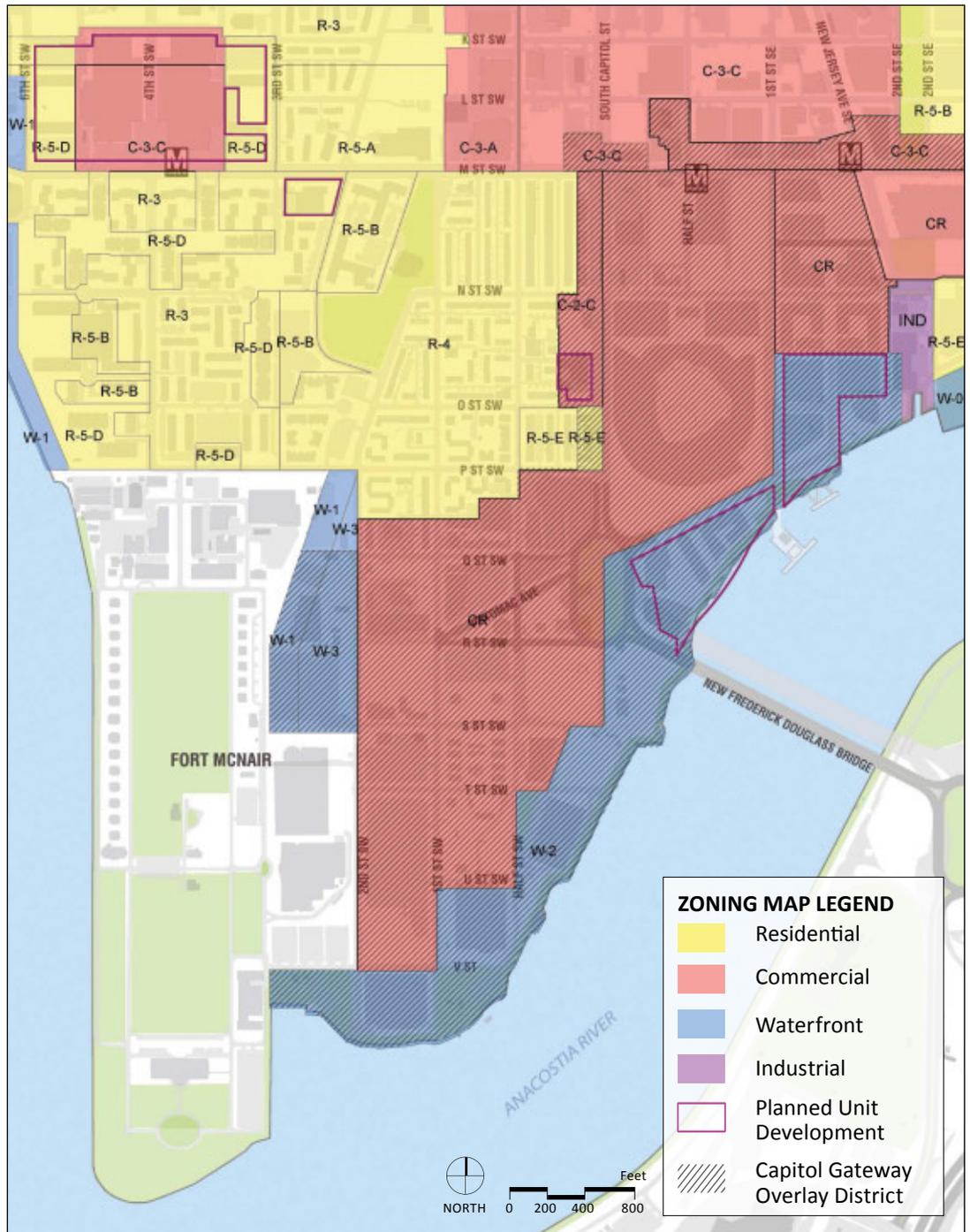
All of the CR and W-2 zones are also within the Capitol Gateway (CG) overlay, which was instituted as part of the AWI effort in 2002 in Buzzard Point. The CG overlay allows for additional height and density, and includes design requirements to ensure an appropriate mixture of residential and commercial uses, and suitable size and design of buildings. Furthermore, the CG overlay subjects many of the properties within Buzzard Point to a design review process under the Zoning Commission. This development review is an important tool for achieving the desired character for Buzzard Point, including the streetscape and environmental improvements.

Several zoning districts cover the areas surrounding Buzzard Point. The residential area at the northern end of Buzzard Point is zoned R-4, Residence District. The R-4 zone district includes areas now developed primarily with row dwellings, some of which have been converted into dwellings for two or more families. The R-4 zone district permits medium-density single-family residential uses, along with community facilities such as churches and public schools.

# CAPITOL GATEWAY (CG) OVERLAY

The Zoning Commission established the CG Overlay over most of the study area in 2002. It was the result of detailed planning studies for the area that were completed in 1988 to 1992. It included rezoning the lands from industrial to mixed-use and providing special provisions to further encourage new development, particularly residential development. The rezoning allows for dense, compact, mixed-use development throughout Buzzard Point. It also established a Zoning Commission design review process over much of the area.

The CG overlay is intended to establish South Capitol Street as a gateway into the District, promote the development of residential and commercial uses and regulate the form of any such development.



**BUZZARD POINT ZONING**  
Zoning districts and overlays in Buzzard Point regulate the form and density of new development and allow for a higher-density mix of uses.



# THE BUZZARD POINT PLANNING PROCESS

Over the past two years, numerous meetings were held with the stakeholder groups comprised of the Capitol Riverfront BID and property owners within Buzzard Point; ANC officials, Ft. McNair representatives, and local community leaders; and a variety of District agencies, including the District of Columbia Office of Planning (DCOP), the District Department of Transportation (DDOT) and the District Department of the Environment (DDOE).

At the initial meetings with the property owners and with community leaders, notes were made on maps to reflect the initial input. Development concepts were created to reflect the comments received. These stakeholder groups and the public then had several opportunities to review the concepts and comment further.

Stakeholders provided input for the Vision Framework through a variety of opportunities, including:

- Two meetings with community leaders
- Four meetings with property owners
- One public open house related to the Buzzard Point Vision Framework and the Soccer Stadium
- Numerous meetings with a wide array of District agency staff
- Multiple public meetings, including City Council Roundtable and Public Hearings, that included presentations on the Vision Framework



## PUBLIC ENGAGEMENT

A variety of public meetings, including this open house, provided multiple opportunities to receive public input on the Buzzard Point planning effort.

## KEY INPUTS

The owners of property in Buzzard Point shared potential plans for their respective properties, as well as features they would like to see within a redeveloped Buzzard Point:

- Mixed-use/residential uses would make the entire area more attractive
- Temporary uses would enliven open spaces until memorials are established
- A pedestrian trail along the Anacostia River and under the Frederick Douglass Bridge would link the Navy Yard Metrorail station and the soccer stadium
- Re-established sidewalks and internal roadway connections would facilitate pedestrian, transit, and vehicular access

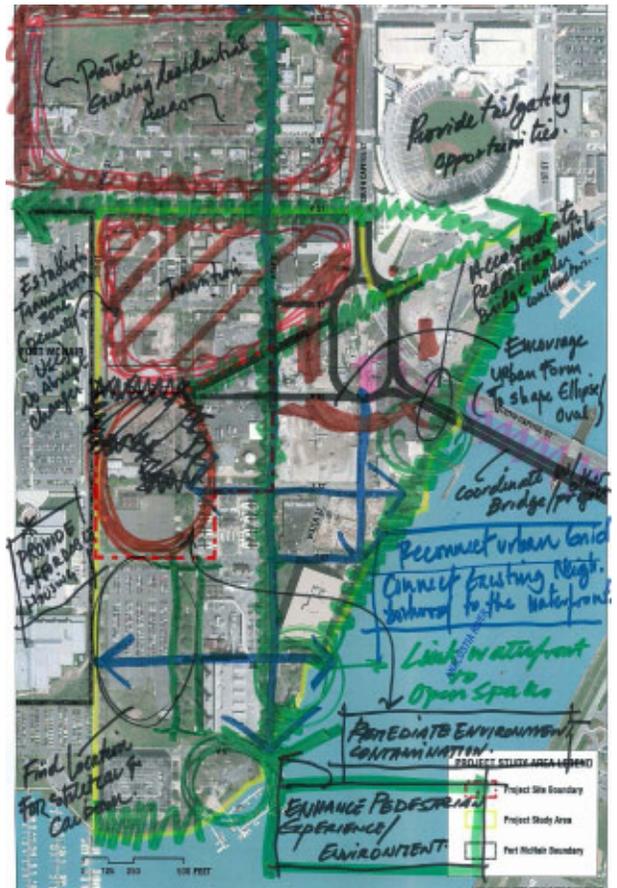
The community leaders reviewed the existing conditions of Buzzard Point and the projects currently underway. They identified the following desires:

- Coordinate construction of the multiple projects in Southwest DC to minimize impacts on the community
- Enhance the pedestrian experience and increase safety through improved streetscape conditions and connections that avoid high-traffic areas
- Reconnect existing neighborhoods to the Anacostia River waterfront
- Provide new, and preserve existing, affordable housing options



### PROPERTY OWNERS LISTENING MAP

Property owners provided their initial ideas and concerns regarding the area's future in January 2014, as reflected on this map.



### COMMUNITY LEADERS LISTENING MAP

Community leaders provided their ideas and comments regarding the future of Buzzard Point in February 2014, as illustrated on this map.

# 03 A VIBRANT MIXED-USE NEIGHBORHOOD



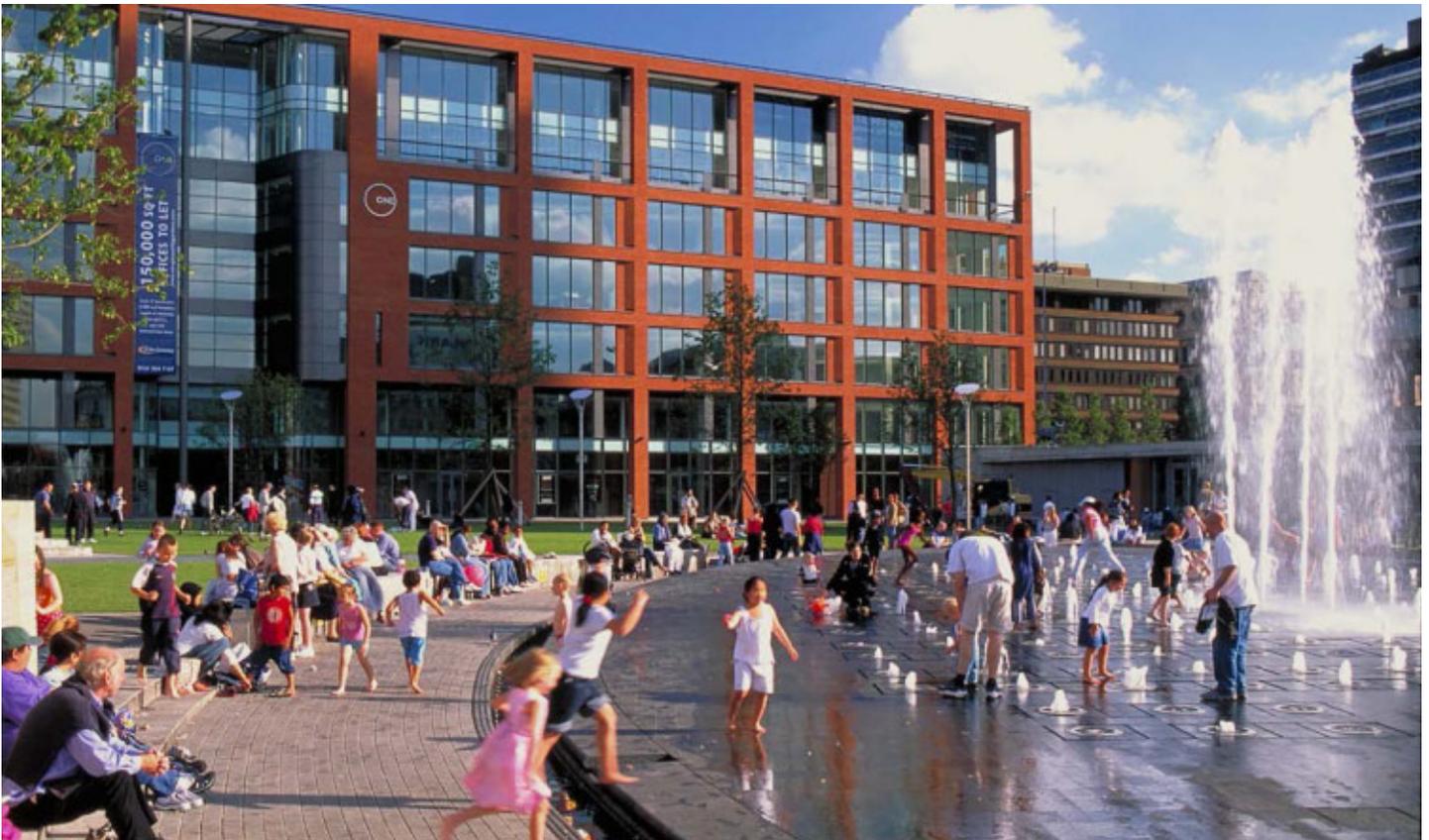
A MIX OF USES, FULLY INTEGRATED WITH WATERFRONT OPEN SPACES, PROVIDES AN ATTRACTIVE NEIGHBORHOOD, AS IN HAMBURG, GERMANY.

# CREATING A NEW NEIGHBORHOOD

THE NEW BUZZARD POINT NEIGHBORHOOD will include redeveloped land uses, improvements for the public realm, and an enhanced physical environment. The new features will connect this emerging area with the Capitol Riverfront area to the east. The urban design concept envisions a vibrant, mixed-use neighborhood, improved pedestrian circulation, continuous public access to the water, and new development opportunities that could increase the inventory of mixed-use development and affordable housing through existing inclusionary zoning requirements. The concept draws inspiration from the history of the area, suggests ways to improve the environmental health of Buzzard Point, and recommends physical connections to enhance the surrounding community.

## GOALS FOR DEVELOPING A VIBRANT, MIXED-USE NEIGHBORHOOD:

- Housing.** Establish a waterfront neighborhood with a mix of uses and mixed-income housing opportunities.
- Retail.** Create a retail node around the waterfront plaza on S Street.
- Commercial.** Develop a commercial/cultural district surrounding Oval Park.
- Events.** Program Oval Park with a series of regional and local events.



## FEATURES OF A NEIGHBORHOOD

Compact development with a mix of uses leads to a lively community when complemented by public gathering places.



**BUZZARD POINT URBAN DESIGN CONCEPT**

The urban design concept for Buzzard Point anticipates a mixed use development pattern with a more commercial focus near South Capitol Street and a more residential focus to the south.

# SETTING THE FRAMEWORK

The *Vision Framework* anticipates unique functions for different areas within Buzzard Point. The urban design concept for Buzzard Point recognizes that a diverse mix of uses subject to market forces would be necessary to maximize the development potential of parcels in accordance with the Comprehensive Plan and the Capital Gateway Overlay. Consistent with existing zoning regulations, new development at or near the waterfront would be up to 80 feet in height, while new development a block away would be up to 100 feet in height.

**Orientation.** The new Buzzard Point neighborhood will consist of compact, higher density development that will be oriented toward the east. Buzzard Point will be a distinct neighborhood connected to the broader Capital Riverfront area.

**Gathering Places.** The intersection of Potomac Avenue and South Capitol Street should help frame the oval, providing a more intimate experience for users of the open space. Storefronts and sidewalk cafes ringing the oval would provide views to the central lawn, with its potential interactive water features, iconic monument, and recreation opportunities.

## North-South Connections.

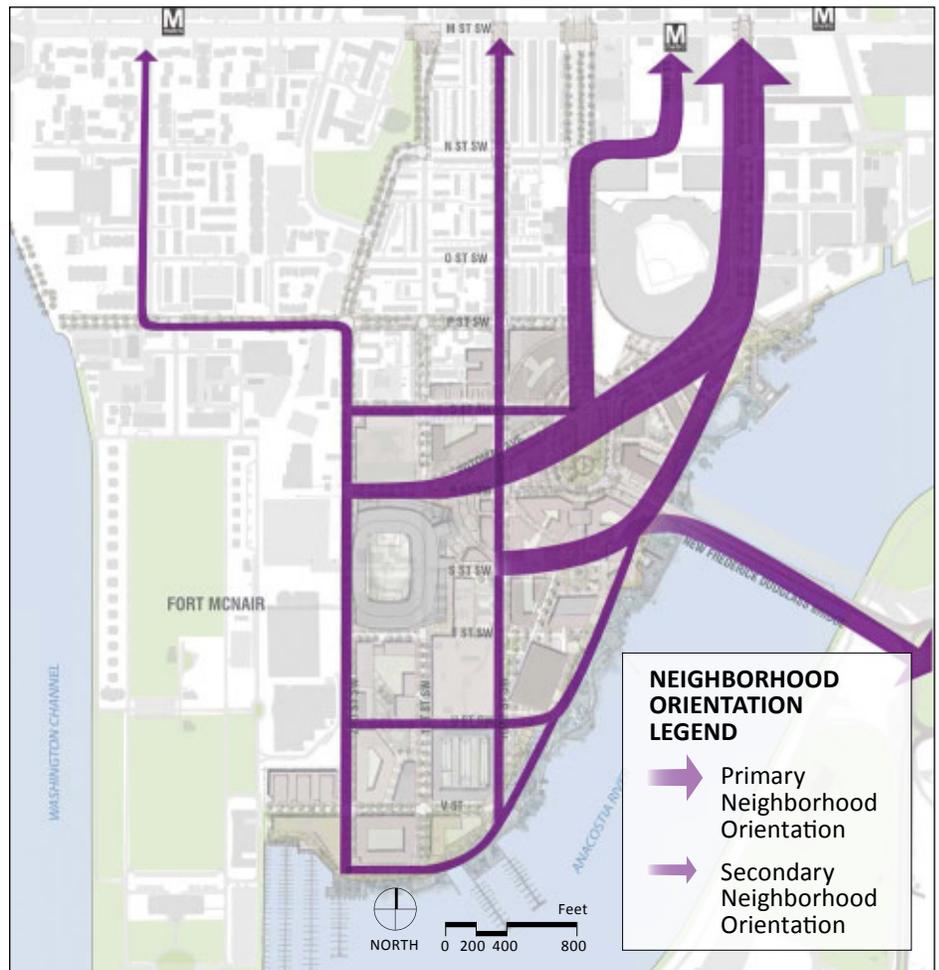
Connecting to existing neighborhoods, Half Street should be the primary spine of the neighborhood and serve as a linear park of shade trees and offer neighborhood amenities. Building fronts should be oriented toward Half Street, and curb cuts and loading docks would be restricted. New development should accommodate a combination of residential and commercial uses above ground-floor retail activities.

**Residential Areas.** At the southern and northern ends of Buzzard Point, development should be more residential in character. New apartments and condos would have easy access to a new waterfront trail and public spaces along the river, as well as be within walking distance of commercial services. At the southern end, residential uses would complement the existing and expanded marinas.

**Attractions.** New attractions like the Buzzard Point soccer stadium and the proposed Maritime Museum would attract visitors to Buzzard Point. The stadium will accommodate approximately 20,000 people during events, and the Maritime Museum could anchor the South Capitol Street terminus. These proposed uses would connect with the Capitol Riverfront area.

## NEIGHBORHOOD ORIENTATION

As illustrated in this graphic of anticipated pedestrian flows, the orientation of Buzzard Point emphasizes eastward connections with the Capitol Riverfront, Metrorail stations, the Anacostia River and Riverwalk Trail, and Poplar Point.



# ESTABLISHING AN IDENTITY

For new residences and commercial space to truly activate Buzzard Point, new development should work in concert with the public realm improvements, new gathering spaces, the transportation network, and sustainability initiatives described elsewhere within this *Vision Framework*. New commercial and residential development should complement the public realm, to the extent possible, by providing open space and/or other amenities that relate to public areas, rather than siting such enhancements entirely within the confines of the building envelope. Development should include sustainability features that design new structures to address resiliency to increasingly severe weather events, and utilize (or, at a minimum, not preclude the future use of) new sustainable energy or heating and cooling systems that could be implemented on a neighborhood scale.

New destinations and features, including the soccer stadium, the Oval Park, the Waterfront Plaza, and riverfront residential areas will

help establish a distinct identity for Buzzard Point. It is anticipated that commercial uses would prefer the area around the Oval Park, retail uses would cluster around the Waterfront Plaza, and residential areas would be located near the southern waterfront.

Potomac Avenue should serve as a grand boulevard and primary entry point to the area. Along Potomac Avenue, outdoor gathering space could animate the boulevard connecting Buzzard Point with Nationals Park and the Capitol Riverfront. The intersection of South Capitol Street and Potomac Avenue will be reconstructed to accommodate the volumes of traffic coming from the new Frederick Douglass Bridge in an oval shape that acknowledges key aspects of the L'Enfant Plan of the City of Washington. Half Street should serve as a tree-lined pedestrian thoroughfare, and should be the primary north-south spine within Buzzard Point.

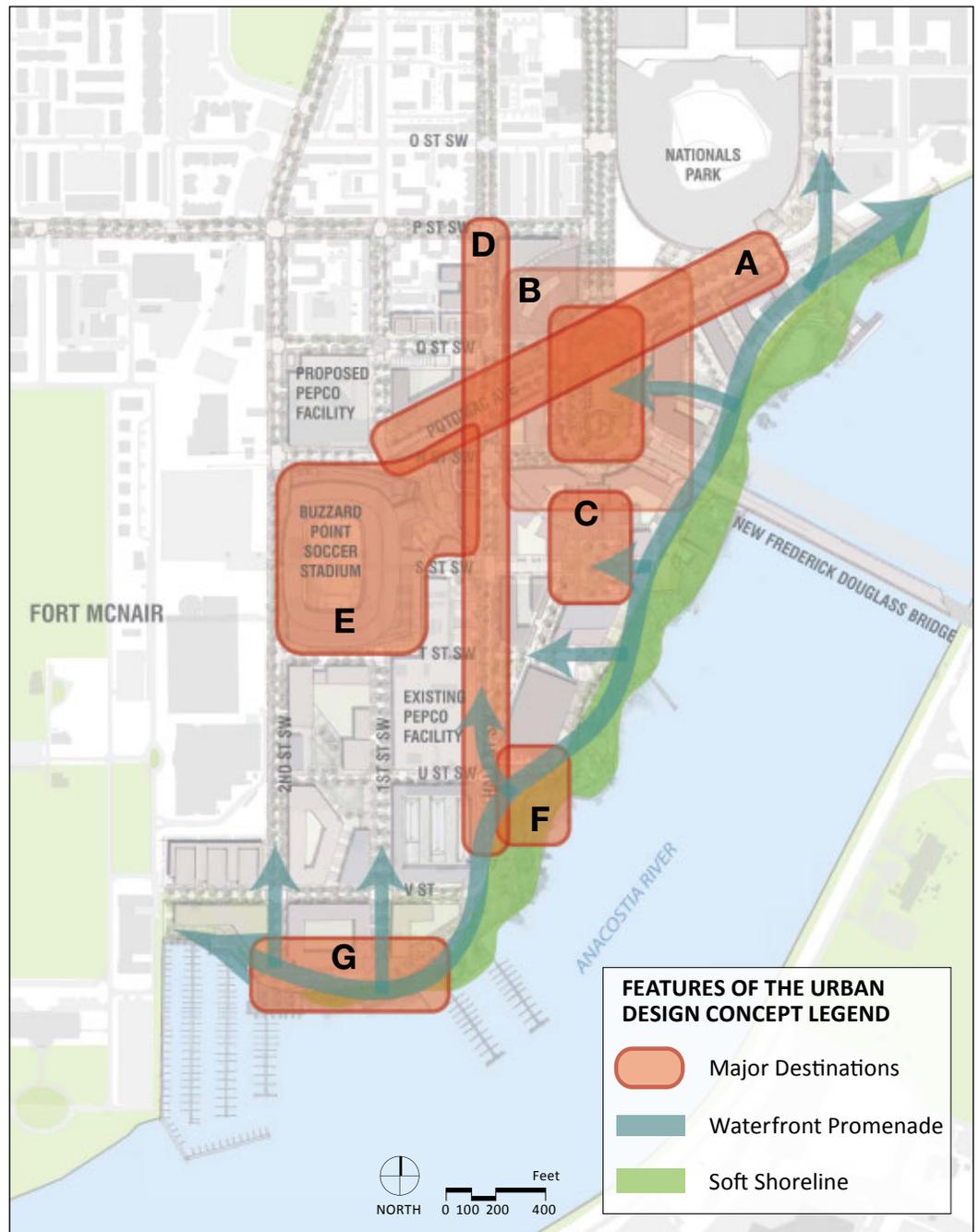


## NEIGHBORHOOD VARIETY

Cultural, residential, and commercial development can blend to create a lively, vibrant neighborhood.

## FEATURES OF THE URBAN DESIGN CONCEPT

The vision framework outlines how portions of Buzzard Point will function and helps establish a sustainable community with a mix of uses, an activated public realm, and a multi-modal transportation system.



**A Potomac Avenue** provides a gateway to Buzzard Point along a grand boulevard from the Capitol Riverfront.

**B Oval Park** at South Capitol Street offers active and programmable recreation space and commemorative elements, ringed by a mix of commercial uses framing the oval.

**C Waterfront Plaza** terminates South Capitol Street with a node of activity focused on access to the Anacostia River and a cultural element, such as the Maritime Museum.

**D Half Street** serves as the primary spine of Buzzard Point and as a linear park, with an activity node focused on the open space at the intersection with Potomac Avenue.

**E Buzzard Point Soccer Stadium** hosts events throughout the year round and offers activities at its entry plaza.

**F Waterfront Promenade** provides links with the existing community and expands access to and interpretation of the Anacostia River, including extensions over the water in some key areas.

**G Southern Waterfront** provides marinas, residential uses, and plazas to connect with the Anacostia Riverwalk Trail and reinforces the area's relationship to the water.

# ANIMATING THE DESIGN CHARACTER

Design of new development should reinforce an animated street. Buildings should relate to the street by visually separating structures into discrete sections so as to avoid a monolithic appearance. Similarly, building entrances (non-service) should be located along primary streets, rather than smaller secondary streets, to the extent possible. Furthermore, service access to buildings should be sited and accommodated in ways that minimize incursions into the public realm along primary circulation routes. Specifically, curb cuts and service entrances along Half Street and Potomac Avenue should be avoided.

Building on the design elements, programming within the area could also help activate Buzzard Point. DC United could promote pre-game fan activities, such as soccer skills courses, youth games, and affinity group activities prior to games. Other entities such as the BID should program Oval Park with festivals, tournaments, or other local and regional events.



## PROGRAMMED PUBLIC SPACES

Using public space for programmed activities, such as festivals, help establish a neighborhood as a destination.

# PROVIDING A LAND USE MIX

Current development patterns in Buzzard Point have resulted in the dominance of industrial uses, with limited office and retail uses located around the periphery of the area, and a few residential units clustered primarily around P and Q Streets. Due to the nature and visual prominence of the industrial operations, and the overall lack of housing, Buzzard Point contains little in terms of amenities needed to support a community and does not function as a cohesive neighborhood. Existing housing and the residents are generally oriented north toward M Street and the Southwest Waterfront.

The Capitol Gateway allows a variety of uses, with commercial, residential, and “live-work-play” areas. New development within Buzzard Point should provide a mix of activities, such as residential, commercial and institutional uses, that is more compatible to the adjacent neighborhood than the current industrial uses. The CR and W-2 zone districts, along with the CG overlay, permit redevelopment of properties into an animated mixed-use neighborhood.

## DEVELOPMENT CAPACITY

Under existing zoning, the current maximum development capacity of Buzzard Point is approximately 16.6 million square feet based on floor area ratio (FAR) allowed by the zoning code. This would include an estimated 8,170 residential units, of which 574 would be designated affordable through existing inclusionary zoning regulations. (Note: the calculation is based on FAR and anticipated lot sizes. The square footage and residential units do not account for limitations of the building site or building requirements).

The *Buzzard Point Vision Framework* results in a higher share of residential uses. Overall, considering the public facilities proposed for the area, the estimated level of development is approximately 11.3 million gross square feet and 6,040 residential units, of which approximately eight percent, or 480 units, would be designated affordable through inclusionary zoning.

Private property in Buzzard Point is owned by several separate land owners, most of which are real estate developers or related entities (see Existing Zoning section for map). The consolidated ownership will help ensure that development will occur on a scale that promotes cohesive design.

## DEVELOPMENT YIELD

Implementation of the plan, including the development of the Buzzard Point Soccer Stadium, would yield less total square feet than allowed by zoning

	Development Yield Maximum under Existing Zoning	Anticipated Development Yield with Vision Framework Implementation
Total Gross Square Feet (GSF)	16.6 million	11.3 million
Residential GSF	9.0 million	6.6 million
Residential Units	8,170	6,040
Affordable Units through Inclusionary Zoning	570	480

NOTE: The Development Yield Maximum under Existing Zoning assumes that all sites within the study area would be developed to their maximum FAR. The Anticipated Development Yield with Vision Framework Implementation assumes that some sites, such as the soccer stadium site, would not be developed to their maximum FAR, although a transfer of development rights could occur.

## COMMERCIAL/HOSPITALITY USES

Within the total development capacity described above, it is anticipated that development within specific areas would serve different roles. The vision for Buzzard Point expects that although buildings would likely have a mix of uses, those developments around the South Capitol Street oval should have a more commercial focus. Their location closer to the Navy Yard-Ballpark Metrorail station could aid in attracting federal and private office tenants. This area is also ripe for potential hotels.

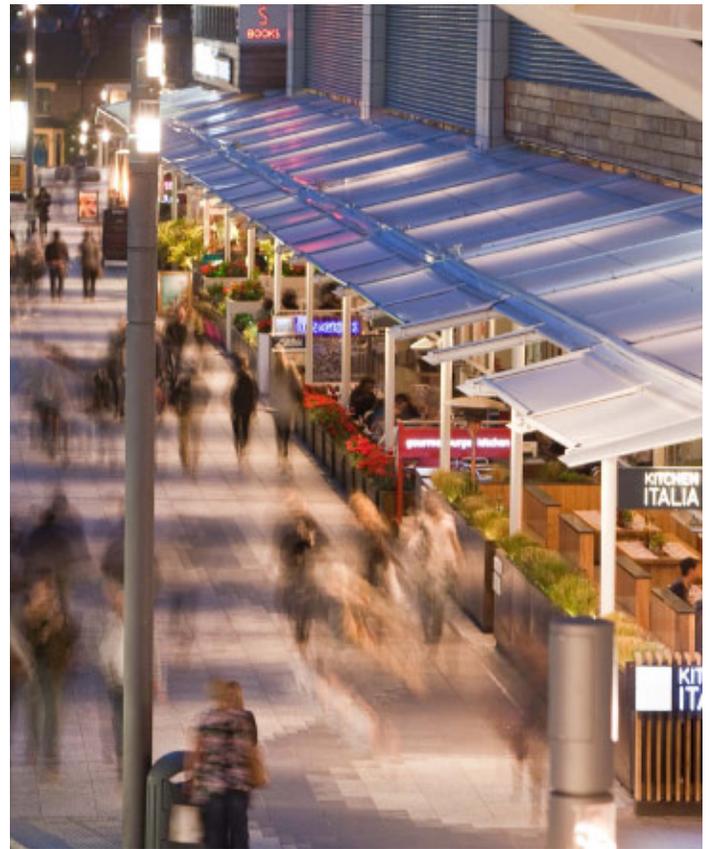
## RETAIL USES

Retail development should be located primarily at specific nodes, namely the plaza at the intersection of S Street and the South Capitol Street axis and the intersection of Potomac Avenue and R Street. The retail node focused at S Street and the South Capitol Street axis could center on experiential retail uses supporting the waterfront and the proposed maritime museum, as well as the residents and employees populating Buzzard Point. The Potomac Avenue and R Street retail node could be focused around the soccer stadium, providing restaurants and shopping opportunities for soccer patrons, as well as neighborhood residents and employees. Retail in other locations, particularly along Half Street, should be encouraged, although it is not anticipated that the rest of Buzzard Point could support substantial amounts of retail.



### MIXED-USE DEVELOPMENT

Given its industrial history, new development in Buzzard Point should combine old and new land uses and blend seamlessly with existing materials and activities.



### RETAIL STREETS

Retail stores should relate to the pedestrian and blend with public space through outdoor seating to enliven streets.

## RESIDENTIAL USES

Mixed-use development with a more residential focus should be located adjacent to existing residential neighborhoods and further south near the waterfront. In these areas, the proposed open spaces, and the relative quiet of the street network would better suit residential uses. In the northern portion of Buzzard Point, the District should encourage, through its review of projects, development that would help buffer existing residences through a transition zone of less intense residential uses and medium scale buildings as allowed by current zoning. CR zoning adjacent to the R-4 District could allow redevelopment to incorporate multiple uses and protect existing residential uses by creating lower scale development with compatible uses adjacent to existing residential properties. Opportunities to incorporate mixed-use development should be encouraged. Overall, redevelopment in Buzzard Point should complement and enhance the character and use of adjacent streetscapes and properties.

## MIXED-INCOME HOUSING

Within Buzzard Point, existing inclusionary zoning (IZ) regulations apply to new residential development. The District's IZ regulations require the provision of affordable residential units within market rate projects to create mixed-income buildings. Inclusionary zoning requirements help to ensure new residential development projects further the District's goals of creating diverse, mixed-income neighborhoods. The vision for Buzzard Point encourages development

that would exceed the minimum IZ regulations requiring eight percent of the residential gross floor area to be set aside for affordable housing. The District should also consider tying future rezoning of land to a provision of affordability that goes beyond the minimum IZ standards.

Based on the estimate of 6,040 units of new residential development, and the eight percent IZ requirement, approximately 480 affordable units would be constructed. In addition, separate ongoing initiatives to rehabilitate and preserve public housing in and around Buzzard Point, such as the Greenleaf comprehensive planning effort, a minimum level of approximately 13 percent affordable units could be achieved in the broader study area (new and old projects).

The District could encourage the development of additional affordable and workforce housing in Buzzard Point through a variety of methods. The District should promote and support existing federal and District programs. Specifically, the District Department of Housing and Community Development (DHCD) and the District of Columbia Housing Authority (DCHA) should identify potential funding sources for residential development to accommodate a variety of income levels, including low- and moderate-income families and individuals.

Furthermore, the District should encourage that residential units include a variety of sizes to accommodate both large and small households. The District should budget and dedicate a portion of value capture techniques such as Tax Increment Financing (TIF) to further affordable housing investment within the Buzzard Point Study Area itself.



### RESIDENTIAL USES

Quieter side streets, such as T and U Streets, are appropriate for residential uses



### A VARIETY OF HOUSING SIZES

Offering multiple sizes of units provides more flexibility to accommodate both small and large households.

# ENVIRONMENTALLY RESPONSIVE INFRASTRUCTURE

For infrastructure systems to efficiently respond to the needs of multiple uses over time, they must interconnect and facilitate the exchange of water, heat, power, and air from where it is abundant to where it is needed. This is most effective at the neighborhood scale, where developers could incrementally add to their own district systems or connect to a municipal micro-grid, or thermal network.

## ROOFSCAPES

This plan embraces rooftops as important infrastructure and productive space. Sources of on-site electricity generation through photovoltaic arrays or solar thermal hot water, and cool-roof tactics can dramatically influence the energy profile of modern buildings. Because the existing Buzzard Point contains so few trees and large-scale buildings, virtually every parcel within the study area could be suitable for solar energy generation. Similarly, as a green-roof designed to capture, reuse, and filter runoff, or as a venue for urban agriculture, the 20 acres of Buzzard Point roofscape should be put to productive use.

## HEATING AND COOLING

Buildings should orient to maximize potential for daylighting and passive ventilation strategies to reduce energy burdens and improve indoor environmental quality. Structures should maximize beneficial shading of low albedo surfaces that otherwise gain heat.

Beyond passive design strategies to reduce peak thermal loading, a neighborhood-scaled thermal network should be planned to connect mixed-use development and significant public venues, like the stadiums. This network should also connect existing sources of underutilized heat, such as the sewer heat mining capacity of the DC Water O Street Pumping Station northeast of the neighborhood. Smaller cogeneration facilities could be constructed to supplement the network as well. If interconnected, significant streetscapes and public spaces like Oval Park could also accommodate ground source heat exchange loops that use the moderate soil temperature to preheat or precool proximate interior spaces. Similar technologies could be used as a thermal battery, effectively charging the ground either with summer heat or winter cold to be discharged in the opposite season.



## GREEN ROOFS

Vegetated roofs can address numerous sustainability concerns, such as stormwater collection and energy efficiency, as well as provide an attractive amenity for residents or visitors

## WASTE

Waste streams can interact with urban energy flows in a way that saves hauling expense and boosts on-site energy production. Waste to energy systems that produce biogas from solid waste can be integrated into the urban fabric and should be considered at publicly accessible sites like Nationals Park, Buzzard Point soccer stadium, or possibly one of the PEPCO properties.

## ON-SITE POWER

The Vision Framework anticipates significant opportunities for on-site energy harvesting and electricity generation either through photovoltaic systems, wind harvesting, or cogeneration facilities integrated into public space and private development. These techniques should be employed along with efficiency measures, thermal strategies, and energy feedbacks in pursuit of a net-zero energy target for the community.



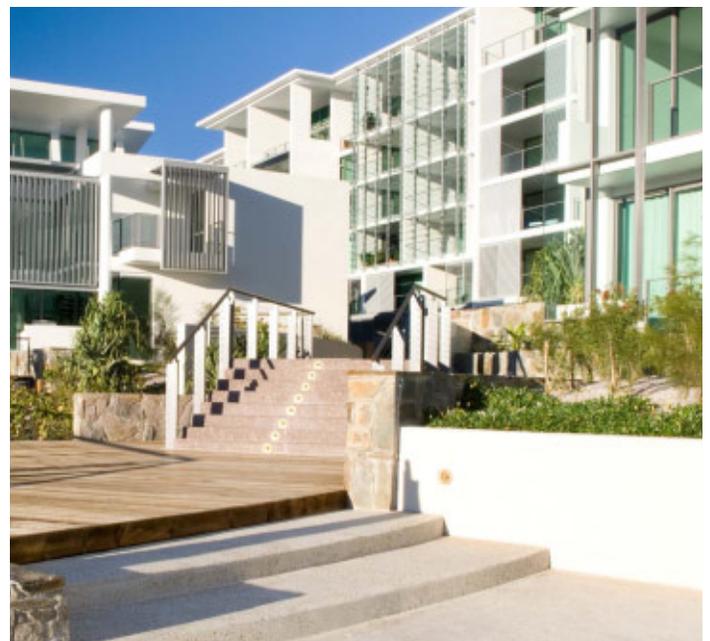
### ENERGY GENERATION

Public space corridors provide connections to the river and opportunities for energy generation.

## FLOOD MITIGATION

Development should address the address flood hazard risks, because significant portions of Buzzard Point are identified as a high-risk flood zone in the effective Flood Insurance Rate Map (FIRM), and should prepare for changing environmental and ecological conditions. Currently, development within the 100-year floodplain must meet District regulations, but over time, changes to the floodplain and the policies governing it may limit the neighborhood's success.

Current District regulations require that the lowest floors of residential structures be 1.5 feet above the 100-year flood elevation. In order to address potential hurricane storm surges, sea level rise, and changing insurance costs, the urban design vision anticipates maintaining first floor elevations above the level of the 500-year flood event for residential buildings. Furthermore, property owners on Buzzard Point should be encouraged to construct first floors and garage entrances of non-residential properties above the DDOE-designated flood threshold. This could be accomplished either through topographic manipulation to raise development pads and create compensatory storage or through pile-supported structural systems, although such systems must not impact adjacent properties. In order to eliminate human error, floodgates should be self-rising, rather than manually opened. Floodable first floor adaptation strategies should be considered where advantageous.



### ADAPTING TO FLOODPLAINS

A series of terraces can provide engaging spaces and protection for areas with the potential for flooding.

## REMEDIATION

Industrial activities occurring in Buzzard Point over time resulted in documented contamination on properties within the study area. The issues generally originated from the use and storage of petroleum products, leaking above-ground storage tanks (ASTs) and underground storage tanks (USTs), historical and current industrial processes, and the use and storage of contaminated equipment and building materials. Contaminants have been found in both the subsurface (soils) and shallow groundwater underlying the project study area based on best available data from Fall 2014.

Some properties within the study area have already undergone cleanup procedures to address sites where the concentrations of hazardous materials exceeded applicable regulatory levels. Some sites continue to be monitored to ensure that the remediation has been successful.

Due to its industrial past, the following contaminants are among those expected to be found in Buzzard Point: petro-hydrocarbons, benzene, arsenic, chromium, and heavy metals. However, the known concentrations of these elements is typical of redevelopment sites that previously hosted light industry.

In general, the redevelopment of the area would result in removal of contaminants and improved environmental health. It should be noted that site-specific plans and monitoring may be required for the removal of hazardous materials, including preparation for health and safety, soil management, and demolition.

## NEW SUSTAINABLE UTILITIES

A number of utility lines currently snake throughout Buzzard Point. PEPCO electrical lines are especially prevalent in the area due to the history of power transmission facilities in the area. Other utility considerations include water, storm sewer, communications, and natural gas lines. The lines are routed across various locations, including the roadway right-of-way, utility easements, and private property. Many of these utilities could be re-routed, while others, specifically high-power electrical lines, are more likely to remain in their existing locations. Existing utility operations should be screened from view, which could be accomplished through vegetated screens, artwork, or other approaches.

The District is coordinating with utility providers to ensure that service is provided to both new and existing utility options, and ensure that utility lines support the vision for Buzzard Point. Public realm and developer-led improvements offer the opportunity to comprehensively address utilities within Buzzard Point. Infrastructure for new sustainable utilities, such as sewer waste heat distribution, should be implemented throughout Buzzard Point in coordination with public realm, transportation, and private improvements. Lines for these sustainable utilities should be utilized by individual developers and incorporated into each project. Furthermore, development should not preclude the use of potential new strategies for energy sharing.

Utilities should be located away from areas with streetscape and low impact development (LID) infrastructure in order to avoid potential conflicts of roots, maintenance, and other considerations. Special care should be given to the location of utilities along the Half Street corridor in order to maintain a high-quality pedestrian experience.



### SCREENING

Vertical gardens, or green walls, can provide visual screening of undesirable views

## NEIGHBORHOOD STRATEGIES

- **New mixed-use development** with a commercial focus should be concentrated around Oval Park to create a ‘gateway’ to the Capitol Riverfront area
- **New mixed-use development** with a residential focus should be concentrated in the southern portion of Buzzard Point to create a neighborhood near the waterfront
- **Retail uses** should be clustered in nodes, primarily around the plaza centered on South Capitol and S Streets, as well as the plaza located in front of the main entrance to the stadium, rather than scattered along corridors
- **The area between Potomac Avenue and P Street** should serve as a ‘zone of transition’ in land use and density to protect existing residential areas
- **Land owners** and the District should ensure basic pedestrian connectivity and accessibility in and around parcels awaiting development
- **Property owners** should consult with the DCOP to coordinate the design review process required under the CG overlay district
- **Building heights** should generally step down toward the river, consistent with existing zoning regulations that allow 80’ and 100’ building heights
- **Building setback** dimensions should be uniform to create a consistent urban design pattern and a strong street wall
- **Building facades** should be vibrant and ground floor uses should be active and/or publicly accessible, especially along primary streets
- **Building entries** and civic focal points should be highlighted with iconic features which contribute to neighborhood identity
- **A free-standing, iconic building** should be located at the waterfront on axis with South Capitol Street to recognize the monumental corridor and anchor the waterfront plaza
- The District should explore **Value Capture techniques**, which could be used to support affordable housing
- Buzzard Point should consider **generating and sharing energy**; the nearby O Street Pumping Station should be used as a source for waste heat energy
- **Green roofs** should be provided on all new or renovated buildings in the Buzzard Point area
- **Celebrate buildings** that share energy generation, utilize rainwater water harvesting systems, or recycle gray water
- **Comply with existing guidance** from DDOT and other regulatory agencies
- **Development within the floodplain** should be constructed above the flood elevation and provide a series of smaller terraces down to the existing grade if necessary

# 04 DYNAMIC PARKS AND PUBLIC SPACES



A VARIETY OF OPEN SPACES ARE ESSENTIAL FOR CREATING A LIVEABLE NEIGHBORHOOD.

# PROVIDING PUBLIC SPACES

WHILE THE EXISTING PHYSICAL CHARACTER of Buzzard Point presents challenges, this area also has intrinsic strengths. The waterfront and its influence are Buzzard Point's greatest assets, given that the area sits at the confluence of the Anacostia and Potomac Rivers, as well as the historic course of James Creek and the canal that replaced it. That intersection of ecological, economic, and social infrastructures historically supported a growing District of Columbia. Now the future Buzzard Point public realm should embody that same confluence and responsibility.

The urban design concept intends to transform Buzzard Point and connect the new, walkable neighborhood with the waterfront by making the most of existing but underutilized rights-of-way, and establishing a complete array of public spaces in the form of parks, plazas, and nodes that create dynamic gathering and recreation spaces. The public realm enhancements also include improved pedestrian circulation options and increase connectivity to the surrounding community. The physical improvements promote continuous public access to the waterfront, add a variety of public spaces and amenities for existing and new residents and employees, and

provide environmental benefits by embracing the flow of runoff as an asset. Design of the streets, plazas, parks, and promenades should celebrate both the dynamic, multi-functional nature of the Anacostia River and make the waterfront legible far north and west of the shoreline. The river should define the Buzzard Point community identity and inspire design responses unique to this new neighborhood's geography, ecology, and history.

## GOALS FOR DYNAMIC PARKS AND PUBLIC SPACES:

**Waterfront Promenade.** Create a continuous connection along the Anacostia River that can maximize engagement with the water and accommodate pedestrians and cyclists.

**Open Space Opportunities.** Develop a series of small parks, particularly along the waterfront, that provide access to the water, public gathering space, and water filtration by vegetation.

**Streets as Vibrant Public Space.** Design streets to serve as public open space and as links to nodes of activity.



## COMMUNITY SPACES

Gathering spaces near the river can help create an inviting and desirable neighborhood.

The open space vision for Buzzard Point includes nine new public space destinations, connected along the waterfront and via the street grid to create a liveable neighborhood. The vision sets aside approximately ten percent of land area for open space at specific activity nodes within the community, with an additional seven percent conceived as a linear waterfront park. These signature features should serve as the heart of the community, connecting people and place. The primary responsibility for ongoing maintenance would be property owners and the Business Improvement District with agreements put in place in advance of development.

Each type of open space would play a role in activating Buzzard Point. Plazas provide gathering space, dining and retail opportunities, and places for passive recreation. Parks include opportunities for programmed activities and events, active recreation, and space for memorial elements. The linear parks along the street grid provide green, shaded connections and environmental benefits. Waterfront spaces provide destinations for active and passive recreation, connections to and along the river, environmental education, and ecological enhancements.



**CONNECTED SERIES OF WATERFRONT PARKS**

New open space destinations in Buzzard Point will be connected along by extending the Anacostia Riverwalk Trail and establishing linear park space.

## MAXIMIZE OPEN SPACE OPPORTUNITIES

In developing areas like Buzzard Point, it is critical to identify open space opportunities before every parcel is taken. In addition, in compact neighborhoods, it is important that every opportunity for open space is maximized, including large parks, unused roadways, key intersections, and smaller nodes at the ends of streets. Public spaces should include opportunities for larger events, smaller moments of respite, and a variety of active and passive uses. Most importantly, these spaces should be connected with each other and the surrounding community.



### MOMENTS OF RECREATION

The endpoints of truncated streets offer opportunities for smaller open space “moments.”

## THE URBAN FOREST

The street tree program proposed for the neighborhood aims to increase canopy coverage of the public realm from less than ten percent to more than 80 percent. Trees could sequester carbon, address air pollutants and counter the heat island effect while contributing to pedestrian comfort. Furthermore, these would provide a valuable amenity to residents and visitors throughout the neighborhood.

## STORMWATER RUNOFF

LID techniques include the installation of trees, drought-tolerant plantings, rain gardens, bio-retention planters, permeable pavers, green roofs, and underground cisterns for capture and retention of both rain and storm water run-off. LID techniques integrate infrastructure, architecture, and landscape and can be applied to streetscape, public spaces, open spaces, and recreational spaces to enhance water quality and site design, and would meet applicable District regulations.



### SHADED STREETS

Street trees provide needed pedestrian comfort in urban areas, as well as improvements to environmental quality.

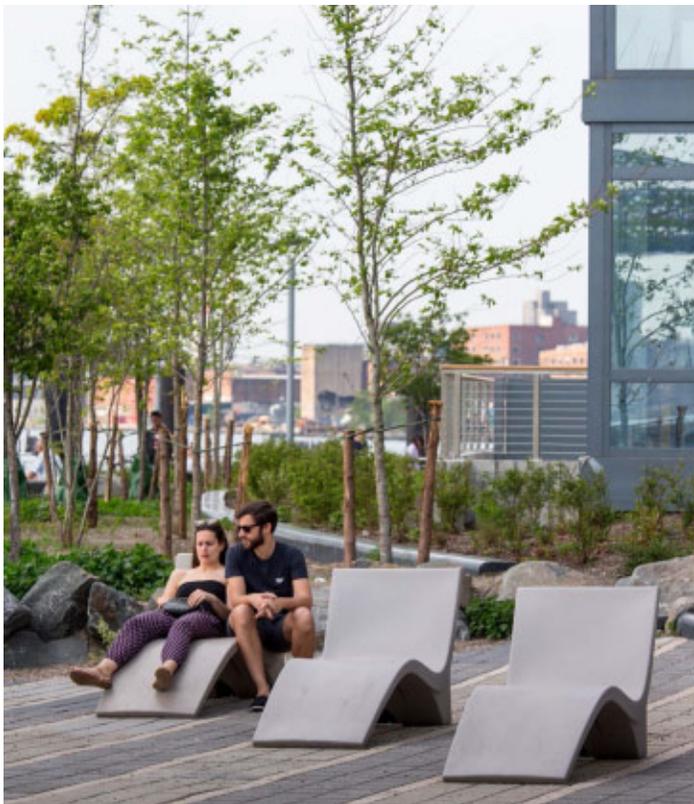
## EXTENDING THE WATERFRONT PROMENADE

Currently inaccessible for most of Buzzard Point, the Anacostia River shoreline should be a living, interconnected waterfront. Significant areas of marshland rehabilitation should be established along the shoreline to simultaneously improve water quality, enhance urban wildlife habitat, create a unique waterfront experience in central Washington, and contribute to flood resiliency initiatives.

Overall, the waterfront promenade should be organized to maximize engagement with the river, as well as be designed to facilitate 'through movements' for bicycles and pedestrians. Working within the 75-foot corridor stipulated in the zoning code, the width of the promenade could step down in a series of layered terraces that support varying levels of mobility, viewing, gathering and flood mitigation. The upper terraces could support high volume local pe-

destrian flow adjacent to the development. The middle level should support the regional Anacostia Riverwalk Trail and bicycling route. The terrace closest to the water is imagined to be a network of boardwalks meandering through the wetland edge.

The promenade could become a series of distinct 'harbors' that each offers a different combination of riverfront amenities, such as a home to a marina, an event or fishing pier, a kayak launch, or a marshland wildlife observation area. While the in-water pedestrian structures would require coordination from the US Army Corps of Engineers, the new riverine vegetation would help facilitate approval. These areas would provide access to existing nearby communities for new residents and visitors.



### URBAN SEATING

Seating benches at key nodes along the waterfront enhance pedestrian routes and encourage interaction.



### URBAN PLAZA

Plazas connected to the waterfront can be interactive designations for residents and visitors.

## WATERFRONT NODES

The promenade should be highlighted by a series of waterfront nodes or small parks that provide public gathering space, special features, and green infrastructure. The southern-most blocks of 2nd Street, 1st Street, and Half Street offer the opportunity to integrate water filtration gardens into public space at the river's edge. These segments of right-of-way do not need to carry vehicular traffic and can intercept runoff prior to reaching the waterfront promenade. These gardens can become signature features where streets reach the river.

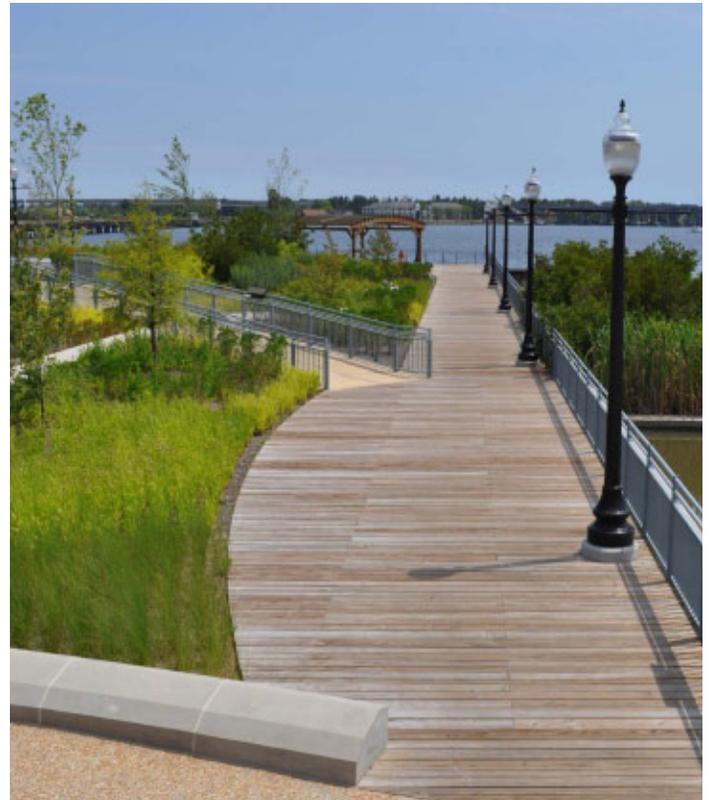


### WATERFRONT GATHERING SPACE

Waterfront nodes can serve to integrate the river with the community by providing water-based gardens and public gathering spaces.

## A LIVING SHORELINE

The concept envisions a living shoreline for Buzzard Point, coordinated with the US Army Corps of Engineers. Rather than continuous bulkhead, the embankment would be stabilized by a riparian wetland zone and marshland habitat. The root systems and vegetative matter would reinforce the shore while augmenting water quality, removing pollutants and restoring wildlife habitat.



### SOFT EDGE

Living shorelines can help to mitigate impacts in flood events and augment water quality.

# CREATING A WATERFRONT PLAZA

The intersection of South Capitol and S Streets near the Anacostia River's edge is the ideal location for a new, primary gathering space in Buzzard Point, the Waterfront Plaza. At this location, both roadway segments are truncated by the river and do not carry through traffic. By itself, the intersection is nearly one acre in size. To further increase its land area beyond the intersection, S Street should be treated as a linear park connecting Half Street eastward to the waterfront promenade. The end of S Street should engage the river in a deep- water dockage that could accommodate larger attraction-oriented vessels. The entire space would be a seamless arrangement of vibrant sounds, colors, and textures. The atmospheres of waterfront living, working, entertainment, culture, shopping, and dining should converge here

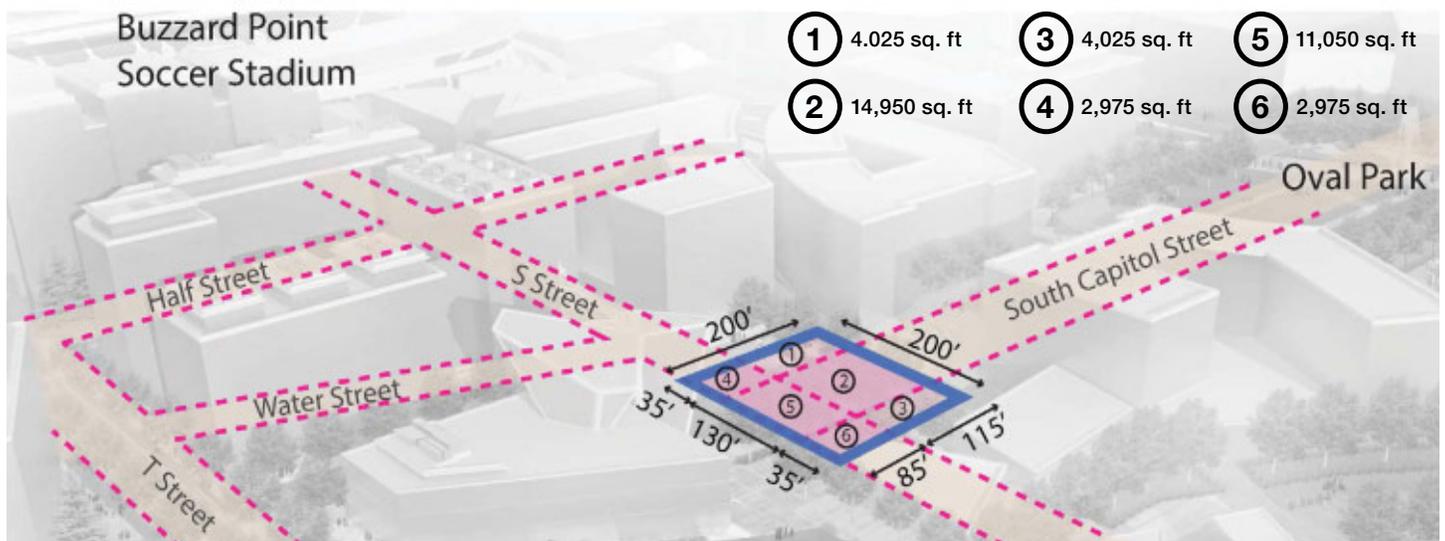
Approximately 80 percent of the Waterfront Plaza (32,000 s.f.) would consist of existing public ROW (as illustrated in the explanatory diagram opposite). To reach its full 40,000 s.f. size, the plaza would only need two property owners to voluntarily cluster their setbacks to flank the South Capitol Street corridor. The resulting plaza would anchor Buzzard Point to the Anacostia River and provide a clear focal point for retail and outdoor dining experiences.

While vehicles could enter this plaza space in order to access buildings, it should be a curbsless pedestrian-priority zone easily closed to vehicular traffic if needed. The detailed design of the plaza would need to accommodate multiple needs, such as site access for adjacent buildings, bicycle and pedestrian traffic, stormwater treatments, cultural designations and visitor services, and gathering spaces within the ROW. As such, DDOT would coordinate to ensure that the varying needs are addressed.



## A DYNAMIC WATERFRONT PLAZA

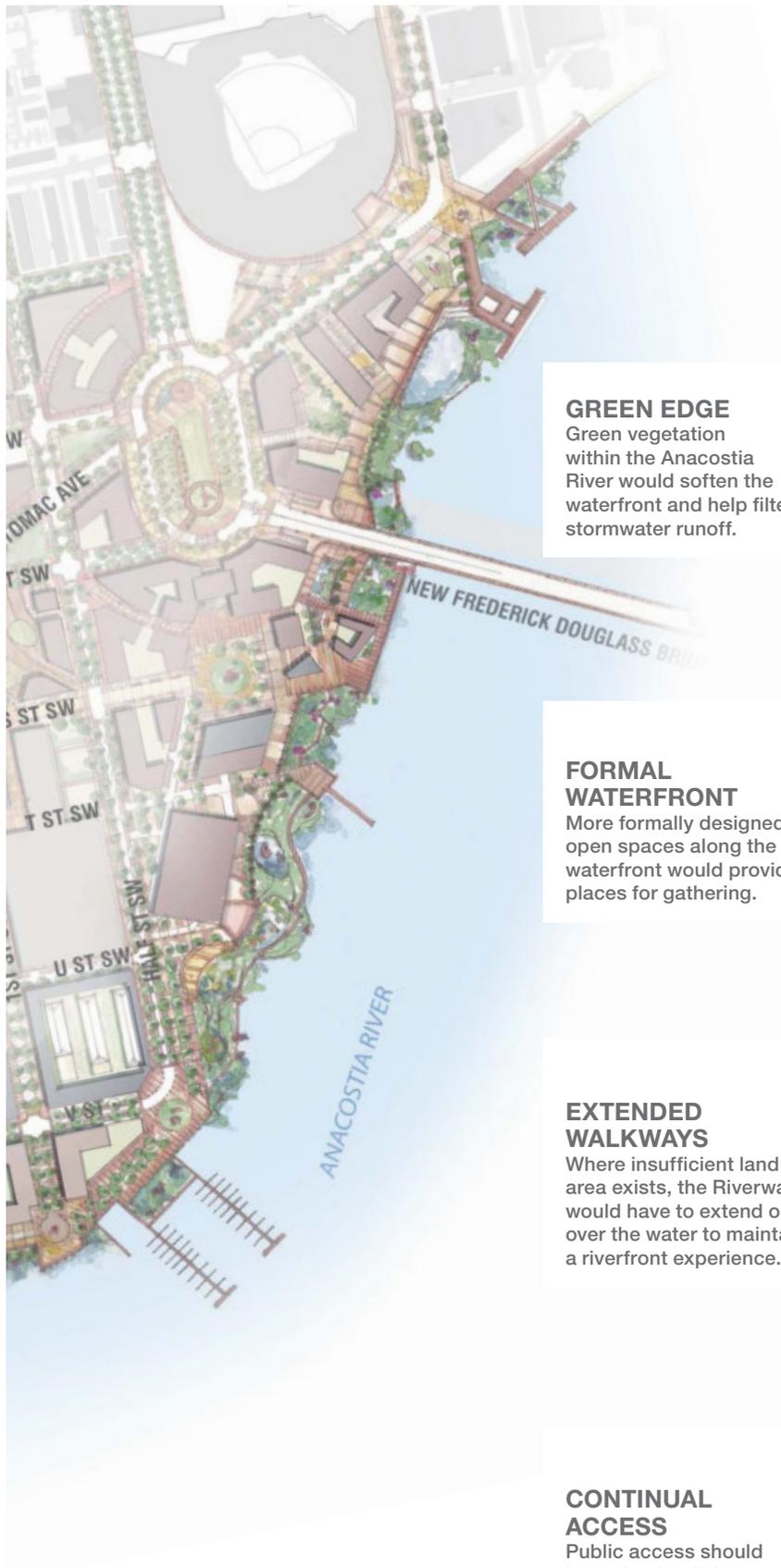
An artistic rendering of a new plaza at the intersection of South Capitol and S Streets along the waterfront that would activate the area through a mix of public space, retail activity, river access, and cultural destinations.



**PLAZA COMPONENTS AND DIMENSIONS**  
 This diagram illustrates the waterfront plaza shown in the rendering above. The plaza could be created using the existing public rights of way (ROW) and voluntary setbacks from adjacent property owners to create a 40,000 s.f. gathering space.

- Total plaza area – 40,000 sq. ft.
- Area within public right of way – 26,000 sq. ft.
- Area from voluntary building setback – 8,050 sq. ft.

## CONCEPTS FOR TREATING WATERFRONT OPEN SPACES



**GREEN EDGE**  
Green vegetation within the Anacostia River would soften the waterfront and help filter stormwater runoff.



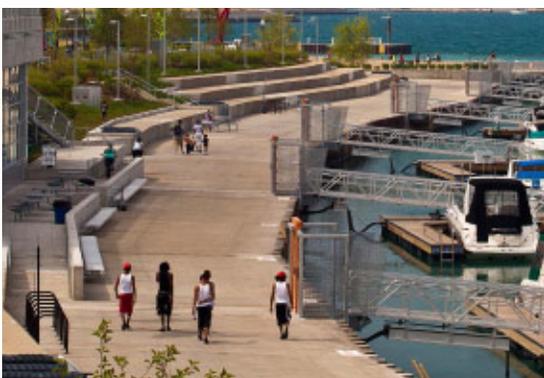
**FORMAL WATERFRONT**  
More formally designed open spaces along the waterfront would provide places for gathering.



**EXTENDED WALKWAYS**  
Where insufficient land area exists, the Riverwalk would have to extend out over the water to maintain a riverfront experience.



**CONTINUAL ACCESS**  
Public access should be maintained along the water's edge, even at marinas.



## SOUTHERN WATERFRONT

The southern waterfront includes four of Buzzard Point’s new open space destinations, connected along the Waterfront Promenade. These nodes, or small parks, at the termini of 1st, 2nd, Half , and U Streets serve to connect and activate the public space along the river, and merge the urban fabric with the waterfront where the streets reach the river.

The section below is illustrative of one of the waterfront nodes, showing the confluence of plaza space, a pedestrian and bicycle promenade, public art, and a living shoreline. The increased tree canopy, LID zone, and filtration properties of the living shoreline work in concert with the built environment to simultaneously provide environmental benefits and a dynamic and inviting public space with a direct connection to the river.

## STADIUM PLAZA

The stadium’s northeastern entrance plaza should animate the neighborhood daily as a destination for dining and entertainment uses, and a place for DC United to host team events. On non-game days, it should provide open plaza space adjacent to dining, entertainment, and retail activities and serve as an off-day attraction to DC United patrons.

On game days, the site could support pre- and post-game celebrations and become the epicenter of soccer-related activity. Programming could encourage event-goers to arrive and depart at various times, rather than simply at the start of or end of the game or event. By spreading out arrival and departure times, the stadium plaza could help alleviate game-day traffic.



### WATERFRONT NODES

Public spaces along the Waterfront Promenade should provide access to the river, opportunities for public art, and a living shoreline

## ACTIVATING OVAL PARK

Located at the pivot point where South Capitol Street intersects with Potomac Avenue and then turns to cross the new Frederick Douglass Bridge, the oval open space, or Oval Park, will act as a southern gateway to central Washington and links Buzzard Point to the eastern portions of the Capitol Riverfront. As envisioned, Oval Park should serve as the heart of a new mixed-use development node that also blends nationally significant commemorative space with locally programmable event space.

Oval Park is a critical amenity for Buzzard Point that will be designed during future planning stages of the South Capitol Street corridor project, in accordance with the Visual Quality Manual developed for that project. However, components of the park should include: a potential site for a future memorial; flexible spaces for events and programmed activities; compact adjacent buildings to create an urban ‘feel’ to slow motorists and encourage pedestrians; and features to attract people. In addition to versatile, open areas for gathering and play, potential design features should include smaller, more human scale settings for shaded seating, stormwater retention and filtration, ornamental gardens, and potentially kiosk-style pavilions with visitor amenities.

Because northbound and southbound traffic on South Capitol Street will be separated by direction and controlled by traffic signals, Oval Park will be easy for pedestrians and bicyclists to access, much like Dupont Circle. Consolidated crosswalks, particularly at signalized Potomac Avenue, would promote pedestrian and bicycle accessibility to and through the 2.5-acre park.



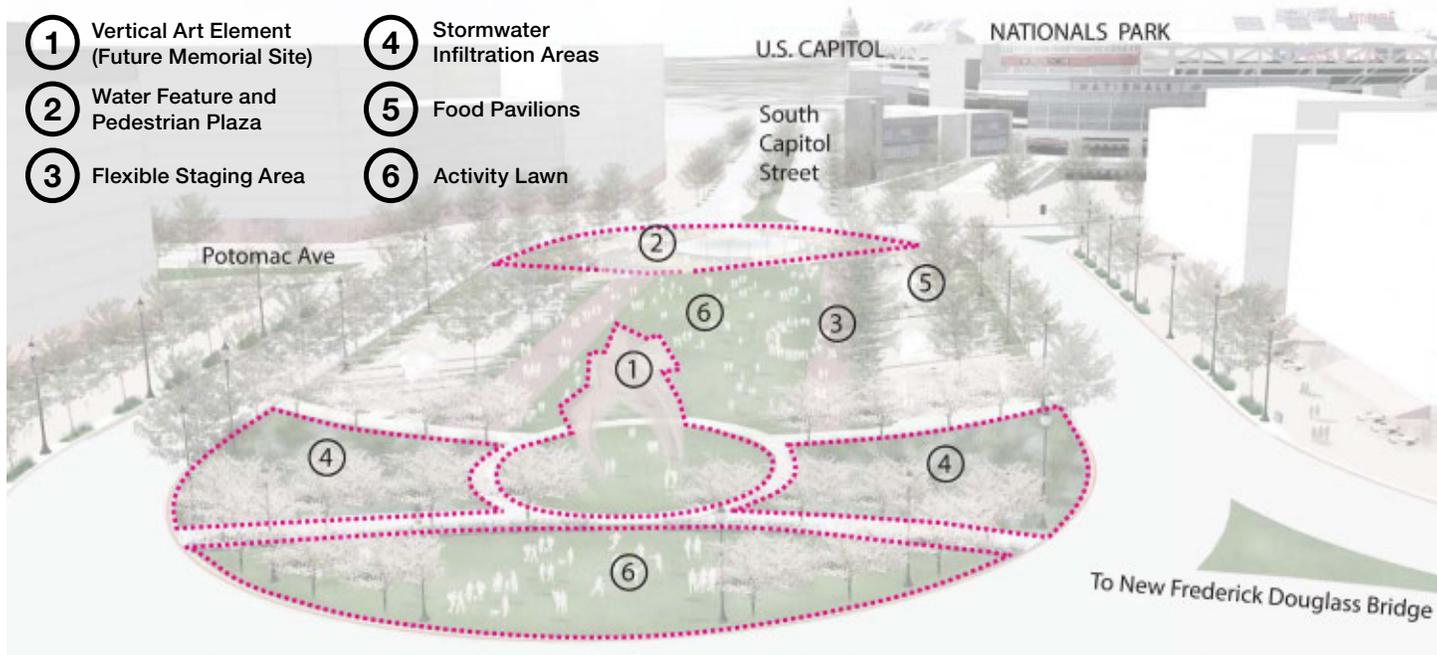
### SOUTH CAPITOL STREET OPTIONS

An artistic rendering incorporates potential program elements for Oval Park; the actual design will be created as part of the South Capitol Street Bridge project



- ① Vertical Art Element (Future Memorial Site)
- ② Water Feature and Pedestrian Plaza
- ③ Flexible Staging Area

- ④ Stormwater Infiltration Areas
- ⑤ Food Pavilions
- ⑥ Activity Lawn



**ACCOMMODATING MULTIPLE USES**

Although Oval Park will be designed as part of the South Capitol Street Corridor project, the open space could accommodate multiple uses and activities, as shown in this diagram above explaining the components of the rendering at top.

## CONCEPTS FOR PROGRAMMING WITHIN THE OVAL



### **RANGE OF ACTIVITY**

Oval Park could be designed to accommodate a variety of activities.



### **WATER IN MOTION**

Interactive water features could activate open spaces such as the northern part of Oval Park.



### **SHADE TREES**

Trees in Oval Park would provide shade and comfort to encourage gathering.



### **INVITING PARKS**

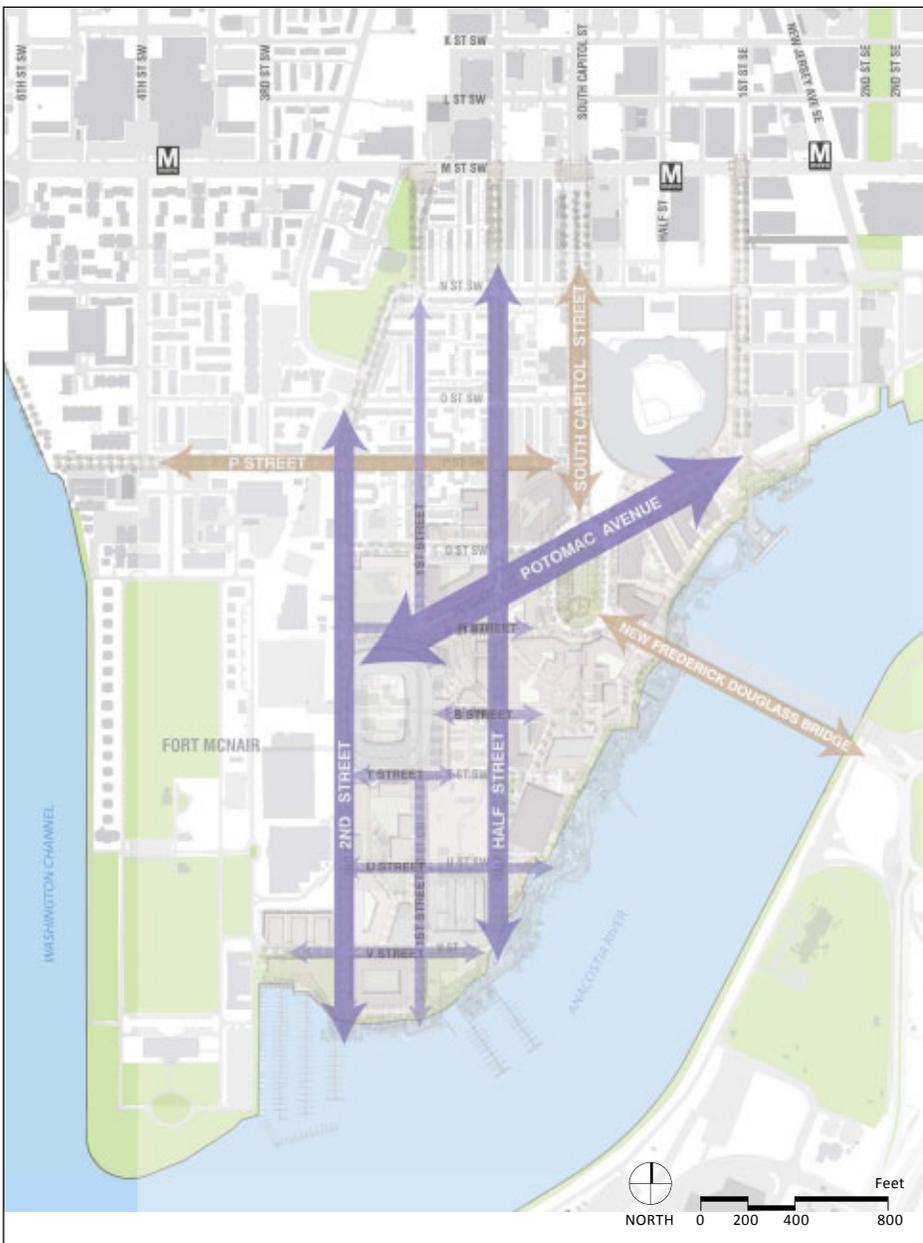
Oval Park could be made more inviting by using formal and informal elements to establish activity areas in a range of sizes.



# STREETS AS VIBRANT PUBLIC SPACE

Because the area within Buzzard Point is very compact, streets and rights-of-way must perform multiple roles: public open space, transportation thoroughways, and environmental infrastructure. Although each individual street may not perform all of these services, the rights-of-way of all the streets will combine to create an overall system that facilitates an active neighborhood, with some sidewalks featuring LID measures and others providing areas for outdoor seating to serve as open space.

To help accomplish these multiple functions, there should be a hierarchy of streets as shown below and described on the following pages. For instance, Potomac Avenue should be the primary gateway, Half Street should be the central spine, and 2nd Street should be the key bikeway.

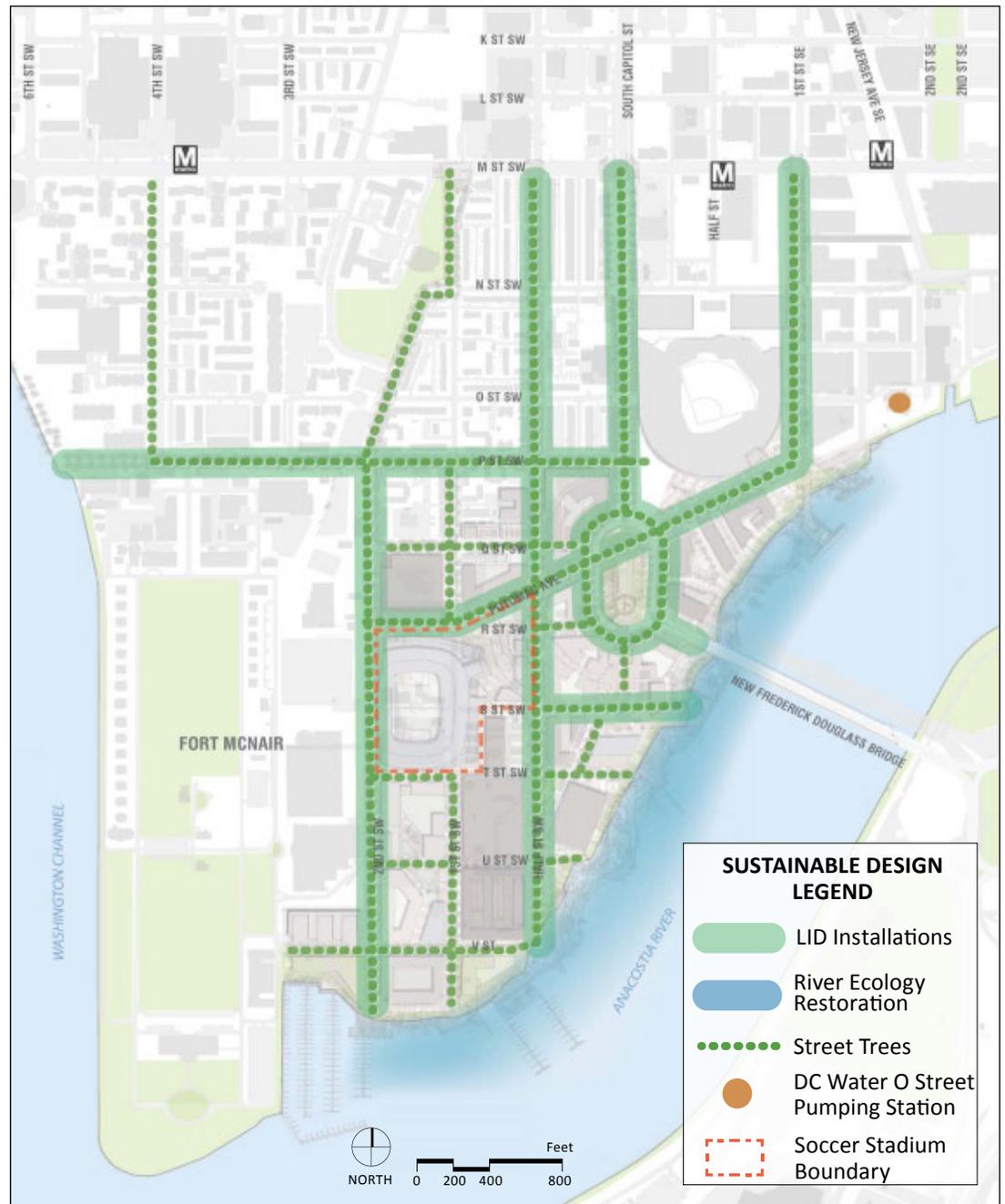


## SERVING MULTIPLE FUNCTIONS

Streets not only provide transportation connections, they also offer amenities and serve as gathering spaces.

## GREEN INFRASTRUCTURE

Green Infrastructure elements can include LID techniques, street trees, and ecological restoration of the shoreline



**Potomac Avenue** Broad L'Enfant boulevard to serve as major gateway to the neighborhood and the stadium with wide sidewalks, double rows of trees, a vibrant streetscape, and outdoor seating

**Half Street** Central 'spine' of Buzzard Point and primary pedestrian link to neighborhoods between the north and the river via a linear park experience with shade trees and outdoor furnishings

**2nd Street** Connection to Fort McNair and to the river via designated Anacostia Riverfront Trail bike route to P Street

**East-West Streets** Smaller streets to offer access points to new development with smaller-scale, pedestrian amenities

## SUPPORTING SUSTAINABILITY THROUGH STREETS

In addition to providing physical connections within and beyond the neighborhood, streets within Buzzard Point must help improve the sustainability of Buzzard Point. LID measures will be implemented, per DDOT requirements on appropriate streets in order to capture and filter stormwater before it sheets off hard surfaces into storm drains and into the Anacostia River. This collection of stormwater minimizes the chemicals and sediment that would otherwise flow unabated into the river. The use of LID should be introduced, in particular, along Half Street, where existing utilities make the installation of new stormwater lines difficult. In addition, the LID measures provide an attractive streetscape with plantings and trees, reinforcing the concept of streets as inviting and functional public spaces.

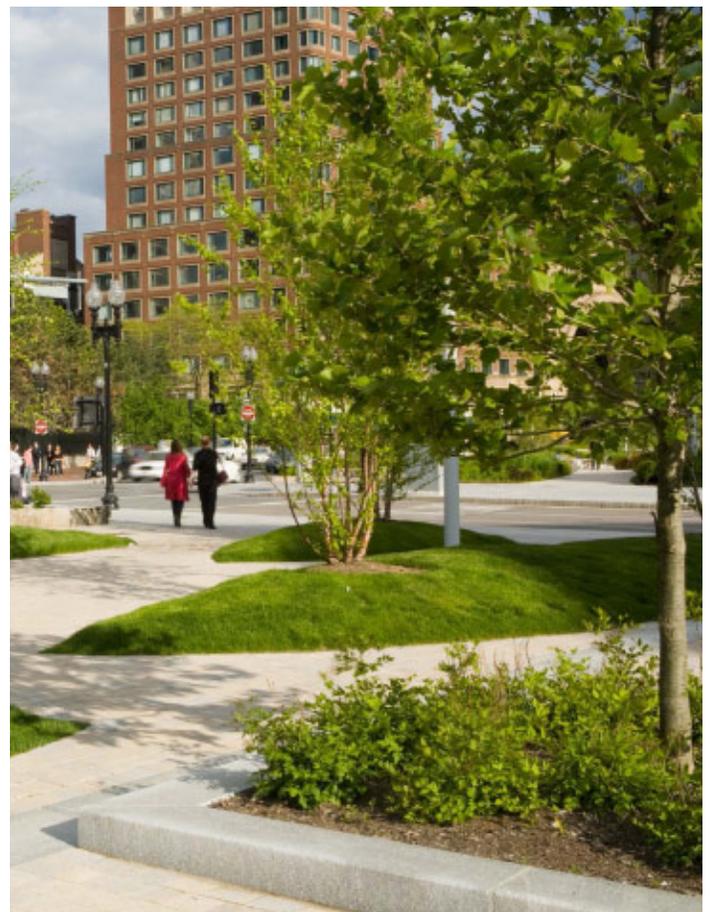


### STREETSCAPES

Low impact development (LID) streetscape elements provide environmental benefits, an attractive public realm, and pedestrian amenities.

## STREETS AS PARKS

Streets can function not only to carry vehicles and link locations, but also as park lands. For pedestrians using the streets as open space, features such as seating, tables, and robust vegetation can offer opportunities for a park experience. These spaces would also improve the pedestrian and cycling experience by animating streets, creating a tree canopy and plantings, and providing attractive infrastructure. Combined, these factors would transform what could be a simple link from the waterfront to the nearby community into a destination of itself.



### LINEAR PARKS

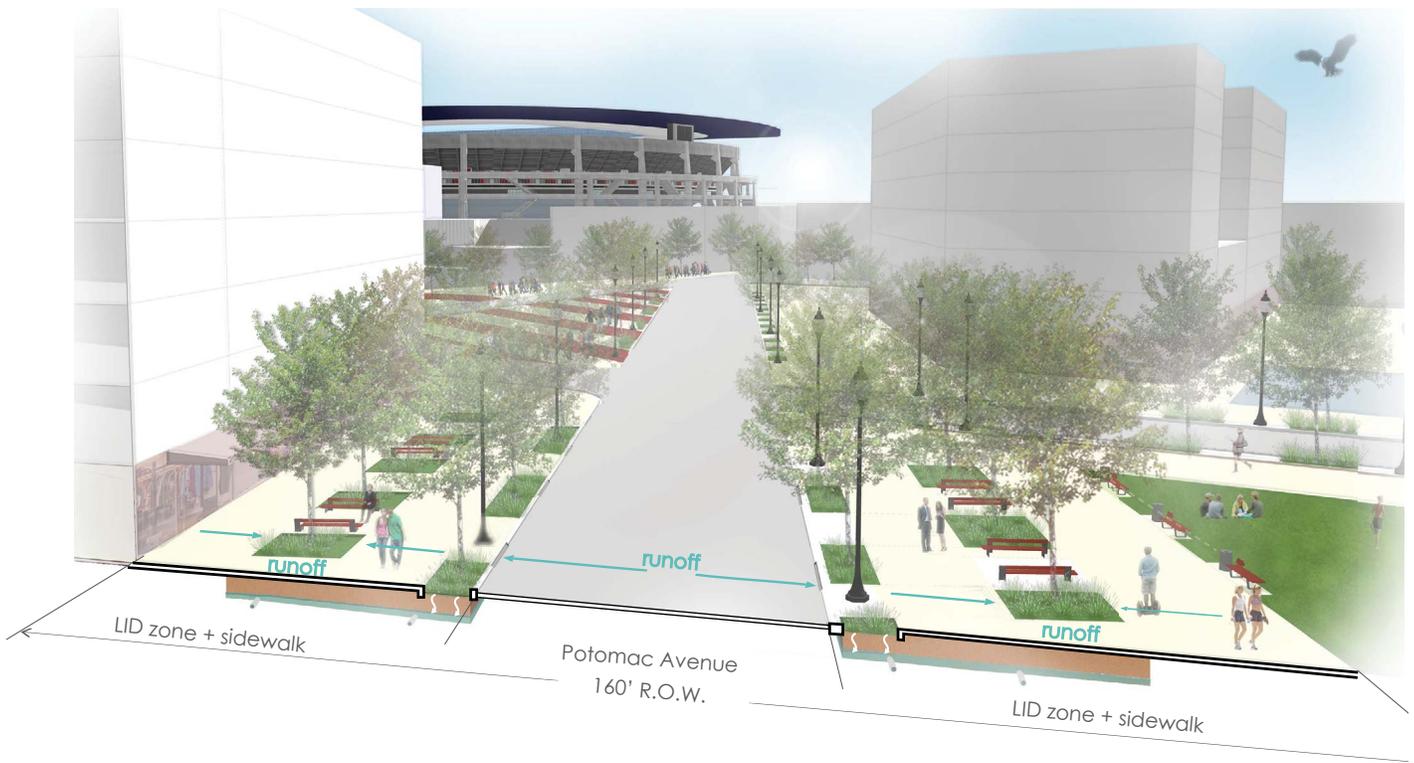
Linear open spaces can provide a park experience along a pedestrian corridor, offering both recreation and connectivity opportunities.

### POTOMAC AVENUE AS GATEWAY

Potomac Avenue is a grand boulevard and gateway connecting Buzzard Point through Oval Park to the Capitol Riverfront area. Outdoor dining opportunities, robust vegetation within the streetscape and links to the neighborhood identify the area as a primary node of activity. Anticipating game-day activity at the soccer stadium, the broad right-of-way offers opportunities for fluid, shaded pedestrian movement within sidewalks that range from 15 to 20 feet in width. The street should reflect Washington through its central cartway and an unbroken inner allee of uniform street trees, and it should exhibit a more local character along its edges, flanked by alternating open space and redevelopment that work in concert to create an inviting pedestrian experience. The streetscape should be designed to intercept its own runoff, filter and store it for passive irrigation or other beneficial use.

### FIRST STREET AS SERVICE CORRIDOR

First Street should provide necessary service and parking access to surrounding parcels and could be a conduit for future district-centric utility infrastructure. Additional street trees should be installed to emphasize potential pedestrian connections. In particular, north-south pedestrian access should be provided through the stadium site during non-event time periods near the First Street corridor.



POTOMAC AVENUE

### POTOMAC AVENUE PUBLIC SPACE

The broad right of way for Potomac Avenue connects the soccer stadium with Nationals Park and allows for a double row of trees and green infrastructure, as well as public gathering space

## HALF STREET AS SPINE

Half Street should serve as the main north/south street for pedestrian and vehicular movement, with a concentration of activity at its intersection with Potomac Avenue near the soccer stadium. Half Street would serve as the front door to the activity areas included as ancillary development on the stadium site. Trees and LID plantings would provide a shaded green experience, while amenities such as benches would reinforce the linear park concept. This route should offer 12 to 15-foot sidewalks to the waterfront from throughout Buzzard Point to connect the waterfront with the broader Southwest neighborhood. Particular attention must be given to the southernmost block of Half Street, where there is very little space between the existing roadway and the river's edge.

## 2<sup>ND</sup> STREET AS BIKEWAY

In addition to its role supporting vehicular traffic and capturing runoff along Buzzard Point's western edge, and consistent with moveDC and the AWI Framework Plan, 2nd Street will be a featured route for bicycles. A dedicated regional bicycle path should parallel the roadway to provide access to the Buzzard Point Stadium and to connect the Anacostia Riverwalk Trail northward to P Street and eventually to the Southwest Waterfront. The streetscape should include street trees in order to offer shade and augment the non-vehicular experience.

## EAST-WEST STREETS

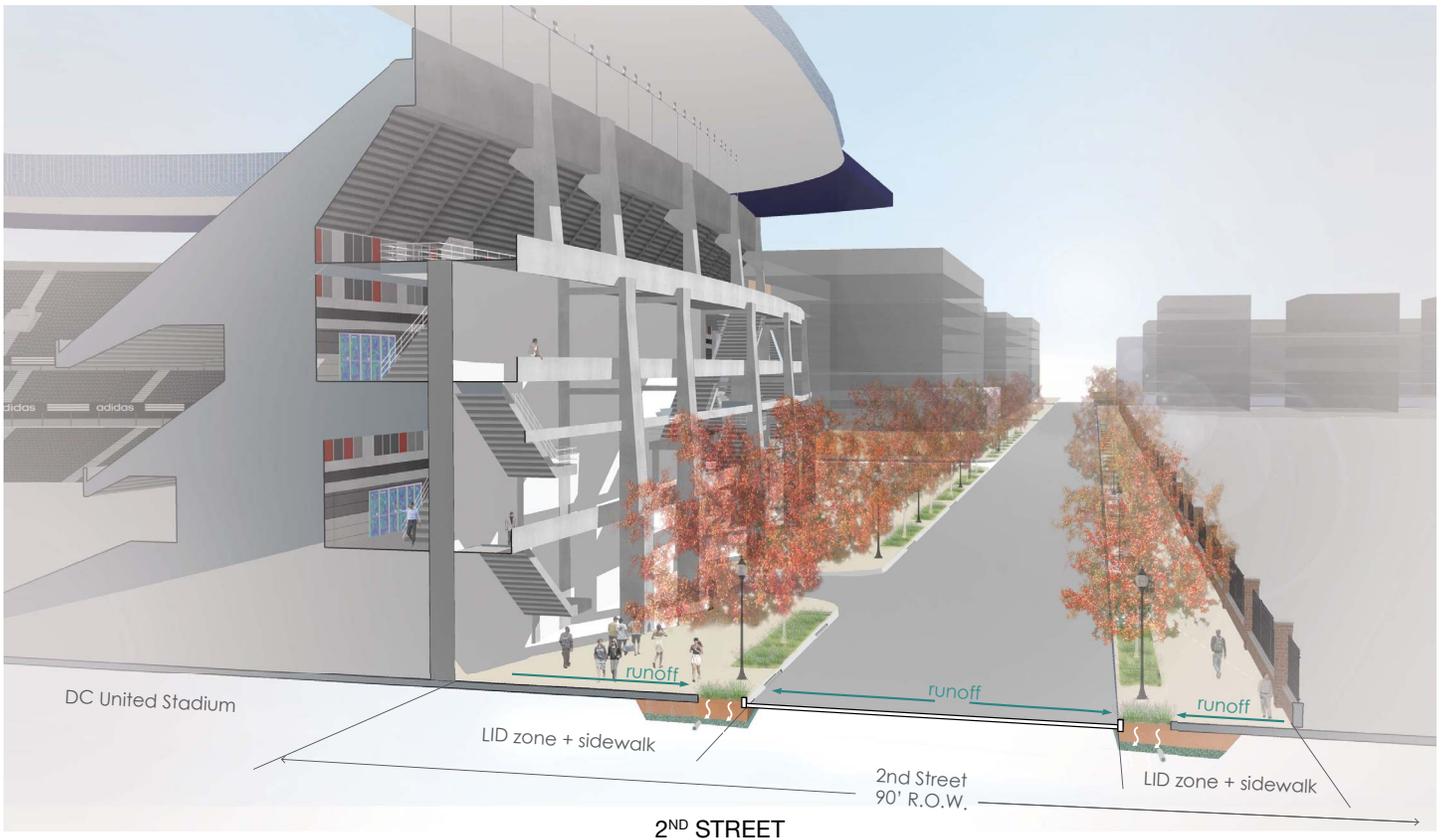
These shorter streets (R though V) should serve as local service points to new development, providing access to loading docks and possible underground parking facilities. Because they are one to three blocks in length and would carry limited traffic volumes, they can also accommodate pedestrians, within sidewalks that are 12 to 15 feet wide. They should remain open where possible to provide lateral connections within Buzzard Point for largely internal circulation.



HALF STREET

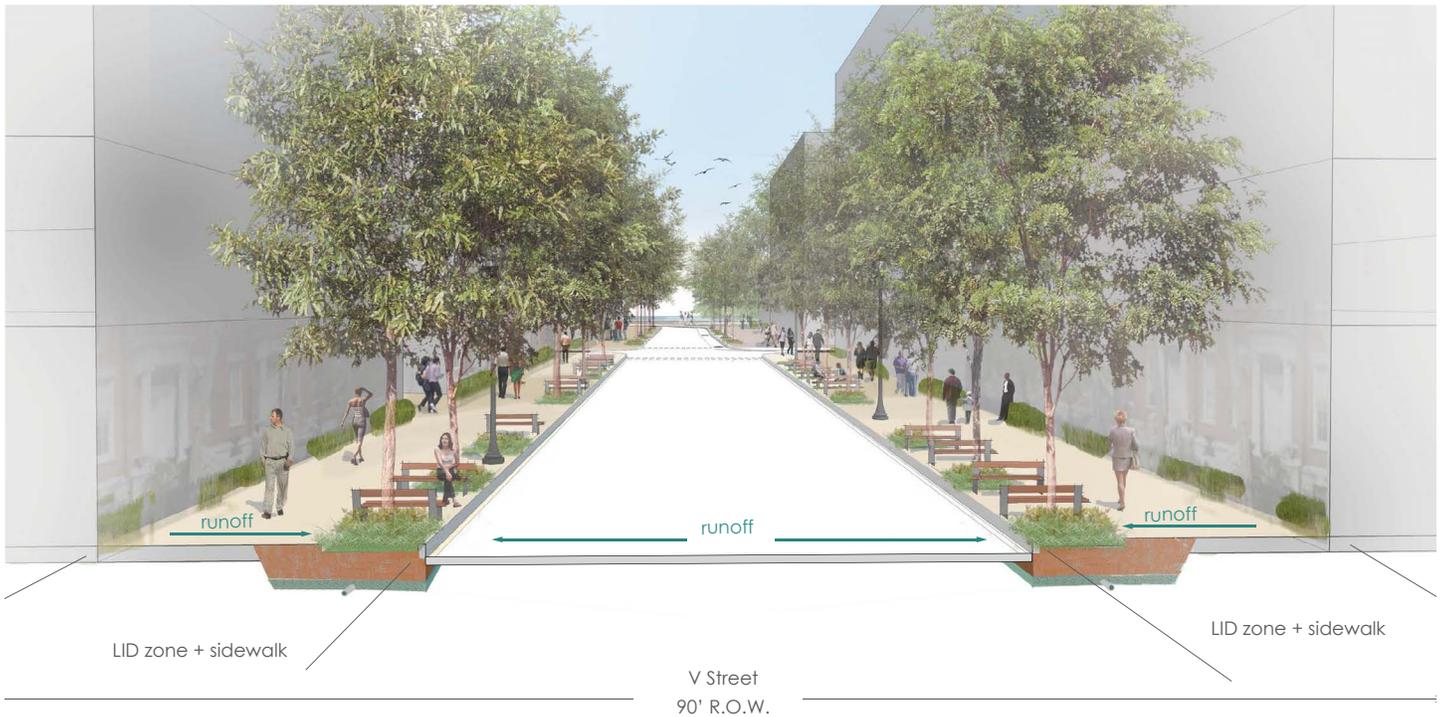
## HALF STREET PUBLIC SPACE

Half Street should be the central tree-shaded pedestrian route connecting existing and future neighborhoods with the Anacostia waterfront, and should be lined with state-of-the-art filtration and bioretention systems



**2<sup>ND</sup> STREET PUBLIC SPACE**

2nd Street should be a bike route within the Anacostia Riverwalk system and include state-of-the-art filtration and bioretention systems to take advantage of its lower topographical profile



**EAST-WEST STREETS PUBLIC SPACE**

**EAST-WEST STREETS PUBLIC SPACE**

Smaller, shorter east-west streets should be designed to accommodate service access and pedestrian amenities

# PARKS AND PUBLIC SPACES STRATEGIES

- **Oval Park** should be designed to acknowledge its role as a potential memorial site, consistent with the aesthetics plan for bridge project.
- **The open space within Oval Park** should be programmed with activities and events to ensure that it is used as a public park.
- **Buildings on parcels adjacent** to Oval Park should have entrances oriented toward the oval and should be located directly on the outer right-of-way line to frame Oval Park and establish an urban feel for motorists and pedestrians.
- **A waterfront plaza** should be established at the intersection of South Capitol and S Streets to provide an animated destination within Buzzard Point, that could serve as a retail node. Given that the rights-of-way and roadway segments at this location are truncated, features of the plaza could include a curbless street (designed with DDOT), a central fountain and outdoor seating, and connections between Buzzard Point, the stadium the river's edge, and the Capitol Riverfront area.
- **A public building**, such as the proposed maritime museum, should be located on the southern side of the waterfront plaza and should include a vertical element to mark the South Capitol Street axis.
- **The Anacostia Riverwalk** trail should extend from the Capitol Riverfront area through Buzzard Point and should continue the 75-foot waterfront esplanade established by the zoning code; where necessary, the Riverwalks should extend out over the water.
- **A series of waterfront open spaces** should be located along the Anacostia Riverwalk Trail where roadways terminate at the river's edge.
- **The design and character** of streets and adjoining public spaces should be scaled and treated to emphasize human use.
- **Half Street** should directly connect existing residential areas with the Anacostia River along a linear park-like setting of a continuous green space provided by consistent tree boxes, LID treatments, and other streetscape plantings; as the pedestrian spine of Buzzard Point, it should have 12-15' wide, tree-lined sidewalks and curb cuts should be prohibited, if possible. In addition, portions of Half Street south of U Street should be maintained and expanded to connect with V Street without creating a choke point.
- **Community elements** like street furniture, transit stops, bicycle storage, and light pole panels should be treated as signature features to provide a distinct identity for Buzzard Point.
- **Public art elements** should be integrated into prominent locations, such as gateway open spaces, visual landmarks, and waterfront nodes.
- **Healthy aquatic vegetation** should be inserted into the Anacostia River along the shoreline to soften the river's edge and clean the water.
- **LID measures**, such as permeable pavement, rain gardens, and/ or other infiltration systems, should be installed along north-south and key east-west streets to capture, detain, and filter stormwater runoff.
- **2nd Street**, as the north-south roadway with the lowest topographic elevation, should be the primary corridor for water collection and detention.
- **Street trees** should be installed along all roadways to increase the tree canopy of the Buzzard Point area and provide for shaded sidewalks.
- **Street tree wells** should be densely planted with urban-tolerant native or naturalized plantings.

05

# A WELL-CONNECTED TRANSPORTATION NETWORK

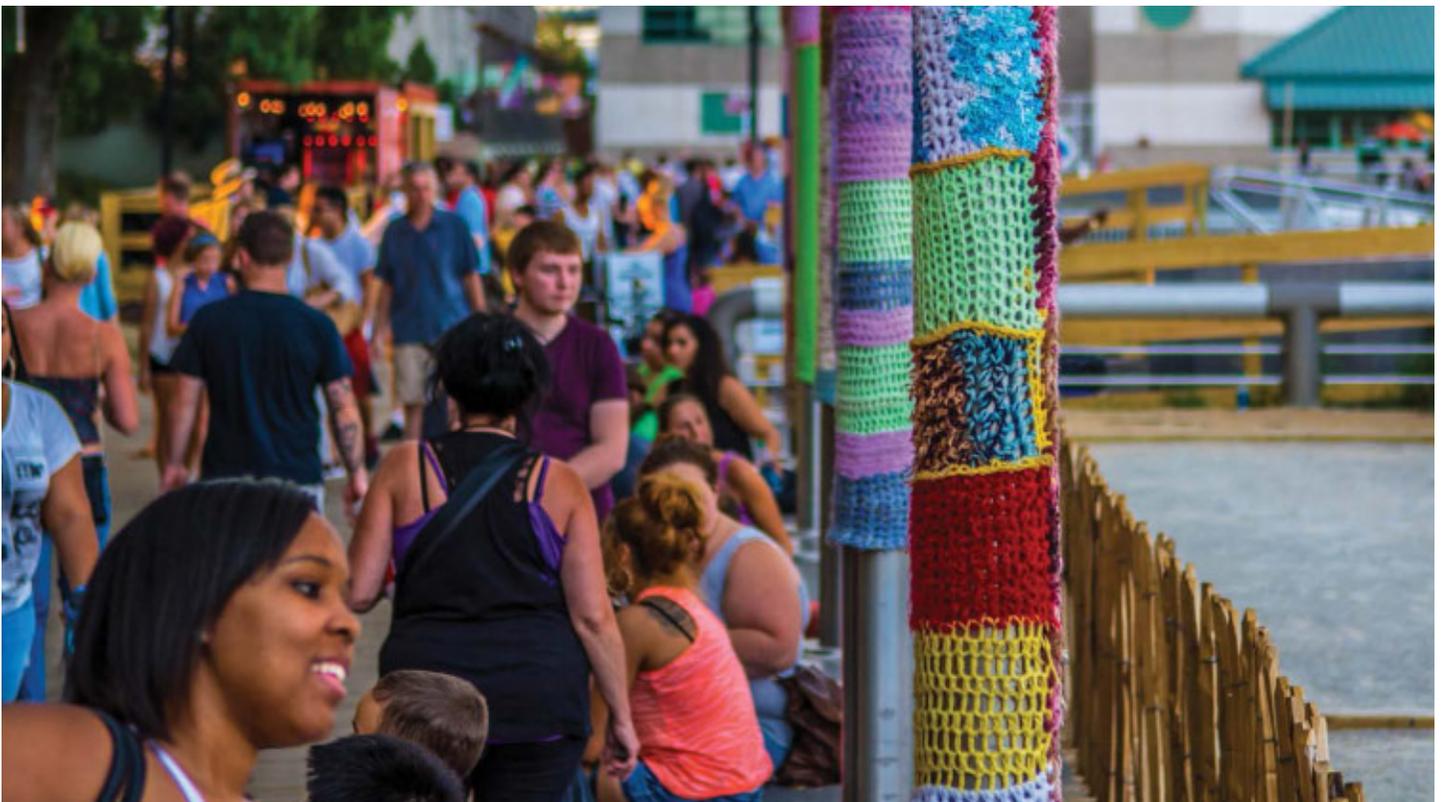


**SIDEWALKS, BICYCLES, AND TRANSIT ALL FACILITATE THE MOVEMENT OF PEOPLE  
THROUGHOUT BUZZARD POINT.**

## LINKING TRANSPORTATION OPTIONS

BUZZARD POINT HAS both excellent regional connectivity and poor internal connectivity. The area is served by many regional highways, including the SE/SW Freeway (I-695), I-395, I-295, and the Suitland Parkway. Major roadways near Buzzard Point include South Capitol Street, M Street SE/SW, P Street, 4th Street, and 1st Street SE. These streets provide excellent access to the regional network but local circulation is a considerable challenge. Buzzard Point's streets are ill-defined, frequently without curb and gutter or sidewalks. Roadways often are indistinguishable from the adjacent private property. No local transit service enters Buzzard Point; instead, bus and Metrorail service is available at M Street. Signage marks the Anacostia Riverwalk Trail along P Street, but no other provisions are made to orient or support cyclists.

In addition, existing PEPCO utility infrastructure prohibits full east-west connections along T and V Streets, as well as full circulation throughout the Buzzard Point peninsula. Due right-of-way limitations, the intersection of Half and V Streets is a chokepoint for circulation, both along the roadway and along the waterfront. Numerous metered parking spaces are available on 1st and 2nd Streets, while portions of many other streets scattered around Buzzard Point do not have parking restrictions. The inhospitable street infrastructure and disconnected circulation deter private investment and present safety concerns for pedestrians and bicyclists.



### COMPLETE STREETS

Multi-modal transportation networks link residents and visitors to destinations.

## GOALS FOR IMPROVING THE TRANSPORTATION NETWORK:

**Pedestrian.** Establish a pedestrian priority throughout Buzzard Point with ped/bike friendly intersections.

**Bike.** Provide a dedicated bicycle path along the riverfront and within Buzzard Point to extend and connect with the Anacostia Riverwalk trail.

**Transit.** Expand premium, branded transit service, connecting Buzzard Point to the Wharf via 2nd Street, or potentially to the Capitol Riverfront via Potomac Avenue and 1st Street.

**Auto.** Spread the flow of cars across a number of small networked streets rather than rely on a few arterials.

**Service Vehicles.** Restrict curb cuts and loading docks from critical north-south streets such as Half Street.

Movement of people in a variety of ways is a primary focus of the highly connected transportation network envisioned for Buzzard Point. For the transportation system to function in the compact Buzzard Point area, a variety of modes will be needed to accommodate the mobility of people within and beyond the neighborhood. Important elements include providing pedestrian amenities, such as crosswalks and shaded streets, offering dedicated routes and storage facilities to increase bicycle opportunities, and establishing transit service options in the area.

The creation of transportation options within Buzzard Points supports the redevelopment of the neighborhood in multiple ways. An attractive, connected pedestrian experience would be desirable for both residents and visitors, as would bicycle routes. Transit would help serve the compact, mixed-use development by moving large numbers of people in and around the neighborhood without clogging the roadway network with private vehicles. The result would be a walkable neighborhood offering multiple modes of transportation.



## SHARED USE

A shared-use path can be part of a multi-modal network that accommodates pedestrians, bicycles, transit, and automobiles.



**TRANSPORTATION MODES**

Buzzard Point should accommodate a range of transportation mode choices and connections.

# PROMOTING PEDESTRIAN AND BIKE USE

Buzzard Point should fully accommodate bicycles and pedestrians, allowing for easy access to the emerging neighborhood, consistent with existing District plans. The pedestrian network installed as part of streetscapes and trails could provide access to the riverfront not just for new residents and visitors to Buzzard Point, but also to current residents of nearby established neighborhoods.

The new Buzzard Point neighborhood vision would also be a safe and welcoming environment for bicyclists. Planned bicycle facilities, such as bike lanes and protected bike lanes, along 2nd Street and the southern portion of Buzzard Point, should serve as a continuation of the existing Anacostia Riverwalk Trail from P Street, providing overall connections around Buzzard Point. From areas to the northeast of Buzzard Point, Potomac Avenue would also incorporate bike facilities, as shown in the Anacostia Waterfront Initiative, and provide direct roadway access across South Capitol Street.

A new esplanade, to be built as part of the South Capitol Street Corridor project, will accommodate broad pedestrian flow along the river's edge, and will be consistent with the 75-foot dimensions of the Anacostia Riverwalk Trail at Florida Rock, except where this is not possible, such as near the intersection of Half and V Streets. Bicycle racks installed along sidewalks could allow cyclists to park with ease at their destination, while new Capital Bikeshare stations would provide another option to reach destinations.

These goals should be met through the following design principles:

- Sidewalks should be installed throughout the roadway system, providing safe and attractive conditions.
- The esplanade should facilitate east-west pedestrian circulation underneath South Capitol Street's Frederick Douglass Memorial Bridge, allowing pedestrians to avoid busy roadways and providing an attractive waterside experience.
- The Anacostia Riverwalk trail should continue from the Capitol Riverfront area through Buzzard Point and should extend the 75-foot esplanade established by the Florida Rock project.
- The primary pedestrian route from the Navy Yard Metrorail Station to the Buzzard Point stadium should be along Potomac Avenue until the South Capitol Street Corridor project is completed.
- Once the new bridge is constructed, an inviting alternative pedestrian route should be provided along the waterfront from 1st Street NE to S Street SW.
- Pedestrian routes should avoid the South Capitol Street Corridor area during construction.
- The re-opening of additional east/west connections, such as at T Street between 2nd and 1st Streets and U Street between 2nd and Half Streets.



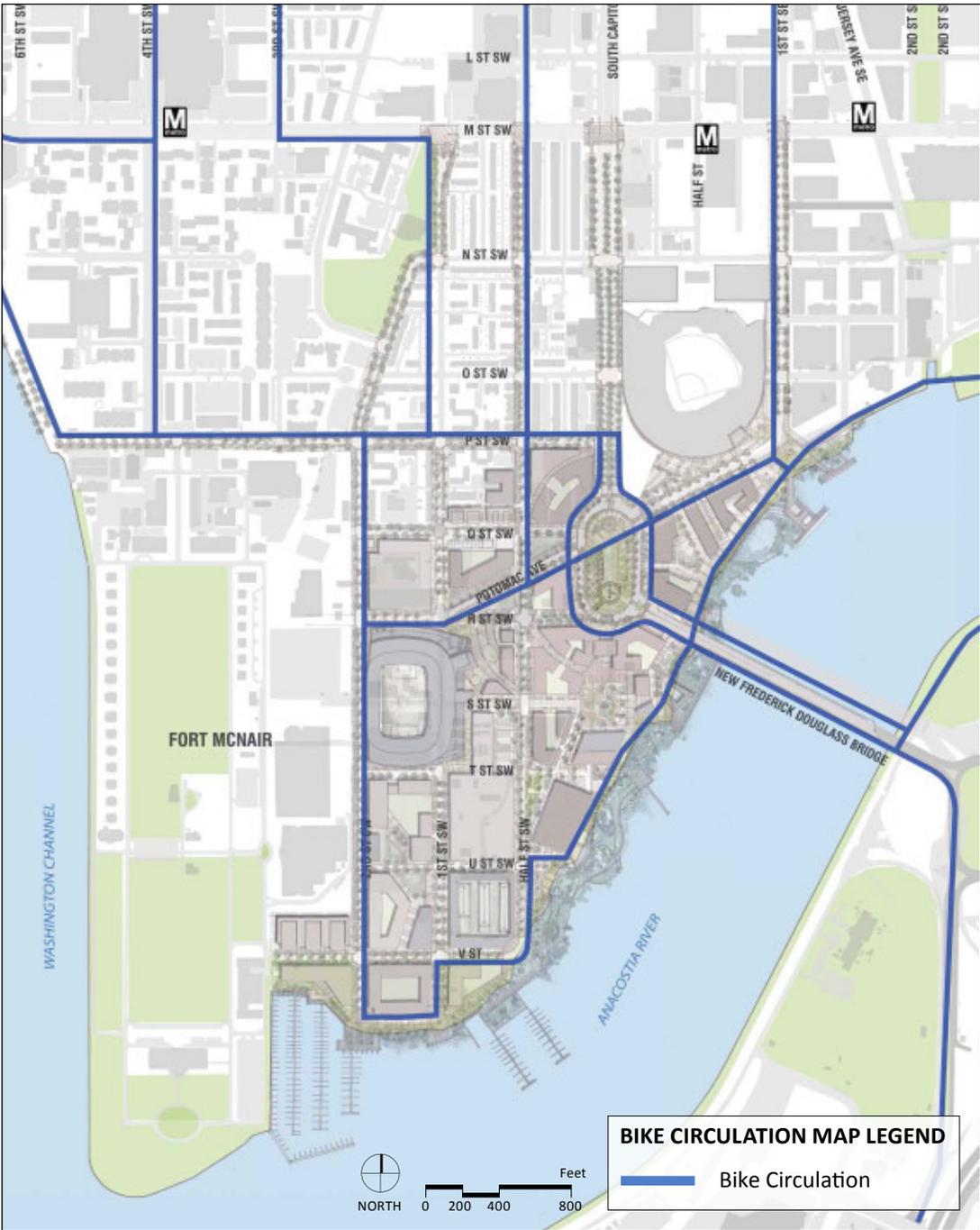
## BIKESHARE

The Capital Bikeshare system offers convenient bicycle access throughout the District



## PEDESTRIAN BRIDGE

A bridge can be a pedestrian amenity and serve as public art.



**BIKE ROUTES**  
 The redevelopment of Buzzard Point provides the opportunity to promote the bicycle connections and facilities identified in the moveDC plan.

# IMPROVING PREMIUM TRANSIT

While Buzzard Point may appear removed from existing rail and bus service, several transit improvements are planned for the southwest/southeast waterfront area over the next several years. DDOT's DC Circulator 2014 Transit Development Plan Update identifies extensions of three new Circulator routes that will service the Buzzard Point area. The Union Station-Navy Yard route will be extended to the Southwest Waterfront, a Circulator line between the Convention Center and the Southwest Waterfront may be established, and a new Circulator line will travel between Dupont Circle and the Waterfront Metro Station. While the new lines are not currently planned to extend south of M Street, there is a possibility to extend the lines in order to provide more direct access to the stadium.

In addition, as areas south of R Street lie over a half mile from the nearest Metro stations and bus routes, the extension of new transit services into the interior of Buzzard Point should be prioritized to coincide with major development south of R Street in order to reduce access challenges and vehicle trip generation. South Capitol

Street, Half Street, and 2nd Street should each be evaluated as potential transit corridors linking neighborhoods on either side of the Anacostia River as Buzzard Point and Poplar Point generate new activities and destinations. The moveDC plan has identified Buzzard Point as the terminus for two potential streetcar lines, one connecting to the northern reaches of the District (via Downtown) and the other connecting across the river to Anacostia in the south. Combined with the existing bus and rail services and new pedestrian amenities, Buzzard Point could be well served by transit options and easily connected with points throughout the city.

The *Buzzard Point Vision Framework* is intended to be flexible and to support streetcar development and operation, while recognizing that the implementation of the system at Buzzard Point would be several years away. Furthermore, the concept identifies several sites south of the stadium that could support streetcar operation facilities, such as a car barn.



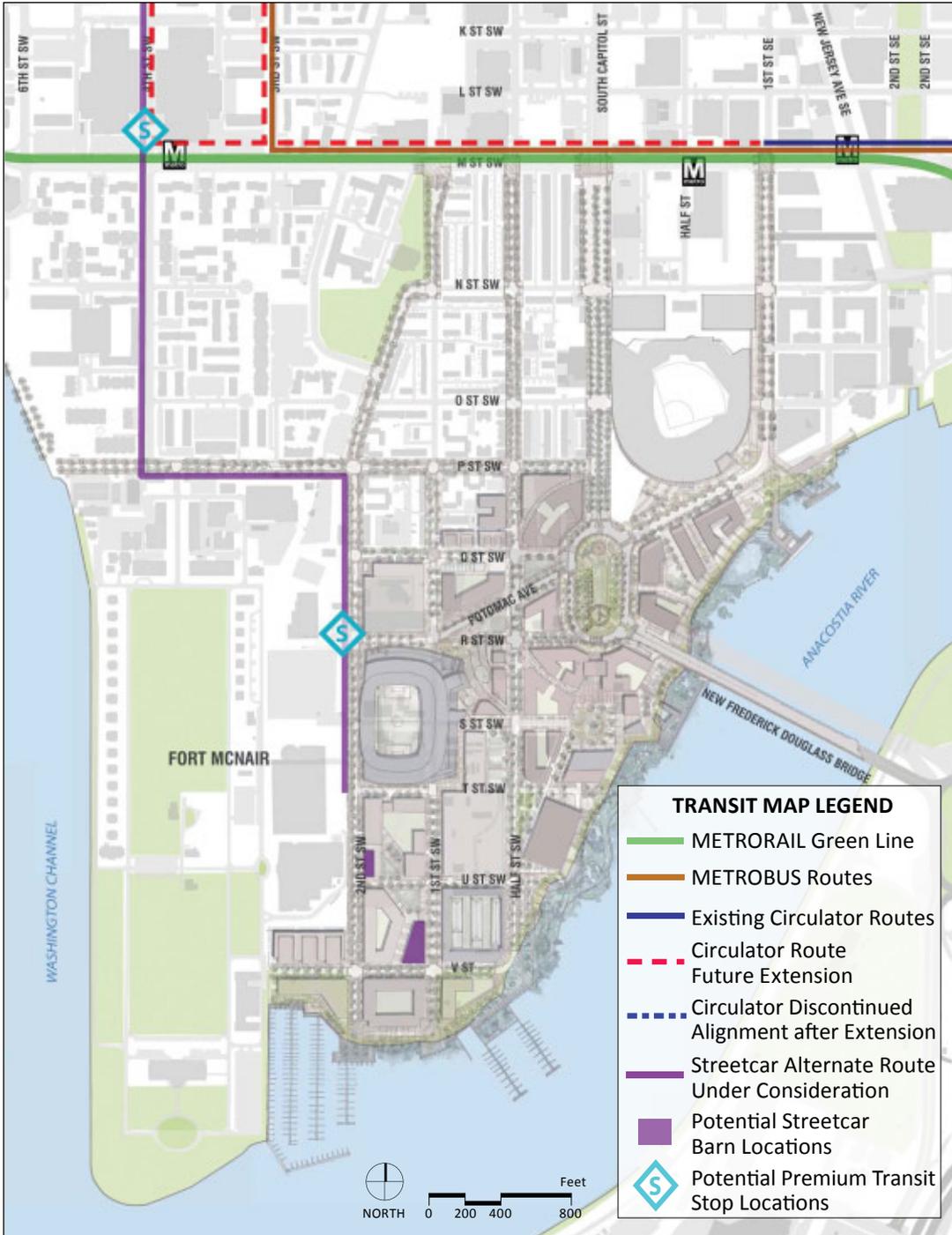
## TRANSIT CHOICE

A variety of transit modes can accommodate residents, workers, and visitors.



## TRANSPORTATION MODES

The DC Circulator can offer increased connections and access to other neighborhoods and transit.



**PUBLIC TRANSIT**  
 Multiple public transit services are available near Buzzard Point, with the potential for streetcar service within the area.

# DISPERSING TRAFFIC AND PARKING

The concept identifies a hierarchy of roadways to help avoid traffic spilling into existing Southwest neighborhoods while improving connections to areas beyond Buzzard Point, including Nationals Park and the Capitol Riverfront. To limit the number of vehicles entering Buzzard Point for stadium events, the stadium development will include only a limited number of parking spaces, primarily dedicated to DC United staff.

Streets within Buzzard Point should include curbside parking, which serves not only to provide easy access for vehicles, but also buffers pedestrians from moving cars and trucks. Expansion of performance-based parking management rules, such as those deployed successfully in the Ballpark District, could help to manage demand for parking, improve access, and encourage the use of travel modes other than the automobile.

The District and private property owners in Buzzard Point should reallocate existing right-of-way to accommodate not just vehicles, but also sidewalks and bicycle facilities, and coordinate to accommodate potential future transit alignments based upon the following principles:

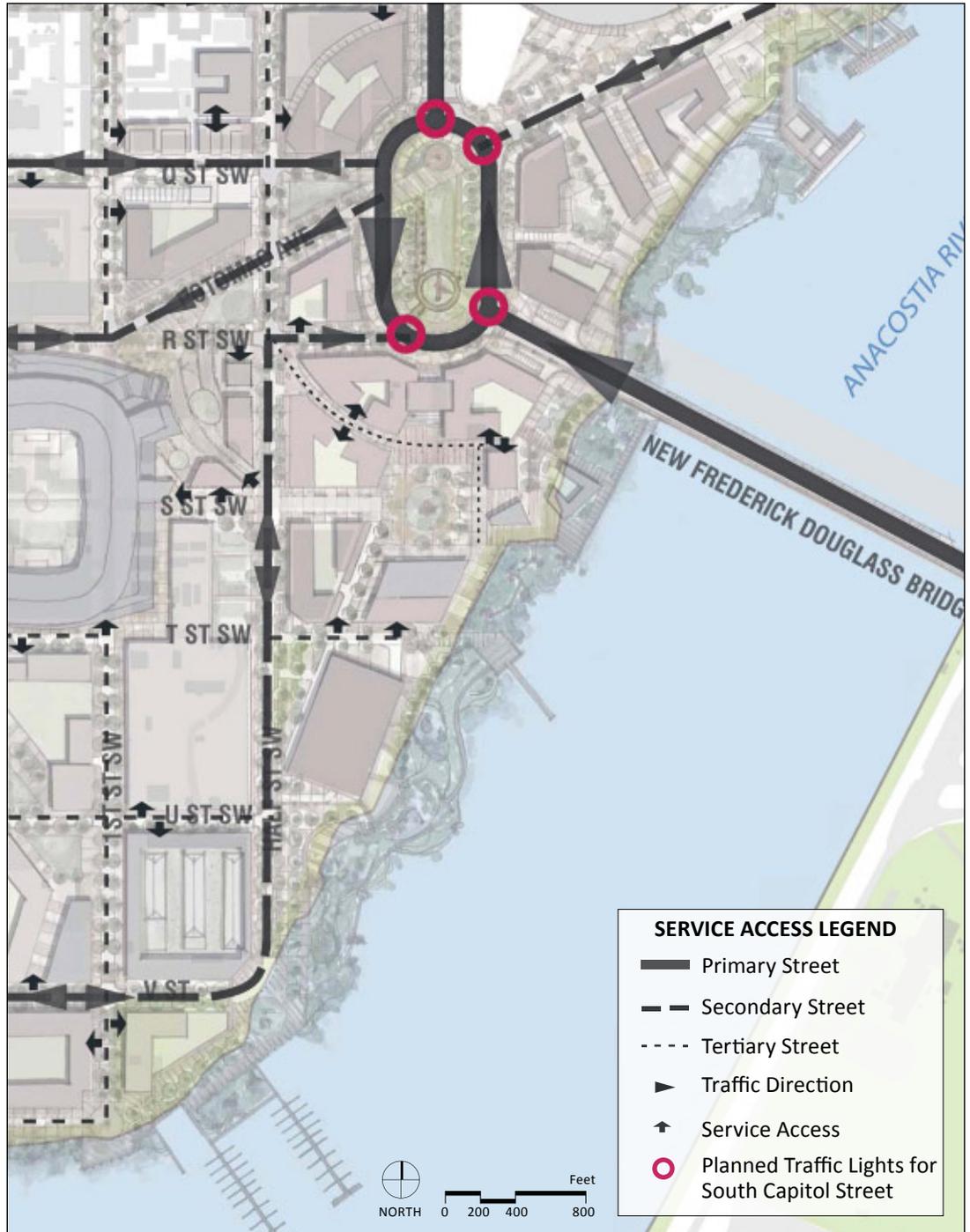
- The *Buzzard Point Vision Framework* anticipates that the physical connections and the streetscape conditions in the area and roadway infrastructure would be designed to DDOT green infrastructure standards and encourages unique streetscape elements at important locations as per the AWI transportation standards.
- The main street network should connect Buzzard Point primarily via Half and 2nd Streets and Potomac Avenue to South Capitol Street, allowing access to Nationals Park and to the Yards.
- The roadway circulation network in Buzzard Point should build upon the South Capitol Street corridor improvements and provide a loop of two-way streets.
- Streets should include curbside parking for convenient access and to shield pedestrians from moving vehicles.
- Connections to South Capitol Street should occur through the planned traffic oval; if possible, service access to the buildings immediately south of the oval should be shared off of an alley connecting to R Street.

- Half Street should be the central spine of Buzzard Point, providing critical access to the disconnected east-west streets; buildings should front on Half Street to enhance its primary position; curb cuts should not be permitted. Because of the potential for becoming a choke point, Half Street between U and V Streets should be expanded and the public realm should extend out over the water.
- Potomac Avenue should be a symbolic boulevard and serve as the primary entry point to the neighborhood.
- Previously closed streets should be reopened when possible, including U Street between Half and 2nd Streets, while other streets should be extended.
- Connections to the waterfront should be strengthened by reinstating portions of T Street.
- Secondary streets, such as Q, R, and S Streets, and portions of T Street, should provide opportunities for loading areas through a series of side streets and alleys.
- Loading docks and service access should be located in alleys or on less-visible side streets.
- The stadium development will include some limited parking and shared parking scenarios with proximate commercial development are encouraged.
- The District's development review process should explore the possibility of shared parking in new developments for uses that have different operating hours, and therefore parking needs and different times of day.
- The parking lots located to the north and east of Nationals Park should continue to be used for soccer stadium event parking.
- If providing parking, new development should include underground parking in order to maximize developable space within the building height maximums permitted by the zoning code.



**WATERFRONT PLAZA SERVICE ACCESS**

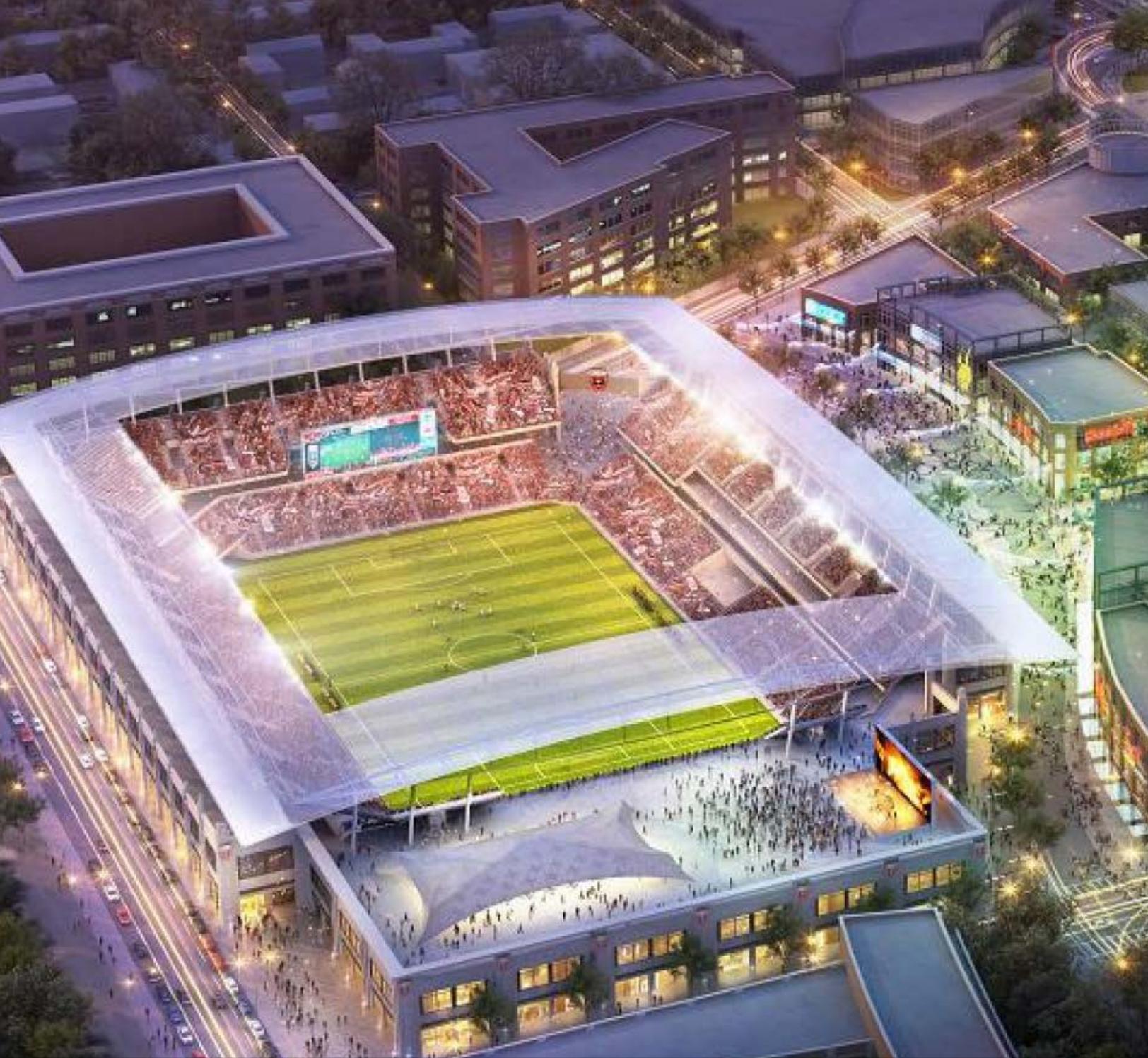
Waterfront Plaza includes an alley system and a flexible paved area to enable service access to the area.



# TRANSPORTATION STRATEGIES

- **Pedestrian and bicycle infrastructure** should be prioritized and intuitive wayfinding should be provided to maximize access to transit.
- **The primary pedestrian route** from the Navy Yard Metrorail Station to the Buzzard Point soccer stadium should be along Potomac Avenue until the South Capitol Street Corridor project is completed.
- **An inviting alternative pedestrian route** should be provided along the waterfront from 1st Street NE to S Street SW once the new bridge is constructed.
- **The South Capitol Street Corridor** project should be designed and constructed to accommodate a broad pedestrian esplanade along the river's edge; consistent with the dimensions of the Riverwalk at Florida Rock, the esplanade should be at least 75 feet wide.
- **The roadway circulation network** in Buzzard Point should build upon the South Capitol Street Corridor improvements and provide a connected loop of two-way streets with continuous sidewalks on both sides, if possible.
- **Pedestrian routes** should avoid the South Capitol Street Corridor area during its construction period.
- **Entities performing construction** in Buzzard Point – to include the soccer stadium project, the District Department of Transportation's (DDOT) South Capitol Street Corridor project, utility work, and private developments – should closely coordinate construction activities.
- **Public streets** will be designed to District (DDOT) standards; within those requirements, roadways should be a minimum of 40 feet in width and sidewalks should be a minimum of 12 feet in width.
- **Potomac Avenue** should be a symbolic boulevard and serve as the primary entry point to the neighborhood.
- **Half Street** should be the central spine of Buzzard Point, providing critical access to the disconnected east-west streets; buildings should front on Half Street to enhance its primary position; curb cuts should not be permitted; the roadway between U and V Streets should be maintained and expanded.
- **Loading docks** and building service access should be located in alleys or on less-visible side streets to minimize impacts on pedestrians and vehicular traffic.

# 06 NEW REGIONAL AND LOCAL AMENITIES



RENDERING OF THE PROPOSED DC UNITED SOCCER STADIUM.

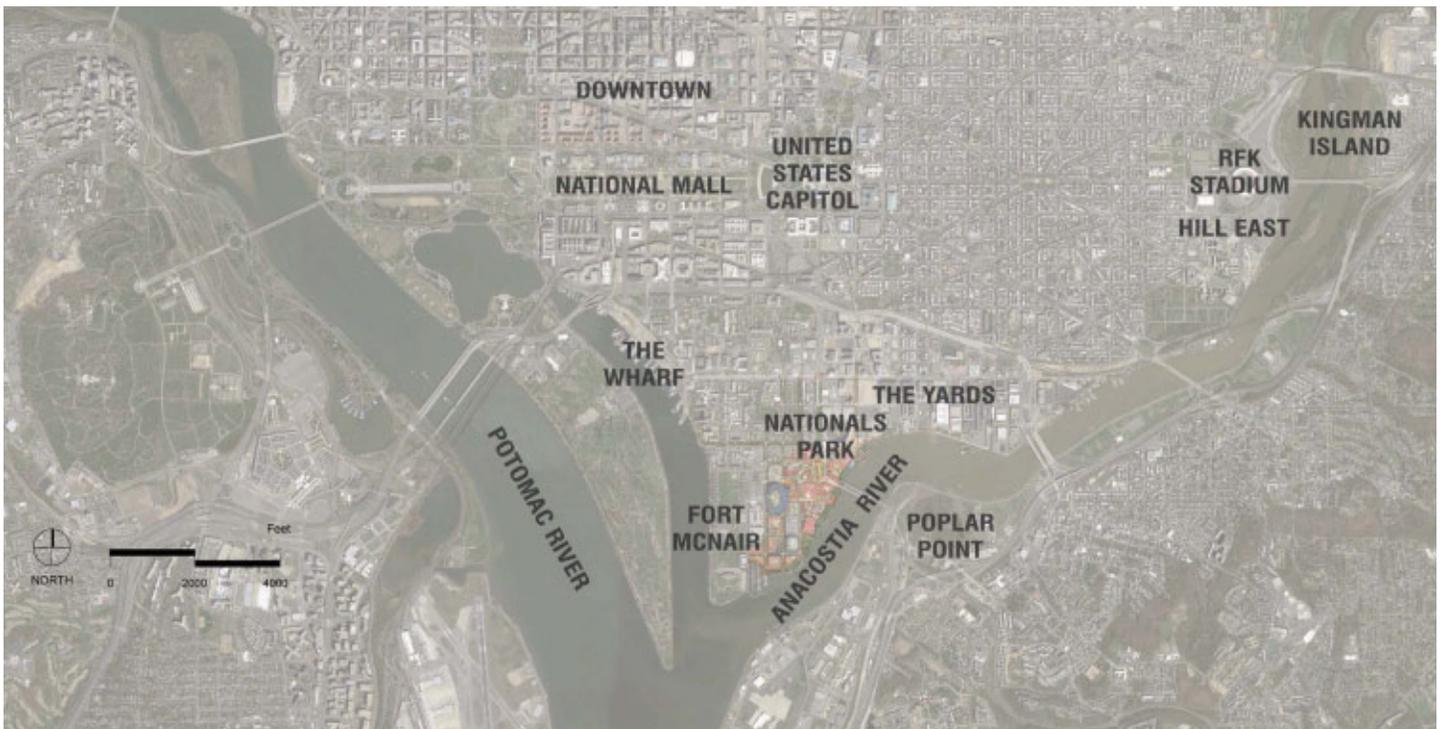
## BUILDING ON NEW AMENITIES

SEVERAL NEW PROJECTS are planned for the Buzzard Point area to catalyze its long-awaited economic revitalization and overcome its isolated, industrial character. The primary new public investments include the \$600 million Phase 1 replacement of the South Capitol Street bridge and the proposed \$300 million DC United soccer stadium. The Wharf, The Yards, the PEPCO waterfront substation, Florida Rock, and Poplar Point are nearby developments that have the potential to create synergies with Buzzard Point.

Within this context the District should act as the master developer, plan the common infrastructure, and coordinate public and private actions. While facilitating capital projects in the short-term, the District should ensure that long-term improvements are not precluded.

Several new projects in the vicinity of Buzzard Point influence the development recommendations within this vision framework:

- Buzzard Point Soccer Stadium
- South Capitol Street Corridor Project
- Waterfront Development Projects



### REGIONAL AMENITIES

Buzzard Point is one of a series of regional projects and destinations existing or currently underway in the District.

# THE BUZZARD POINT SOCCER STADIUM

THE SOCCER STADIUM WILL SERVE AS A CATALYST for the redevelopment of the Buzzard Point area, replacing current industrial and parking functions located at the site presently. The stadium is anticipated to host approximately 40 events per year, helping to enliven the Buzzard Point area, and will be the home for Washington's Major League Soccer franchise, DC United. Although the design of the stadium is in its preliminary stages, the following elements are anticipated as part of the development:

- Approximately 20,000 seats
- Approximately 300 parking spaces for stadium staff
- Physical site improvements, including modification, relocation, and improvements to the existing infrastructure; connection of new utility services and communication lines; and site drainage and landscaping
- Ancillary retail development

The proposed soccer stadium will include an outdoor venue suitable for soccer and other events; an open-air plaza suitable for pre-game gatherings; parking; and ancillary commercial development. The 20,000-seat stadium would be oriented north-south on the western portion of the site along 2nd Street between R and T Streets. The primary entrance to the building would be from the northeast corner of the stadium near the intersection of Potomac Avenue and R Street. Visitors coming from S Street would be diverted at Half Street toward this main entry plaza. Secondary entrances would be on the eastern portion of the building north of the S Street axis, and on the western portion of the building from 2nd Street. Delivery and parking access would be available via S Street or through a driveway access point at 1st and T Streets.

As mentioned above, the main stadium entrance will likely be at the terminus of Potomac Avenue, which links Buzzard Point to the Capitol Riverfront area and The Yards. This entrance offers the opportunity to have a signature open space, with an entry plaza and connecting features to Oval Park. The stadium entrance could feature a plaza that would be used for pre-game gatherings, open space during non-event days, and potentially retail kiosks. Similarly,



## SOCCER STADIUM

The Buzzard Point Soccer Stadium can serve as a catalyst for redevelopment within Buzzard Point.

north-south pedestrian access (near the current 1st Street alignment) will also be available at the site during non-game day to provide north-south connections through Buzzard Point.

Commercial development is planned along Half Street, north of S Street within the site. It is anticipated that the development would likely include a mix of uses and consist of buildings with a variety of heights. The uses would likely support the stadium experience, such as restaurants or specialized retail. The use of a portion of the commercial space as a limited-service hotel would also be considered.

As part of its agreement with DC United, the District will upgrade the site-adjacent streetscape and that of Potomac Avenue between the site and South Capitol Street. It is anticipated that the streetscape along R, 2nd, T, and Half Streets would include sidewalks, landscape buffers, and stormwater management facilities. Along Potomac Avenue, the sidewalks would be lined with landscape buffers and stormwater management facilities.



**EXISTING CONDITIONS FOR DC UNITED**  
RFK Stadium, as seen from above (1988), currently serves as DC United's home venue.



## **SOCCERPLAZA**

The public space plaza at the new soccer stadium can act as a gathering space before and after games, as well as other times of the year.

## COMMON OBJECTIVES FOR THE SOCCER STADIUM

Relationships between the DC United soccer stadium and its ancillary development and adjacent public realm are critical to establishing the future vibrancy and identity of Buzzard Point. The stadium's programmatic amenities and associated physical design should engage and enliven the public realm daily; connect to the new and existing neighborhood; serve as a catalyst for new, mixed-use development; be environmentally sustainable; and help provide improvements for circulation and transit within the area. In order to help achieve these goals, the following design parameters offer guidance to leverage the soccer stadium as a contributing amenity to Buzzard Point.

### STADIUM ARCHITECTURE

- Design the stadium as a primary civic feature that reflects the identity, atmosphere, and history of Buzzard Point
- Focus the stadium externally so that it relates to adjacent streets with a sense of engagement and activation
- Comply with existing applicable zoning regulations regarding mass and scale that permit a maximum building height of up to 100 feet
- Create a dialogue between the Buzzard Point Soccer Stadium and Nationals Park along Potomac Avenue; this could be accomplished through an iconic pylon, similar scale, or an element of the materials
- While the treatment does not need to be equivalent, ensure a street-level presence on all sides of the stadium; avoid dead zones or the appearance of a 'back' side of the stadium
- Support and enhance the daily experience of Buzzard Point through the visual exposure, porosity and openness of the stadium
- Provide an exciting nighttime presence that complements adjacent development

### SITE/URBAN DESIGN

- Locate a signature, central plaza near Potomac Avenue and the main entrance to the stadium
- Establish the central plaza as an inviting and vibrant destination during non-event days
- Ensure that the plaza is human-scaled, supports flexible use by diverse groups at varying times, and addresses fixed, interim, and temporary activities.
- Allow north/south pedestrian access through the site, including the plaza and 1st street corridor, during non-event time periods

- Achieve site porosity to allow for intuitive, animated pedestrian connectivity through the ground floor space of the ancillary development to encourage pedestrian access to the plaza from adjacent streets, especially Half Street and S Street
- Provide sidewalks adjacent to the stadium that are shaded, appropriately scaled, and treated as linear public parks

### VIEWS/AESTHETICS

- Strengthen views down L'Enfant Streets, especially along Potomac Avenue and S Street, with elements that acknowledge and accentuate the vistas
- Fit within the contextual neighborhood fabric and respect the local skyline, but be expressive and energize the immediately adjacent streetscapes
- Evoke the history of Buzzard Point through design elements and materials
- Offer views from the stadium to key icons in the District, such as the U.S. Capitol and the Washington Monument
- Utilize high quality, durable materials that weather well and speak to the past and future identity of Buzzard Point,

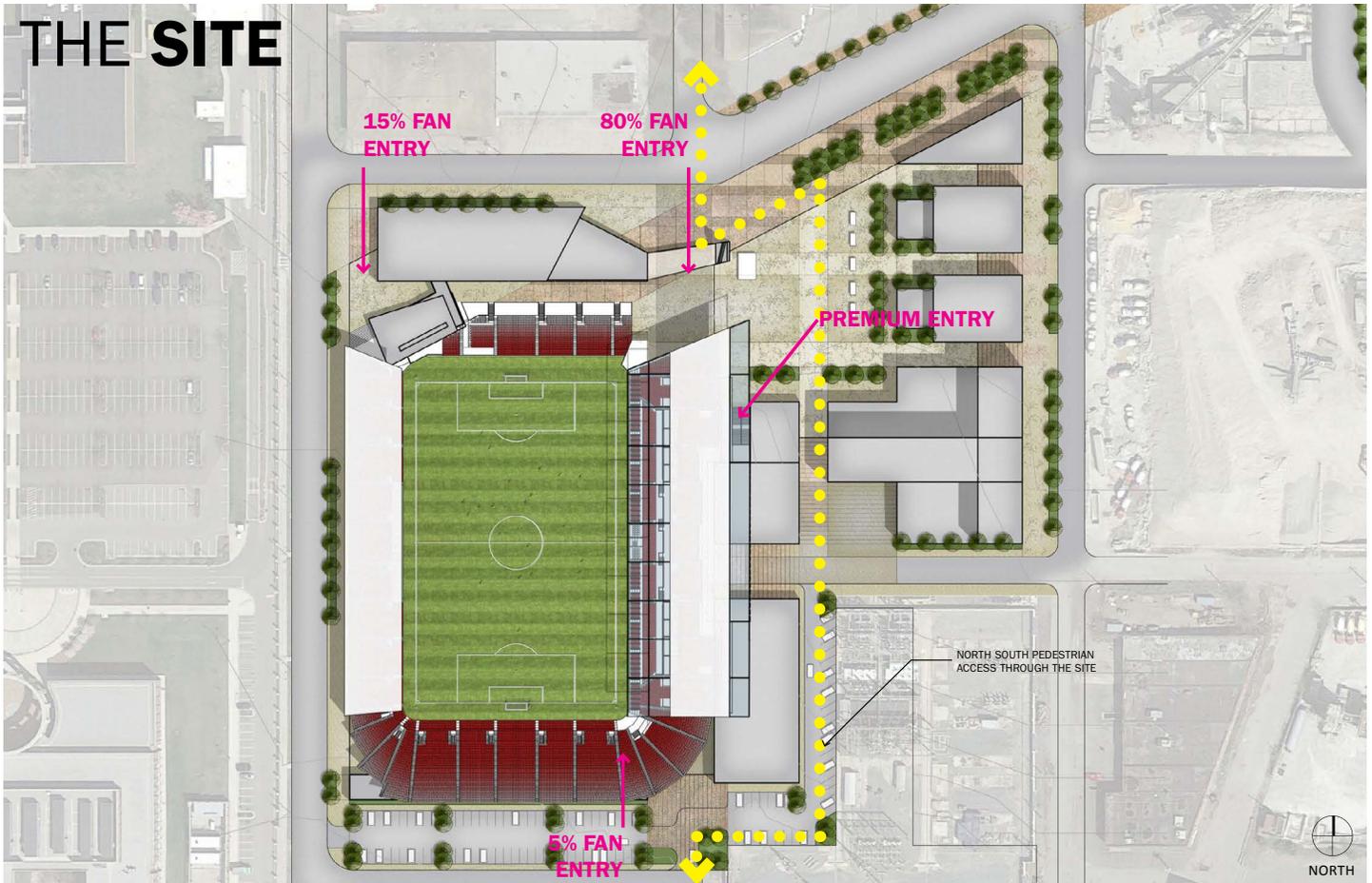
### SUSTAINABILITY INFRASTRUCTURE/UTILITIES

- Construct the stadium as a high-performance building that maximizes on-site energy generation opportunities while minimizing stormwater runoff, waste, and energy use.
- Achieve net zero or net positive energy during non-event days that can benefit adjacent development
- Seek to achieve net zero water and net zero stormwater on site
- Configure delivery, waste disposal, and visitor operations to minimize resource consumption
- Protect the existing critical utility lines that transverse the site within the First Street right-of-way

### VEHICULAR/TRANSIT/SERVICE ACCESS

- Accommodate two-way vehicular traffic on adjacent streets
- Avoid full-time dedicated surface parking on private parcels to the extent practicable
- Encourage primary transit stops along 2nd Street
- Locate service access away from the plaza and toward the south end of the stadium (via T Street, if practicable)
- Enclose or screen service loading docks to minimize their visibility when not in use

# THE SITE



## Soccer Stadium Preliminary Site Plan

The preliminary site plan for the soccer stadium illustrates an open plaza next to Potomac Avenue at the northwest corner of the stadium and indicates north-south pedestrian access through the site when the site is not closed for an event.

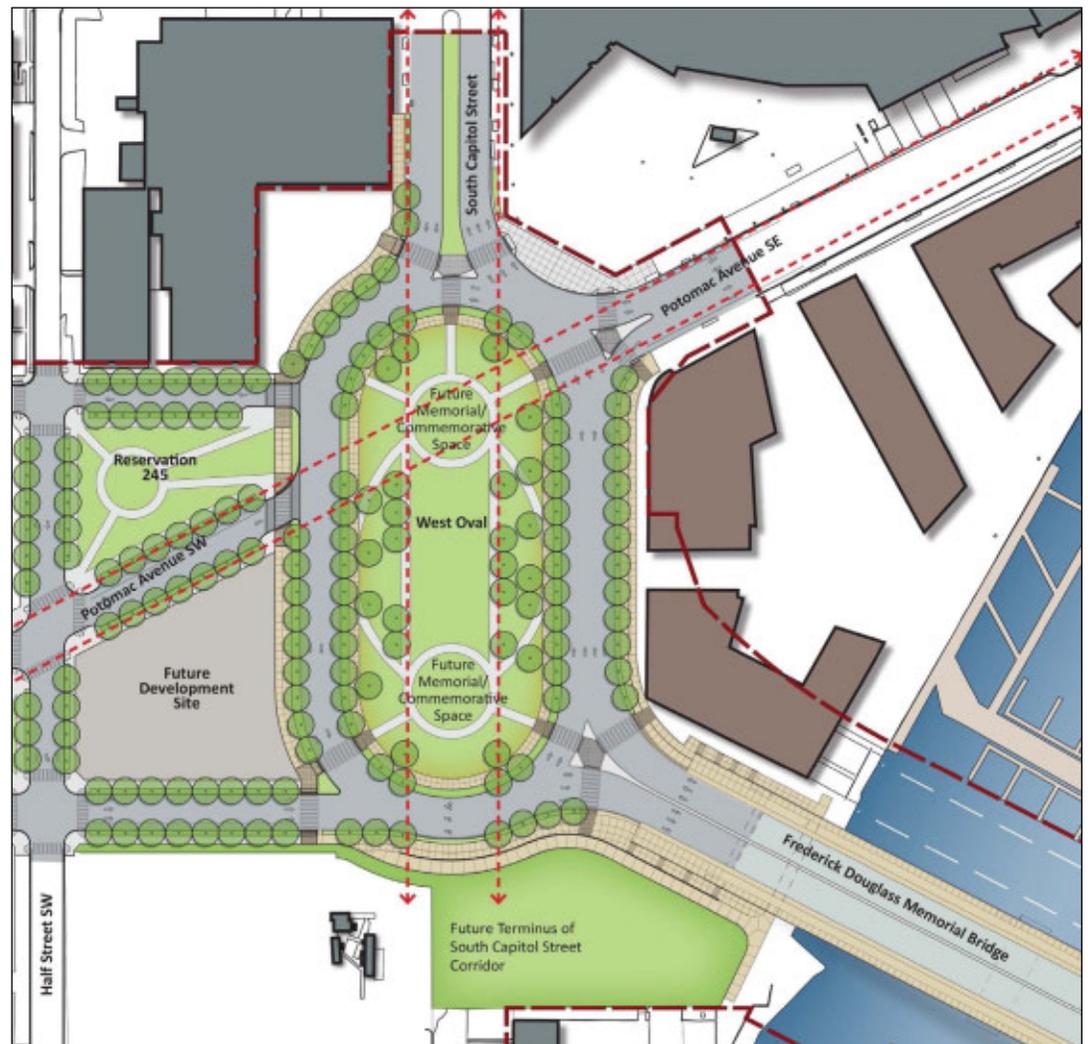
# SOUTH CAPITOL STREET CORRIDOR AND BRIDGE PROJECT

THE SOUTH CAPITOL STREET CORRIDOR PROJECT is intended to realize the vision set in the L'Enfant Plan and to facilitate ongoing efforts in the Anacostia Waterfront Initiative (AWI) area by transforming South Capitol Street from an expressway to an urban boulevard and gateway to the District's monumental core. This project will address mobility and accessibility through the creation of safer access points to transit stops and activity centers in the corridor. The project will also improve pedestrian and bicycle facilities throughout the corridor.

The South Capitol Street Corridor Project includes the replacement of the Frederick Douglass Memorial Bridge and transformation of the city's southernmost entrance into a grand urban boulevard. It

is one of a series of transportation, environmental, economic, community and recreation projects included in the District of Columbia's larger AWI Program. The elements of the first segment of improvements along the Anacostia River and the land areas immediately on the east and west sides of the river include the following:

- The replacement of the Frederick Douglass Memorial Bridge with a six-lane, fixed-span bridge that is aligned parallel with the existing bridge
- Staircases and Americans with Disabilities Act (ADA)-compliant ramps that connect the bridge to the Anacostia Riverwalk Trails on the north and south sides of bridge



**SOUTH CAPITOL STREET CORRIDOR PROJECT**  
The South Capitol Street Corridor Project will include an oval park as a central open space feature.

- New West traffic oval connecting South Capitol Street to the new bridge, Potomac Avenue, Q Street SW, and R Street SW
- New East traffic oval connecting South Capitol Street and Suitland Parkway to the new bridge, and providing access to Anacostia Park

The South Capitol Street corridor serves a major commuting population and functions as a gateway into the District’s monumental core and as a regional connection to Buzzard Point. The South Capitol Street Corridor improvements to roadways and public realm will transform the corridor from busy expressway into a walkable and people oriented area with a focus on corridor and waterfront activity.

The project will also improve the aesthetic quality of the corridor, which functions as a gateway to the Capital for foreign dignitaries and visitors from Maryland and other parts of the Mid-Atlantic Region. The improvements will create a tree-lined boulevard and reestablish and rejuvenate pedestrian corridors and facilitates.

The South Capitol Street Corridor Project will link neighborhoods through improved access to businesses and parks for both residents and visitors.

The project will improve access to waterfront areas east and west of the Anacostia River, including Poplar Point and Buzzard Point, Historic Anacostia, and near Southeast and Southwest neighborhoods. Many of the communities located east and west of the Anacostia River have been disconnected from each other due to a lack of continuous safe bicycle and pedestrian routes, and structural barriers.

Within Buzzard Point, a traffic oval will create a new public open space amenity and connect South Capitol Street, the new bridge, Potomac Avenue, Q Street, and R Street. With the new South Capitol Street traffic oval, Buzzard Point is poised to become a gateway to Southeast and Southwest Washington, DC. Preliminary engineering and right-of-way land acquisition are underway and final federal environmental approval is expected in 2015.



**SOUTH CAPITOL STREET CORRIDOR PROJECT**

Buzzard Point lies near other recent and ongoing infrastructure projects, including Nationals Park and the South Capitol Street Corridor Project.

# WATERFRONT DEVELOPMENT PROJECTS

## THE WHARF

The Wharf is a mixed-use development, currently under construction on 27 acres of land and more than 50 acres of water stretching from the Municipal Fish Market to Fort McNair in Southwest DC. The Wharf is situated on the Potomac River, along the historic Washington Channel, and a short distance from several national monuments. The Wharf will create a new waterfront neighborhood that introduces 3.2 million s.f. of development to Southwest DC. The project anticipates 1,350 new residences, 325,000 s.f. of restaurant and retail space, 900,000 s.f. of office space, and approximately 675 new hotel rooms. In addition, 500 boat slips will be added. Wharf Hall, a 5,000-seat facility for live music and cultural events, will offer a new attraction to the area. It is anticipated that new development will be open in 2016.

## THE YARDS

Located along the Anacostia River in Southeast DC within the Capitol Riverfront district, The Yards is expected to feature 5.5 million square feet of development and recreation space upon completion. The Yards, which is located within walking distance of Capitol Hill and Nationals Park, will offer 2,700 residential units, 1.8 million square feet of office space, and 300,000 square feet of retail, restaurants and services. Among the development is the adaptive reuse of several historic buildings, complementing the new development to create a new eclectic, urban, riverfront neighborhood experience.



## ONGOING PROJECTS

Ongoing projects that provide direct connections to Buzzard Point include The Yards, the Capitol Riverfront, The Wharf, and the South Capitol Street and 11th Street Bridges.

## RIVERFRONT (FLORIDA ROCK)

RiverFront is a development along the Anacostia River in Southeast DC in the Capitol Riverfront totaling 1.1 million s.f. of residential, commercial and retail space. Plans call for 600 total residential units, 325,000 s.f. of office space, 50,000 square feet of retail and 325 hotel rooms. The waterfront esplanade and associated three public areas will provide open space, including areas for sporting event crowds, as well as link to the South Capitol Street Corridor Riverwalk Trail.

## PEPCO WATERFRONT SUBSTATION

PEPCO is developing plans for its Waterfront Substation, which will be located on the block bound by Q, R, 1st, and 2nd Streets SW. The distribution substation is being proposed in to support existing customers and planned development in the Capitol Riverfront and Southwest Waterfront areas, as well as to replace existing aging infrastructure. The historic Dent House, located on the same block, will remain. The intent is to blend the new facility into the future fabric of Buzzard Point, including the placement of art on the property. The project is currently under review by the District of Columbia.

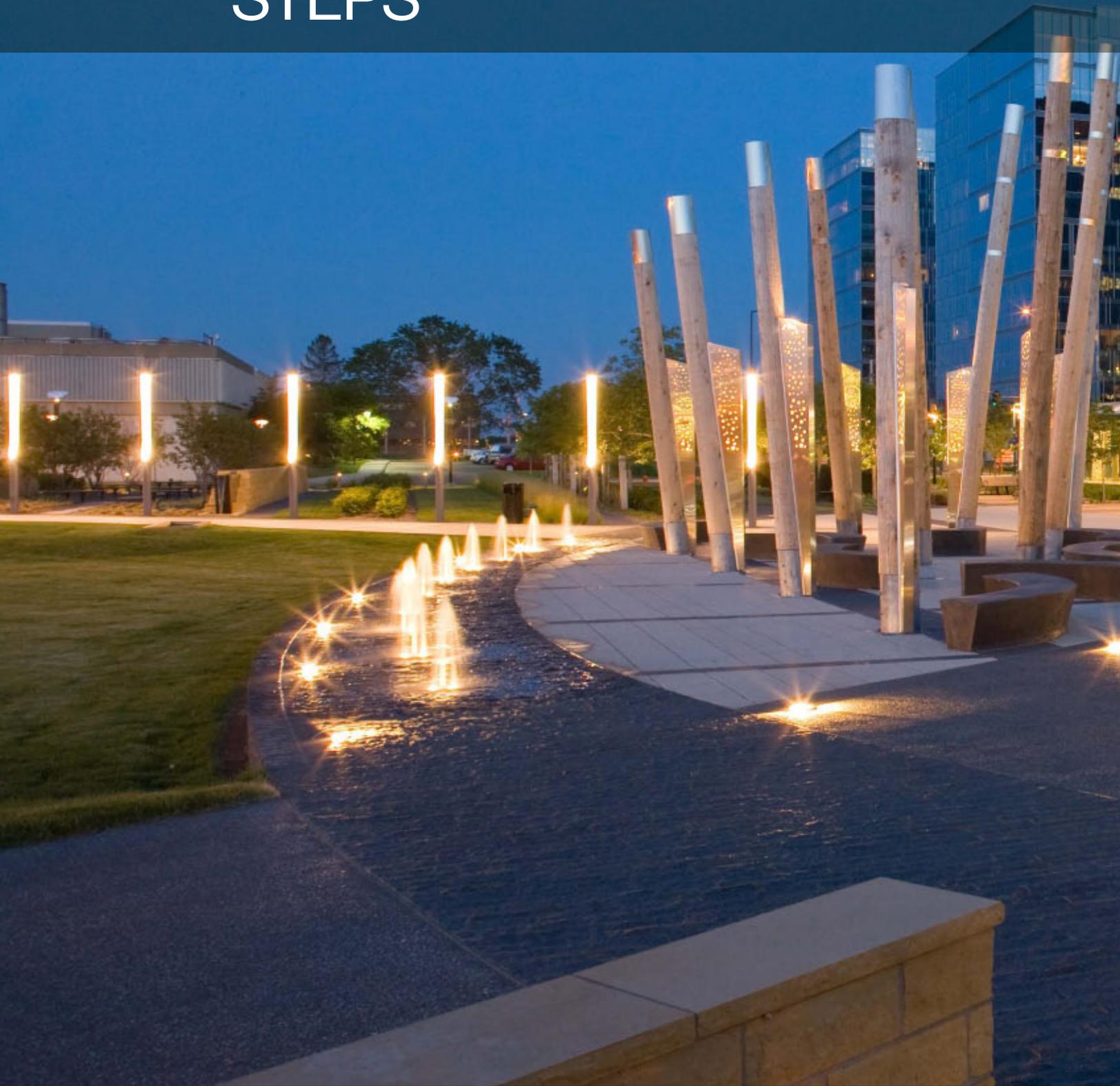
## ANACOSTIA RIVERWALK TRAIL

The Anacostia Riverwalk Trail is one of the projects included in the District of Columbia's larger AWI Program. The trail serves as a backbone of the Anacostia Waterfront and provides connections for residents, visitors, and communities to the river, one another, and commercial and recreational destinations. To date, 15 of the planned 28 miles of trail are open, with additional segments to be constructed as part of the South Capitol Street Corridor, Buzzard Point and Oxon Run projects, various partner development projects or, in the case of the Arboretum segment, by the National Park Service. Upon completion, the trail will provide a pedestrian and bicycle connection along the river to the Fish Market, the Buzzard Point soccer stadium, Nationals Park, Historic Anacostia, RFK Stadium, the National Arboretum and 16 communities between the National Mall at the Tidal Basin and Bladensburg Marina Park in Maryland.

## POPLAR POINT

Poplar Point is a 110-acre parcel of land, currently under the jurisdiction of the National Park Service, located east of the Anacostia River, near Historic Anacostia and the Anacostia Metrorail station. The area contains trails, National Park Service administrative space, U.S. Park Police facilities, open space, and the former greenhouses of the U.S. Capitol, which are currently unavailable for public access. The parcel will be transferred to the District of Columbia with the requirement that 40 acres can be used for redevelopment, while the remainder must be used as parkland. The intent is to create a mixed-use development that offers economic and recreation opportunities at the site, and further links both sides of the Anacostia River.

# 07 IMPLEMENTATION STRATEGIES AND NEXT STEPS



REDEVELOPMENT OFFERS OPPORTUNITIES FOR ATTRACTIVE PUBLIC SPACES SUCH AS BLOOMINGTON CENTRAL STATION IN BLOOMINGTON, MINNESOTA.

# IMPLEMENTING CHANGE

FOR BUZZARD POINT TO TRANSFORM into a lively mixed-use, highly sustainable neighborhood with connections to the Anacostia River and the Capitol Riverfront area, the District must undertake preliminary planning and coordination activities. The *Buzzard Point Vision Framework* is expected to be implemented over a series of years. Within the near term (5 years), the new South Capitol Street Corridor project and soccer stadium would initiate physical improvements. Further development of the area would be expected in the near and mid-term (5-10 years). Full build-out of the Capitol Riverfront and Buzzard Point areas would occur in the 10-15 year horizon.

In order to make this vision framework a reality, specific tasks and the responsible parties have been identified. The tasks are broken out by timeframe:

- Near-Term (0-5 years)
- Mid-Term (5-10 years)
- Long-Term (10-15 years)

In addition, development of Buzzard Point will require close coordination between the proposed stadium and the South Capitol Street Bridge. These immediate steps are addressed here.



## REDEVELOPMENT COORDINATION

Redevelopment projects under construction over the next 15 years will require coordination as Buzzard Point evolves into an active neighborhood

## IMPLEMENTATION SUMMARY TABLE

The District should plan the necessary infrastructure, facilitate public/private initiatives, and encourage interim uses of underutilized properties. As the District coordinates capital projects with private developers, it is important to establish the necessary interventions without precluding future possibilities

Category	Item	Task	Time-frame	Implementer	Partners
All	<b>N11</b>	Identify Potential Funding Mechanisms	Near	EOM and DMPED	DDOT, DDOE, Private sector
	<b>N14</b>	Identify Private Sector Contributions	Near	Private Sector	n/a
	<b>N15</b>	Identify Historic Resources within Buzzard Point	Near	Private Sector	DC Historic Preservation Office, DCOP
Dynamic Public Spaces and Parks	<b>N3</b>	Create Urban Design Guidelines	Near	DDOT	DCOP, DDOE, Capitol Riverfront BID
	<b>N5</b>	Improve Connectivity and Establish Public Open Space	Near	DMPED	DCOP, DDOT, Private sector, Capitol Riverfront BID
	<b>N8</b>	Design and Engineer the Anacostia Riverwalk Trail Extension along the Anacostia River	Near	DDOT	DCOP, DDOE, Private sector
	<b>M5</b>	Establish Pier for Large Ships	Mid	Private Sector	n/a
	<b>M9</b>	Program Open Spaces	Mid	Capitol Riverfront BID and DC United	DCOP, DDOT
	<b>L1</b>	Enhance Connections to Poplar Point	Long	DCOP	DMPED, DDOT, Private sector
Dynamic Public Spaces / Parks and Multi-Modal Transportation	<b>M1</b>	Implement Streetscape and Roadway Improvements	Mid	DDOT	Private sector
Environmental Sustainability	<b>N10</b>	Implement Sustainable DC Initiatives in Buzzard Point	Near	DDOE	DCOP, DDOT, Private sector
	<b>M3</b>	Fulfill Further Sustainable DC Initiatives in Buzzard Point	Mid	DDOE	DDOT, DCOP, Private sector
	<b>M4</b>	Implement and Connect to Energy Generation Facilities	Mid	DDOE	Private sector

Category	Item	Task	Time-frame	Implementer	Partners
Mixed-Use Neighborhood	N1	Screen Industrial Uses	Near	Private Sector	n/a
	N4	Establish and Implement Design Guidelines for Adjacent Building Frontages	Near	DCOP	DDOT, DDOE, Zoning Commission, Capitol Riverfront BID
	N6	Establish the Soccer Stadium as a Catalyst for Redevelopment of Buzzard Point	Near	DMPED	DCOP, Zoning Commission, DGS, DDOE, DC United
	N7	Ensure Public Facilities Support Mixed-Use Development	Near	DCOP	DDOT, Private sector
	N12	Support Mixed-Income Housing Development	Near	DHCD	DCOP, DCHA, Private sector
	M6	Support Maritime Museum and/or Cultural Anchor	Mid	DMPED	DCOP, Private sector
	M8	Enhance Marinas	Mid	DMPED	DCOP, Private sector
	L2	Encourage Redevelopment of Infill Properties	Long	DMPED	DCOP, Private sector
	L3	Integrate the Buzzard Point Community with Fort McNair	Long	DMPED	DCOP, Capitol Riverfront BID
Multi-Modal Transportation	N2	Implement Transit Plans	Near	DDOT	n/a
	N9	Improve Bicycle Facilities	Near	DDOT	Private sector
	N13	Coordinate Construction Activities in and around Buzzard point	Near	DDOT	Private sector
	M2	Support Transit Connectivity	Mid	DDOT	n/a
	M7	Construct Anacostia Riverwalk Trail Extension along the Anacostia River	Mid	DDOT	Private sector

## NEAR-TERM (0-5 YEARS)

**N1: Screen Industrial Uses.** During the transition period between the existing conditions and the full build-out of Buzzard Point, the District should work with local property owners to improve the attractiveness of many of the light industrial operations at Buzzard Point. For instance, screens featuring art or vegetation could be erected to shield residents and visitors from the industrial uses (Private sector).

**N2: Implement Transit Plans.** Current plans call for expanded transit service in and around Buzzard Point, including Circulator and potential future streetcar service. The District should accelerate and expand its implementation of providing premium transit options for the Buzzard Point area. Although the implementation of such projects is over an extended period of time, the moment to lay the groundwork for such long-term investments is prior to development occurring. Such implementation of new transit opportunities could help shape the development that would occur in Buzzard Point (Lead Agency: DDOT).

**N3: Create Urban Design Guidelines.** Building on the urban design strategies included in this Vision Framework and the objectives of the Sustainable DC Plan, the stakeholders should, in collaboration with DCOP and DDOE, develop urban design and public realm guidelines for public space within Buzzard Point that would more specifically define its character. Such guidelines could create a harmonious experience for residents, workers, and visitors to Buzzard Point through high-quality design, consistent relationships to the public realm, and the use of compatible materials, styles, and elements. The design guidelines could establish performance criteria for energy, water, and stormwater treatment throughout the neighborhood and define the treatment methods for the streetscape, including the green infrastructure. The guidelines could also provide direction for the look and feel of Buzzard Point, such as the selection of lighting fixtures; develop a typology for street furnishings and signage based on the character of the area; define boulevard hierarchy for streets; specify site access requirements; and identify potential design elements that would add visual interest, such as public art, banners, or wayfinding signs. The guidelines could also identify ways to integrate the Anacostia River into the landscaping and streetscape in order to improve climate and water resiliency throughout Buzzard Point. The guidelines should utilize DDOT specifications and coordinate with the South Capitol Street Corridor project, the Capitol Riverfront, the Southwest Neighborhood Plan, and other adjacent areas (Lead Agency: DDOT; DCOP, DDOE, Capitol Riverfront BID).

**N4: Establish and Implement Design Guidelines for Adjacent Building Frontages.** Buildings fronting the primary streets within Buzzard Point should achieve the highest level of design quality. Structures adjacent to Half Street should also be subject to design review, as are the buildings adjacent to South Capitol Street. Half Street should function as a linear park with ground floor uses that contribute to its activation. Buildings adjacent to the South Capitol Street oval should define Oval Park as an attractive open space with commemorative features, available for recreation and gatherings, rather than as a traffic island. In order to facilitate these defined

character, the Capitol Riverfront BID, in coordination with DCOP, DDOE, and DDOT, should establish design guidelines for buildings along Half Street and Oval Park. Specific to Oval Park, this open space may be designed for multiple functions, including a cultural center and identity for the area, gathering place for residents, park space and connection to nature, and a highly functioning stormwater management or flooding treatment area. Additionally, DCOP should encourage the maximization of lot coverage and density on public and private parcels with frontage on Half Street and Oval Park (Lead Agency: DCOP; DDOT, DDOE, Zoning Commission, Capitol Riverfront BID).

**N5: Improve Connectivity & Establish Public Open Space.** Buzzard Point currently lacks a robust street network and dynamic public spaces. The District would explore options for improving the multi-modal connectivity and public spaces. The South Capitol Street Corridor project offers an opportunity to expand public uses through both the design of the oval and the re-establishment of the street grid through land already identified as needed for the project. The *Buzzard Point Vision Framework* also explores possibilities for utilizing right-of-way to create new open space. The South Capitol Street axis south of the oval should offer public space amenities beyond the existing right-of-way by coordinating development to maximize the plaza, thereby enhancing the open space amenity. Furthermore, the eventual decommissioning of the power plant, the southernmost PEPCO facility in Buzzard Point, could present the opportunity to reopen U Street, providing a new east-west connection. The District should work with adjacent property owners to identify mechanisms by which private property would be reconfigured to accommodate the desired development and the needed open space (Lead Agency: DMPED; DCOP, DDOT, Private sector, Capitol Riverfront BID).

**N6: Establish the Soccer Stadium as a Catalyst for Redevelopment of Buzzard Point.** The District of Columbia and DC United plan to establish a soccer stadium at Buzzard Point to serve as an attraction for soccer spectators, as well as attendees of other events, and to facilitate the redevelopment of Buzzard Point. The District will amend the zoning to provide for the new soccer stadium, as well as to include a required design review process with appropriate guidelines to address design, public space, context, and access issues. The soccer stadium should be designed at the forefront of the high-performance building movement, with the possibility of net-zero energy and solar photovoltaic installation to contribute to a district energy system, or pursue Living Building Challenge certification. DC United shall design and construct the new stadium within the context of the *Buzzard Point Vision Framework* including treatment of S Street as an entrance to the stadium (Lead Agency: DMPED; DCOP, Zoning Commission, DGS, DDOE, DC United).

**N7: Ensure Public Facilities Support Mixed-Use Development.** Several facilities that would support the city as a whole are planned for Buzzard Point, including the PEPCO Waterfront substation. The co-location of these facilities with non-industrial uses, such as residences or office space, is strongly encouraged. The development of these facilities should be harmonious with the

neighboring community and should support the dynamic character envisioned for Buzzard Point. The District should work with property owners to incorporate design elements, such as setbacks consistent with adjacent properties and a minimally visible security presence, that enhance, rather than reduce, the vibrancy of Buzzard Point (Lead Agency: DCOP; DDOT, Private sector).

**N8: Design and Engineer the Anacostia Riverwalk Trail Extension along the Anacostia River.** While it is anticipated that the Anacostia Riverwalk Trail extension along the Anacostia River would be implemented within Buzzard Point as redevelopment occurs, detailed planning and design efforts for the water's edge should begin prior to redevelopment. The design and engineering of the Anacostia Riverwalk Trail extension in Buzzard Point would be a crucial second step to making this broad effort a reality. For instance, the trail extension as proposed in this document includes a raised walkway above re-established wetlands, as opposed to fixed land. Such an over-water position creates special challenges for the design and approval of the promenade. DDOT will design and construct the trail within the footpath of the South Capitol Street Corridor project, but in order to implement the full concept, further design and planning of the trail will be the coordinated responsibility of private developers, the District, and AWI signatories. The District, in cooperation with private landowners, should develop a plan that identifies both the features of the wetland that would provide ecological function to help clean the river and the features desirable for the area to function as a park. The steps required to engineer such improvements should also be developed. It is also anticipated that environmental documentation would be included as part of the design and engineering effort. (Lead Agency: DDOT; DCOP, DDOE, Private sector).

**N9: Improve Bicycle Facilities.** The Buzzard Point area is highly accessible to bicycle users, although the support structure within Buzzard Point itself severely lacks the necessary amenities. The District should mark streets within Buzzard Point with sharrows, bike lanes, or protected bike lanes. The installation of bike racks and Capital Bikeshare stations, particularly at the soccer stadium, would facilitate the use of bicycles to Buzzard Point from other parts of the city (Lead agency: DDOT; Private sector).

**N10: Implement Sustainable DC Initiatives in Buzzard Point.** The District's Sustainable DC identifies many strategies that are available for implementation within Buzzard Point in the short term. Planning now for deep efficiency would reduce risk and exposure to both the community and developers in the future. The goals of net zero energy, water and waste are often more easily accomplished at the district scale, and Buzzard Point represents an ideal site for district-based solutions. As the stadium and its related infrastructure are built, these sustainability strategies should be implemented. Strategies to generate energy and/or connect to new energy generation initiatives, such as waste heat recovery (and sewer waste heat) or sharing within Buzzard Point, should be designed for implementation and coordinated construction at the same time as the larger infrastructure improvements. Working with DDOE, funding should be pursued for a sustainability planning charrette including all stakeholders. Also, the District should work with developers to

identify strong guidelines for green roof installation (including those that could serve as additional open space), urban agriculture locations, coordinated infrastructure, and performance requirements (Lead Agency: DDOE; DCOP, DDOT, Private sector).

**N11: Identify Potential Funding Mechanisms.** In order to implement the *Buzzard Point Vision Framework*, a collection of funding mechanisms would be necessary. These could include federal grants, the District's Capital Improvement Program, value capture techniques (such as a TIF district), developer contributions, and other mechanisms. The pursuit of these funding sources should be ongoing (Lead agency: EOM, DMPED; DDOT, DDOE, DHCD, DCHA, and Private sector).

**N12: Support Mixed-Income Housing Development.** As Buzzard Point developments into a mixed-use neighborhood, it should accommodate varying income levels and household types. The District should budget and dedicate a portion of value capture funding to further affordable housing development. The District should encourage developers to provide affordable units above the amount required by existing inclusionary zoning by working with the development community to identify potential funding sources. Also, the District should encourage that residential properties include units of varying sizes in order to accommodate a variety of household sizes (Lead Agency: DHCD; DCOP, DCHA, Private sector).

**N13: Coordinate Construction Activities in and around Buzzard Point.** As development moves forward in Buzzard Point, developers and property owners should coordinate with the South Capitol Street Corridor and soccer stadium projects to ensure transportation operations/circulation and appropriate transportation connections are maintained during construction (Lead Agency: DDOT; Private sector).

**N14: Identify Private Sector Contributions.** As previously outlined, Buzzard Point offers a transformative opportunity to make this currently industrial area into a vibrant and sustainable neighborhood. While the District will bear the responsibility of much of the public realm improvements, private sector activities would be needed implement and enable much of what makes the concept successful. These items include creating developments that should adhere to the character and intent described in this Vision Framework; designing landscapes and structures to augment public space; extend the Anacostia Riverwalk Trail; and utilizing sustainable energy and stormwater management elements. Also, the private sector will be responsible for remediation and environmental clean-up activities at individual properties, in accordance with applicable regulations (Lead: Private sector).

**N15: Identify Historic Resources within Buzzard Point.** Although one property within Buzzard Point is officially listed on the National Register of Historic Places, others may exist. Additionally, portions of the right-of-way envisioned in the L'Enfant Plan has been altered. In order to better understand and connect to the history of the area, the historic resources within Buzzard Point should be documented. (Lead agency: DC Historic Preservation Office; DCOP, private sector).

## MID-TERM (5-10 YEARS)

### **M1: Implement Streetscape and Roadway Improvements.**

The District, in partnership with developers, should construct new roadways and streetscapes within Buzzard Point that would support multi-modal transportation options. Similarly, the streetscape improvements should be consistent with the Urban Design Guidelines, which are identified as a short-term task above and would include green infrastructure and other LID measures. Included in these efforts should be the establishment of multiple public space nodes (Lead agency: DDOT; Private sector).

**M2: Support Transit Connectivity.** Transit will be a key factor in the success of the transformation of Buzzard Point, given the density of development envisioned for this isolated area. The ability for residents, employees, and visitors to access Buzzard Point is important to its success. The District should commit to improving transit connections in Buzzard Point, especially premium transit such as the Circulator or streetcar (Lead agency: DDOT).

**M3: Fulfill Further Sustainable DC Initiatives in Buzzard Point.** The District should work with public and private stakeholders to implement the Sustainable DC goals for new construction prior to the deadlines listed in the plan and begin planning for alternative uses for existing buildings and infrastructure. All new construction should strive for net-zero energy and water usage and collect and treat waste locally. To augment the waterfront experience, the nature walk and additional connections to the river should be completed. Efforts should begin to plan for reduced vehicle trips in and out of the neighborhood, reusing land for green transportation, stormwater management and local food production (Lead agency: DDOE; DDOT, DCOP, Private sector).

**M4: Implement and Connect to Energy Generation Facilities.** As the redevelopment of Buzzard Point continues, new development should capitalize on the new energy infrastructure upgrades and the renewable energy generation facilities that are unparalleled in the District. The area contains both properties that are anticipated to be redeveloped, as well as significant existing utility and energy facilities. In order to maximize the opportunity, short- and mid-term energy infrastructure upgrades should provide the option for Buzzard Point properties for connections to microgrids and renewable energy generation facilities (Lead Agency: DDOE, Private sector).

**M5: Establish Pier for Large Ships.** The establishment of a Maritime Museum within Buzzard Point offers a cultural anchor for this

new community. As a first, step, the District should work with the private sector to encourage the development of a pier for the docking of ships in conjunction with the construction of a permanent Maritime Museum (Lead: Private sector).

**M6: Support Maritime Museum and/or Cultural Anchor.** The *Buzzard Point Vision Framework* identifies the proposed Maritime Museum as a potential anchor at the South Capitol Street terminus. In order to establish this notable cultural institution at this site, the District should work with the Maritime Museum and/or other cultural institutions, local property owners, and federal agencies (as needed) to facilitate such efforts (Lead Agency: DMPED; DCOP, Private sector).

**M7: Construct Anacostia Riverwalk Trail Extension along the Anacostia River.** As mentioned previously, the construction of the Anacostia Riverwalk Trail extension along the Anacostia River is a critical project with many steps, with particular challenges along the southern portion of Buzzard Point where the promenade will have to extend over the water to provide a continuous experience. Building on the initial planning, environmental documentation, and design and engineering efforts, the realization of the concept would include the construction of the Anacostia Riverwalk Trail Extension as a nature walk and new ecological habitat (Lead Agency: DDOT; AWI signatories; Private sector).

**M8: Enhance Marinas.** The plan anticipates waterfront activity to enliven the Buzzard Point neighborhood, helping make it an attractive place to live, work, or visit. Expanded marinas at Buzzard Point would provide additional opportunities for people to interact with the water and add character to the area. The District should work with the private sector to expand the marinas, which would facilitate the location of boats along the river (Lead Agency: DMPED, DCOP; Private sector).

**M9: Program Open Spaces.** Open spaces can serve as an important community gathering areas within a neighborhood. In order to take full advantage of the opportunities presented in the Vision Framework for Buzzard Point, organizations and the District should develop programming for the open space, particularly for Oval Park and the Buzzard Point soccer stadium. Activities such as festivals and tournaments could attract visitors to the areas, as well as provide Buzzard Point and adjacent neighborhoods an attractive amenity (Lead Agency: Capitol Riverfront BID and DC United; Private sector, DCOP, DDOT).

## LONG-TERM (10-15YEARS)

**L1: Enhance Connections to Poplar Point.** Although currently lacking a large attraction, Poplar Point is and will be accessible via the Frederick Douglass Bridge at South Capitol Street. Future development of Poplar Point will likely include mixed-use development and enhance parklands. As redevelopment of both areas occurs, connections between Buzzard Point and Poplar Point should be enhanced (Lead Agency: DCOP; DMPED, DDOT, Private sector).

**L2: Encourage Redevelopment of Infill Properties.** Over the long term, most properties within Buzzard Point would have redeveloped from industrial to residential or commercial uses. However, experience in other areas of the District indicates that some

gaps will remain, especially with small or irregularly shaped parcels. Therefore, the District should work with the remaining property owners to encourage their redevelopment (Lead Agency: DMPED; DCOP, Private sector).

**L3: Integrate the Buzzard Point Community with Fort McNair.** Buzzard Point borders Fort McNair, although the installation is primarily oriented north to P Street. As redevelopment occurs, efforts should be made to integrate the new community with Fort McNair through programing, planning, and other efforts (Lead Agency: DMPED; DCOP, Capitol Riverfront BID).



### INTERCONNECTED PHASES

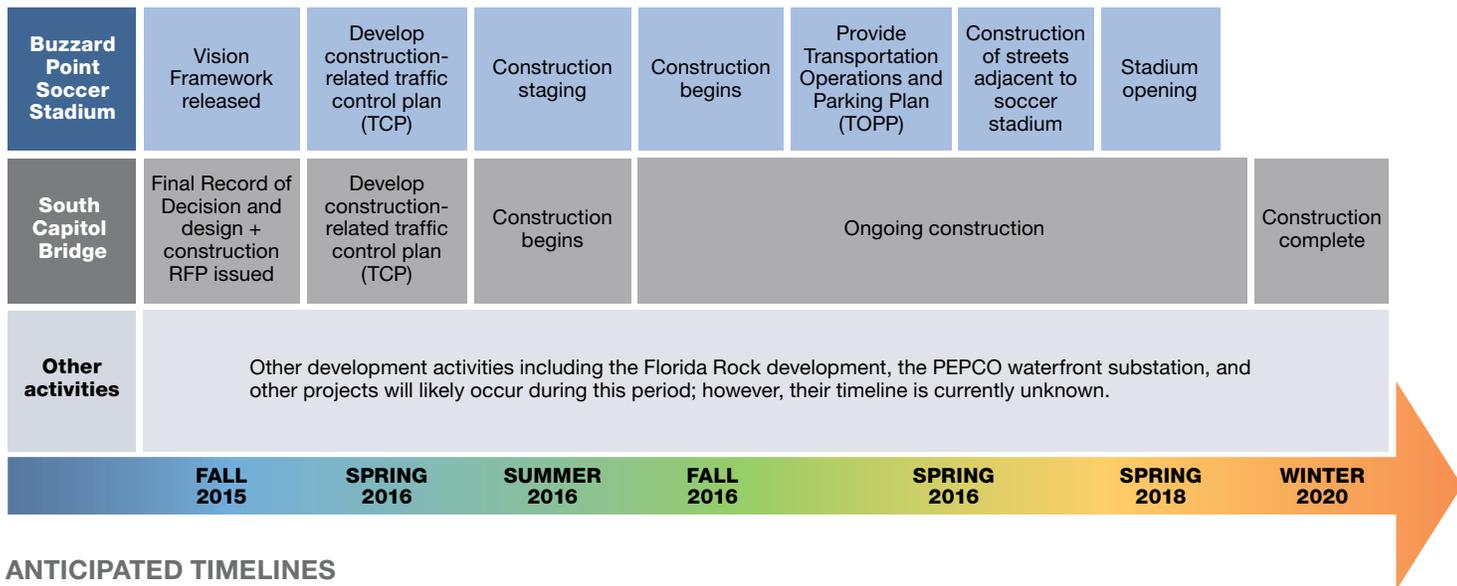
Introducing an over-water pedestrian connection along the Anacostia River is an early action that will be challenging in the short-term with respect to Army Corps of Engineers permits, but will provide significant long-term benefits.

# NEXT STEPS: COORDINATING CONSTRUCTION

IN THE NEXT FIVE YEARS, numerous construction and redevelopment projects in Buzzard Point will likely have some level of overlap. Entities performing construction in Buzzard Point – to include the soccer stadium project, the District Department of Transportation’s (DDOT) South Capitol Street Corridor project, utility work, and private developments – must closely coordinate construction activities in order to minimize impacts. As a reviewer of public space plans, DDOT will consider the implications for multiple construction activities to the transportation network in and around Buzzard Point and require construction projects to develop compatible construction

plans. Coordination between the projects’ construction plans will be a key element of DDOT’s public space reviews in Buzzard Point.

This section outlines the information anticipated to be provided during the construction of the Buzzard Point Soccer stadium, the South Capitol Street Corridor project and redevelopment projects in Buzzard Point. Because the specific information of construction-related routing and closures is unknown, the exact plans will be provided at a later date. However, the plans’ content and their relative timeline, as currently reflected in anticipated construction schedules, are identified in this appendix.



## ANTICIPATED TIMELINES

A timeline showing anticipated construction and transportation coordination milestones for the soccer stadium and the South Capitol Street Corridor project.