BUZZARD POINT

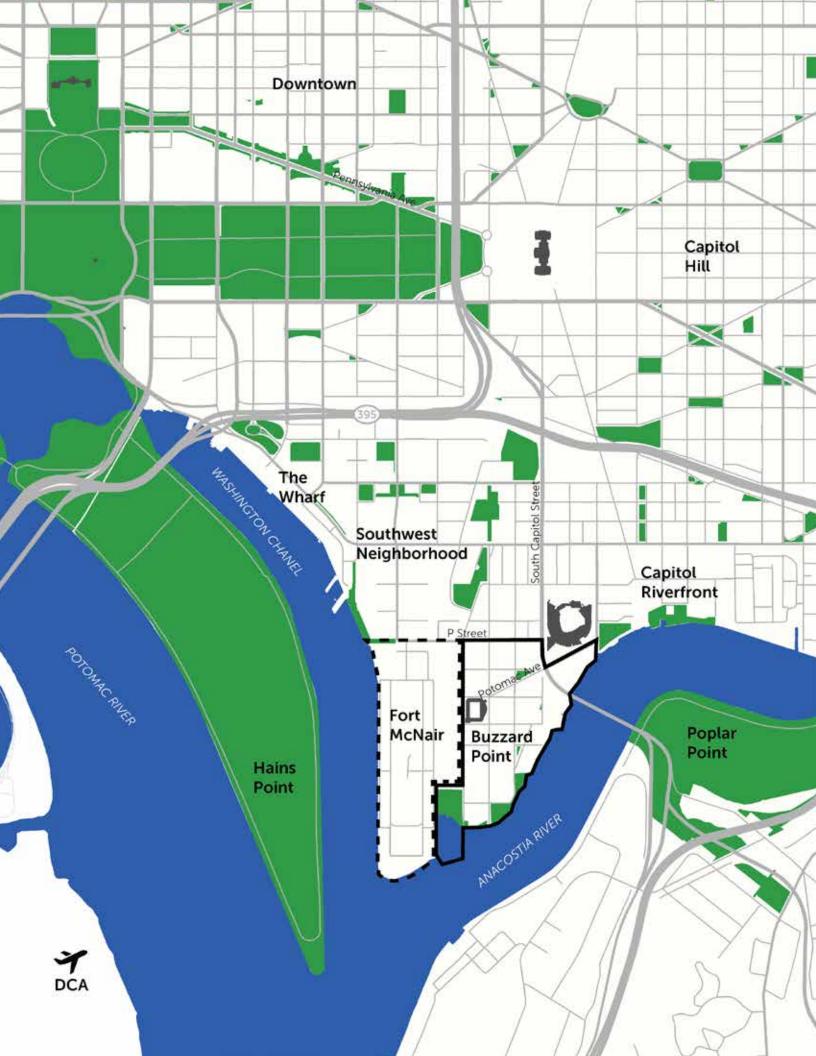
Vision Framework + Design Review Guide

NOVEMBER 2017











A New Waterfront Neighborhood

The vision for Buzzard Point is to be a well-designed and well-programmed neighborhood with multiple attractions, excellent architecture, accommodating parks and public realm, and destination waterfront with greatly improved multimodal transportation connections. This concept involves creating strong relationships to the surrounding areas and the Anacostia River, enhancing the environment and leveraging public investment in the South Capitol Street Corridor and the Soccer Stadium Project as catalysts and anchors for additional private investment.

This document outlines a trio of goals which are supported with design concepts, recommendations, and implementation guidelines, as well as the partnerships necessary to make this vision and these goals a reality. It also describes the broader context, relevant planning initiatives, and regional influences.

Vision Frameworks are pragmatic strategic planning efforts. Through targeted public outreach and data analysis, Vision Frameworks deliver high-level aspirations for a neighborhood and identify key implementation items and design guidelines to direct public investment and private actions.

A Small Area Plan, on the other hand, is a more in-depth plan that typically includes recommendations to change future land use designations within the Comprehensive Plan. Small area plans are submitted to and adopted by the DC Council by resolution. Since land use changes were not needed for Buzzard Point, the Vision Framework approach was selected as the planning tool. During the Comprehensive Plan Second Amendment process, currently underway, key recommendations from the Buzzard Point Vision Framework + Design Review Guide will be incorporated into the Comprehensive Plan and submitted for DC Council adoption.





TABLE OF CONTENTS

| EXECUTIVE SUMMARY | 1 |
|---|--|
| THE VISION FOR A NEW WATERFRONT NEIGHBORHOOD | 2 |
| Introducing the Vision Continuing the Evolution of the Anacostia River Achieving the Vision Design Principles Summary of Recommendations | 3 4 6 8 10 |
| Existing Conditions & Planning Context | 12 |
| Understanding the Area Planning Background Regulatory Framework Regional Destinations in Buzzard Point Ongoing Development Projects The Buzzard Point Planning Process | 13 18 20 24 26 28 |
| GOAL 1: A WELL-DESIGNED WATERFRONT NEIGHBORHOOD | 30 |
| Creating a New Neighborhood Urban Design Concept Relationship to Neighbors Environmentally-Focused Neighborhood Neighborhood Recommendations | 31 34 38 42 46 |
| GOAL 2: DYNAMIC PARKS, PUBLIC SPACES, & WATERFRONT | 48 |
| Parks & Public Spaces Providing Parks & Public Spaces Extending the Anacostia Riverwalk Resilience Strategies The National Park Service Parklands A Plaza & Parkland on the Waterfront Creating & Activating Oval Park Streets as Vibrant Public Space Public Space Recommendations | 49 50 52 54 56 58 60 63 |

| GOAL 3: A WELL-CONNECTED TRANSPORTATION NETWORK | 70 |
|---|---|
| Expanding, Linking Transportation Options Existing Conditions Promoting Walking & Biking Improving Transit Dispersing Traffic & Parking Water Transportation Green Infrastructure Transportation Operations & Management Transportation Recommendations | 71 72 73 74 76 78 79 80 84 |
| IMPLEMENTATION | 86 |
| Buzzard Point Streetscape Guidelines Riverwalk Design Guidelines Soccer Stadium Design Objectives Ownership & Rights of Way The DC Comprehensive Plan & Buzzard Point | 87 91 96 98 99 |
| ACKNOWLEDGMENTS | 102 |





EXECUTIVE SUMMARY

Following the selection of the Buzzard Point site for the DC United Soccer Stadium in July 2013, planning for the larger Buzzard Point neighborhood began in earnest based on work done through the Anacostia Waterfront Initiative (2002) and the Capitol Gateway Overlay Planning that had set the stage by increasing density and establishing land use.

The Buzzard Point Vision Framework + Design Review Guide provides an urban design framework to inspire and shape future development of a projected 11.3 million square feet that includes an estimated 6,000 residential units and establishes connectivity to the surrounding areas; ensures a coordinated approach to infrastructure and the waterfront; and optimize the approach to the environment and the response to storm threats. In addition, it proposes exceptional quality design and development that will leverage public investment in the South Capitol Street Corridor Project and the new stadium as catalysts and anchors for additional private investment.

Multiple District government agencies, property owners, the Capitol Riverfront Business Improvement District (BID), representatives of adjacent neighborhoods, the National Park Service, Fort McNair, and others with an interest in this area were involved in preparing this vision framework. Stakeholders were engaged through multiple meetings over three years, a review of draft recommendations, and participation in the development of design guidelines.

This design-driven approach is consolidated here in the *Buzzard Point Vision Framework + Design Review Guide*. Prior to this focused planning for Buzzard Point, key citywide plans were developed by the District of Columbia that fundamentally shape the way development occurs across the city and the shape it will take in Buzzard Point. They include: the Comprehensive Plan for the National Capital: District Elements (2006, amended in 2011); Sustainable DC (2012); moveDC (2014); and Climate Ready DC (2016).

The urban design concept for Buzzard Point anticipates the transformation of a largely bare industrial area into an environmentally sustainable, mixed-use neighborhood with exceptional architecture and site design while delivering affordable housing and a high quality public realm. It identifies places for neighborhood parks and public spaces, ways to improve the environmental health of Buzzard Point, and proposes continuous public access along the water. The concept also includes recommendations for improved pedestrian, bicycle, transit and vehicular circulation with connectivity to serve the surrounding community.

This Vision Framework will be used by property owners and developers to shape their projects and by District government agencies and community stakeholders to design public realm projects and evaluate development projects in the Buzzard Point area during Design Review and the Planned Unit Development process. The following chart lists the key sections of this document to shape and review projects.

| Pages | Guidance for Design Review | Purpose |
|--------|---|--|
| 8-9 | Design Principles | These high-level principles apply to the architectural design of buildings and the relationship of building sites to their surrounding community context. |
| 10-11 | Summary of Recommendations | An abbreviated compilation of the 24 recommendations contained within the Buzzard Point Vision Framework + Design Review Guide. |
| 46-47 | NEIGHBORHOOD Recommendations | Eight recommendations to realize the overarching goal of A Well-Designed Waterfront Neighborhood. |
| 68-69 | PARKS Recommendations | Eight recommendations to realize the overarching goal of Dynamic Parks, Public Spaces, & Waterfront. |
| 84-85 | TRANSPORTATION Recommendations | Eight recommendations to realize the overarching goal of A Well-Connected Transportation Network. |
| 87-90 | Buzzard Point Streetscape Guidelines | Custom guidelines to ensure coordinated tree-lined streetscapes in Buzzard Point. Used by OP and DDOT for project review. |
| 91-95 | Buzzard Point Riverwalk Guidelines | Custom guidelines to ensure continuity along the water's edge for the design of the Anacostia Riverwalk in Buzzard Point. Used by OP, DOEE, and DDOT for project review. |
| 96-97 | Soccer Stadium Design Objectives | Established prior to the stadium Planned Unit Development process and used throughout the process to develop and review the project. |
| 99-101 | The Comprehensive Plan and Buzzard Point | An overview of policies and actions for Buzzard Point contained in the 2006 Comprehensive Plan for the National Capital: District Elements. |



INTRODUCING THE VISION

To ensure that the revitalization is consistent with the aspirations and needs of the stakeholders living nearby and the city as a whole, the District government and property owners have prepared this vision plan for the Buzzard Point area. The Buzzard Point Vision Framework + Design Review Guide is intended to inform and guide public and private development decisions for the next 10 to 15 years and to fulfill the great opportunity available at Buzzard Point. The key recommendations will be incorporated into the District's Comprehensive Plan during the Second Amendment Cycle launched in 2016.

This vision framework establishes design guidance and a shared plan for the development of Buzzard Point, aimed at stakeholders including property owners, nearby residents, invested organizations, and District government agencies. It develops expectations for the character and quality of the area and provides a roadmap for the public and private sectors regarding the developments and improvements envisioned for Buzzard Point. The intent is to facilitate the design of a cohesive and connected neighborhood that builds upon proximity to the waterfront and greatly improves the area's livability, marketability, connectivity, environmental performance, sustainability, and overall resilience.

This vision strives to ensure that the new development and the adjacent neighborhoods are well-connected and have the required public amenities. New development projects are designed with mutually beneficial relationships with existing communities. As DC's population increases and the pressure for additional housing grows throughout the city, the blocks of new development in Buzzard Point are planned to be in harmony with existing neighborhoods. Overall, the broader area will be enhanced by the additional places to live, work, and operate businesses and by the new streets, parks and retail places.

This vision promotes excellent architectural design and environmental, economic, and social conditions through responsive infrastructure and high performance buildings that dramatically increase the area's inventory of mixed-use development and services, provide places to work or start businesses, and expand affordable housing options. With exceptional architecture and site development, new energy and public realm assets, and a multi-modal transportation network, this new mixed-use neighborhood should benefit existing adjacent neighborhoods, new workers, visitors and residents, as well as the entire city.

The Anacostia River plays the starring role in this vision for Buzzard Point and the identity of the future community. The river inspires a design response unique to this new neighborhood's geography and ecology. The character of the redeveloped Buzzard Point should echo the area's history in style and performance, telling the story of the river-oriented and industrial past while meeting the needs of the future.



A rendering of the new DC Water Headquarters (HQO) on the Anacostia River, designed to meet LEED Platinum standards.



A connected, pedestrian friendly, waterfront environment.

Credit: Utile ar

CONTINUING THE EVOLUTION OF THE ANACOSTIA RIVER

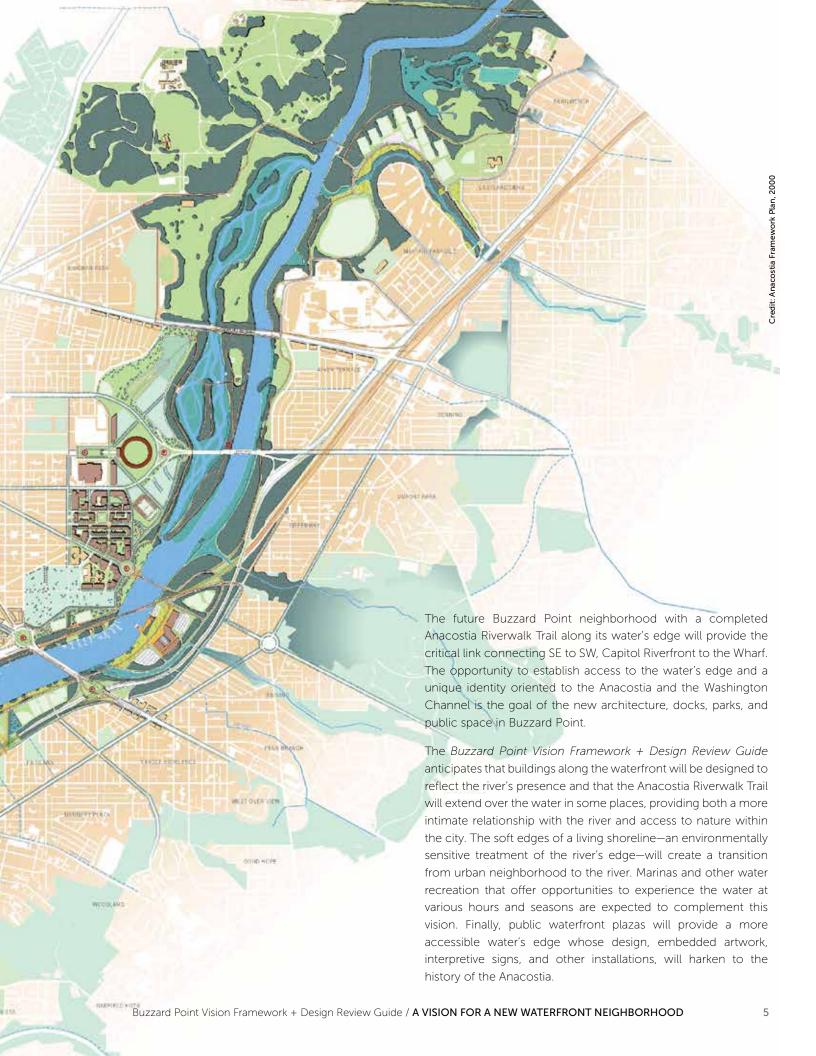
Buzzard Point: DC's Next Water front Neighborhood

The District of Columbia is rediscovering and reconnecting with its two tidal rivers, creating a series of varied waterfront destinations for living, working and recreating. At the confluence of the Potomac and the Anacostia rivers, Buzzard Point will take its place as one of a series of DC's distinct waterfront neighborhoods and home to the DC United Soccer Stadium.

The Buzzard Point Vision Framework + Design Review Guide establishes an urban design agenda for an entirely new waterfront neighborhood in the nation's capital at the juncture of three important bodies of water. This design agenda considers the Southwest neighborhood to the northnorthwest, Capitol Riverfront to the east, and its neighbor on the Buzzard Point peninsula, Fort McNair. Nearly equal in size to the total development area of Buzzard Point, Fort McNair, as a major anchor of national importance, offers a unique and

important dimension to the future of Buzzard Point and adjacent neighborhoods. The Wharf, with its 24 acres of development and 50 acres of waterfront, is transforming Southwest DC. The Capitol Riverfront neighborhood is already a dynamic new neighborhood, populated with new places to live, work, and socialize and enriched by the wildly popular Yards Park and Canal Park. The District has focused intensely on its waterfronts, specifically the Anacostia River and the Washington Channel, building on the Anacostia Waterfront Initiative over the past 15 years. Additional intensive planning and implementation work has occurred to get the Capitol Riverfront Neighborhood (formerly referred to as the Yards) developed, land-use and density established for Buzzard Point through Capitol Gateway planning, the Nationals Stadium built, and the infrastructure work to realize the South Capitol Street Corridor Project, Oval Park and the new Frederick Douglass Bridge.





ACHIEVING THE VISION

The long-anticipated redevelopment of Buzzard Point is beginning to materialize and the area is being planned and designed to eventually take its place as one of a series of Washington, DC's distinct new waterfront neighborhoods. Several new mixed use projects are currently proceeding along the Anacostia River in Buzzard Point, adding new residential and retail. Those projects and the impending construction of the DC United Soccer Stadium and the South Capitol Street Corridor and Frederick Douglass Memorial Bridge Project will dramatically increase the marketability of Buzzard Point and better connect it with its surroundings. A transformed Buzzard Point will create continuity among DC's growing waterfront areas, including a future Poplar Point neighborhood on the other side of the river.

Key to this vision is coordinating new development projects with public infrastructure improvements, green infrastructure, and sustainability initiatives. It will be critical that existing and new Buzzard Point stakeholders become involved, maintain good communication, and assume leadership in making decisions about the future neighborhood and participate in its programming.

The goals and recommendations, the roadmap to achieving this vision, are introduced below and described in greater detail in the chapters that follow in the *Buzzard Point Vision Framework + Design Review Guide*. In this way, the framework aims to realize the promise of an exciting waterfront destination and a distinct new neighborhood, critically situated between the Wharf and Capitol Riverfront, two rapidly developing and highly invested areas along the Anacostia River and the Washington Channel.

Three Overarching Goals to Realize the Vision

Building on the Anacostia Waterfront Framework Plan (2003), the *Buzzard Point Vision Framework + Design Review Guide* advances the following three overarching goals in order to provide guidance for public and private investments and to help transform this area into a successful DC neighborhood. An overview of these goals is provided here. In addition, the Buzzard Point Vision Framework includes a chapter dedicated to each goal, with specific recommendations at the end of each chapter.

Goal One: A Well Designed Waterfront Neighborhood

New development within Buzzard Point is expected to provide a mix of use types and activities, including residential, commercial, retail, cultural, civic, and institutional uses. The new commercial and residential mix has the advantage of the waterfront as a great future destination and place to live and the adjacent existing neighborhood residents as stakeholders who participate in the future life of the neighborhood.

The existing zoning, mainly CG-4 and CG-5, permits the redevelopment of properties that result in a medium-high density neighborhood while buffering existing residential areas with lower scale development. Higher density mixed-use redevelopment is oriented to South Capitol Street and the future Oval Park. All new development throughout the neighborhood is to be designed with the future in mind, incorporating the latest sustainable design technology and integrating resilience techniques that adapt to flooding from the adjacent Anacostia River. New architecture will be evaluated as to how well it relates to the existing neighborhood in terms of scale and design features, its contribution to a strong public realm, and its reflection of its waterfront location.



NEIGHBORHOOD – The waterfront will become the focal point of Buzzard Point, transforming the neighborhood into a vibrant, mixed use community. (HafenCity quarter of Hamburg, Germany)

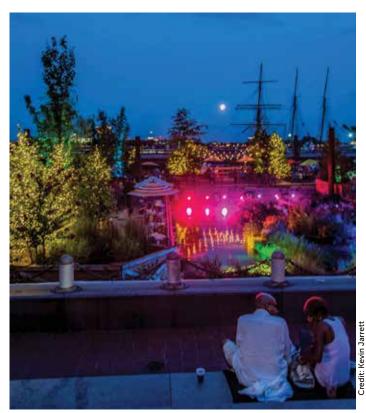
6

Goal Two: Dynamic Parks, Public Spaces, and Waterfront

The vision for Buzzard Point identifies a varied array of parks, playgrounds, plazas, and public gathering and recreation spaces to serve existing and new residents and to make a great neighborhood that delights residents, employees, and visitors. In addition to neighborhood parks-Soccer Stadium Plaza, Buzzard Point Park, the Anacostia Riverwalk, and Oval Park—the streets and sidewalk network is designed as part of the open space and social space network for the neighborhood. This promotes pedestrian and bicycle circulation, creates continuous public access to the waterfront, and fosters seamless connectivity to and from the surrounding community. Buzzard Point has the unique opportunity to be part of the dynamic, multi-functional opportunities of the Anacostia River corridor, providing environmental benefits and embracing storm water runoff while ensuring that the public realm functions well whether dry or under water.

Goal Three: A Well-Connected Transportation Network

Improved connectivity across multiple modes of transportation establishes a well-integrated community while minimizing parking needs and utilizing the infrastructure of the street and sidewalk for management of storm water and flooding. This urban design concept advocates for enhanced connectivity both within Buzzard Point and to and from the surrounding community, applying specific guidelines for well-designed streetscapes and capitalizing on the circulation and safety improvements incorporated into the South Capitol Street Corridor project. An emphasis is placed on maximizing future travel options, including water transportation, walking and biking, with strong connections to Metrorail stations and future expansion of transit options.



PARKS – Enhanced outdoor spaces and pedestrian routes through neighborhoods encourage interaction.



TRANSPORTATION OPTIONS – Multi-modal corridors encourage efficient navigation of the neighborhood for all modes of transportation, including cars, bicycles, and pedestrians.

DESIGN PRINCIPLES

These architecture and site design precedents support the urban design principles for Buzzard Point, achieving livability through creative and resilient design that endures and is successful in creating a great waterfront neighborhood.

1. Bold Architecture

By capitalizing on a legacy of industry and a peninsula location, the area's new architecture can seize the opportunity for greater design freedom and the chance to be more expressive, reflecting the presence of the river and nature. The design of public places streets, sidewalks, parks, riverwalk, and sites adjacent to buildings—strive for delight and originality through the application of resilient design methods, contributing to the health, safety, comfort and distinct identity of the neighborhood.







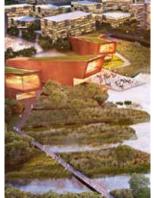




2. Resilient Urbanism & Materials

Viewing resilience as a design opportunity, a chance for innovation in implementing the most advanced approaches to the environment. Developments with increased responsiveness to nature produces new types of architecture and innovations in site design that is both aesthetic and multi-functional. High quality materials with demonstrated durability are essential to comfort as well as resilience in both building design and site design.







3. First Floors Shape Memorable Places

Main levels, whether at street level or elevated, relate strongly to the surrounding public realm and reinforce the community context with significant height, fenestration, and entrance location. Main entrances are located along primary streets and articulate important neighborhood places, including Potomac Avenue, Half Street, Oval Park, Soccer Stadium Plaza, and the waterfront. Curb cuts and service entrances are confined to secondary streets and alleys, consolidating and providing access to underground parking, service, and loading.





4. Massing & Transitions

New development contributes positively to the greater Buzzard Point neighborhood, relating to the streets, public places, and surrounding areas with responsive massing, discrete sections, and rich elements of scale. Transitions between larger new buildings and existing streets lined with row houses are resolved with architecture and programming. Elevating main building levels above flood height, when done in concert with the design of sidewalks and public places, inspires seamless connectivity between levels and creates exciting new gathering places.







5. Outdoor Spaces for Life

By providing a range of outdoor spaces at various levels throughout a building and a site, architecture is enriched and dynamism is achieved between building features, streets, and key public places, fulfilling goals for neighborhood delight, equitable access, livability, safety, and social interactions.





redit: See Acknowledgments (page 103)

SUMMARY OF RECOMMENDATIONS

The recommendations to achieve the vision are summarized in the chart below and fully detailed at the end of each of the chapters focused on the three overarching goals. Design guidelines developed for the DC United Soccer Stadium, the Buzzard Point street network, and the Anacostia Riverwalk are in the Implementation chapter of this document. The Buzzard Point Vision Framework + Design Guide will be used by all stakeholders to review new private developments, public developments, and infrastructure work in Buzzard Point.

GOAL 1: A Well-Designed Waterfront Neighborhood

- **N.1:** Locate commercial, cultural, retail, and service uses according to the Urban Design Concept, shaping Oval Park and concentrating retail along Half Street, around the Soccer Stadium, and around the waterfront plaza.
- **N.2:** Concentrate new residential development according to the Urban Design Concept near the waterfront and between Potomac Avenue and P Street to create a transition in land use and scale that will enhance existing residential areas, creating a family-friendly neighborhood, a mix of unit sizes and a range of family-oriented amenities and community facilities.
- N.3: Renovate the PEPCO building with its emblematic smoke stacks, to house a cultural, civic, or community use.
- **N.4: Ensure a waterfront orientation and neighborhood connectivity** with scale relationships and programmatic synergies between existing and new, facilitating public access to the water, reflecting history and the peninsula's role as a destination.

GOAL 2: Dynamic Parks, Public Spaces, and Waterfront

- **P.1: Identify and program park sites now**, planning a range of essential parks and playgrounds for this neighborhood; creating partnerships involving property owners, the District government, the National Park Service, and others.
- **P.2: Work with the National Park Service** to plan and design their lands along the Anacostia water's edge, including Buzzard Point Park and the James Creek Marina, considering the broad range of users.
- **P.3: Design and program Oval Park** to create a high image place, consistent with the aesthetic plan for South Capitol Street, where residents and visitors come together for small and large events, capitalizing on its role as a future national memorial site.
- **P.4: Construct new sections of the Anacostia Riverwalk** according to the *Riverwalk Design Guidelines*, utilizing aquatic vegetation along the shoreline to mitigate flooding and to soften the river's edge, and designing Second Street as the inland extension of the Anacostia Riverwalk.

GOAL 3: Multi-Modal Transportation Network

- **T.1:** Apply Streetscape Guidelines to the loop of connected two-way streets with Potomac Avenue serving as the primary neighborhood entry point, ensuring that each new development builds according to the *Buzzard Point Streetscape Guidelines*.
- T.2: Ensure that transit expansion comes on line to serve Buzzard Point as it develops.
- **T.3: Implement a well-connected street grid** for vehicular circulation, service access, future transit, and pedestrian and bicycle circulation, reconnecting closed streets wherever possible and consolidating service access and loading to locations such as alleys and cross streets. Improvements will discourage cut-through traffic while keeping regional traffic on regional streets.
- **T.4: Design South Capitol Street and Oval/Memorial Park for safe and inviting pedestrian access** with signalized intersections, crosswalks, diagonal paths, and other urbanizing measures, acknowledging its axis with the US Capitol and its role as a future national memorial site and multi-faceted neighborhood place.

- **N.5: Coordinate all waterfront projects** in terms of building and resilience design, relationship to the public realm, circulation, programmed use, and amenity.
- **N.6: Implement resilience design guidance** and sustainability targets for redevelopment projects to harmonize with the waterfront and establish Buzzard Point as a model green neighborhood.
- **N.7: Provide architecture and site design review** as projects come through the development review process, applying the guidance provided in the *Buzzard Point Vision Framework Plan+ Design Review Guide* for urban design, architecture, site design, and infrastructure investment.
- **N.8: Coordinate Fort McNair and Buzzard Point projects**, participating in the development of plans, reviewing designs and responding to the market demand, transportation needs, and security technology.
- P.5: Work with Fort McNair to extend the Anacostia Riverwalk along the Washington Channel, continuing around the point, evaluating the potential for restoration of a living shoreline and other resilience measures.
- **P.6: Develop Half Street as the pedestrian and retail spine of Buzzard Point**, as a linear park that connects to the river with wide, tree-lined sidewalks and no curb cuts. Design other streets to function as linear green space.
- **P.7: Develop infrastructure, buildings, and public space for resilience**, adapting to changing water levels–absorbing the rising water and then easily returning to a non-water condition.
- **P.8: Implement a living shoreline**, rather than a continuous bulkhead, along the Buzzard Point peninsula to reinforce the shore and restore wildlife habitat, while integrating design features where streets terminate at the waterfront.
- T.5: Design and construct Second Street as a two-way street and the inland extension of the Anacostia Riverwalk, creating a place for walking and biking and for storm water collection and detention.
- T.6: Develop Q Street as an important connector between the Fort McNair entrance and Oval Park.
- T.7: Develop ways to access Buzzard Point from the water, locating docks for water taxi and other water transportation at key neighborhood entry points.
- T.8: Design streets as green infrastructure, capturing 100% of runoff by optimizing for bioretention and utilizing engineered tree pits.

Existing Conditions & Planning Context



UNDERSTANDING THE AREA

Today's Buzzard Point is an isolated and under-developed peninsula, with environmental degradation in specific locations. The area suffers from a lack of transportation infrastructure and pedestrian amenities. The 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. Industry historically gravitated here for river access, yet Buzzard Point has almost no relationship to the established residential neighborhood to the north nor the waterfront sections other than James Creek Marina and Buzzard Point Park, both operated by the National Park Service.

With long-anticipated redevelopment of Buzzard Point beginning to materialize, this Vision Framework builds on the existing industrial character of the neighborhood. Development of the DC United Soccer Stadium and other projects in Buzzard Point will be shaped by existing land use plans and policies, zoning regulations, and the design recommendations for new

developments included in this Vision Framework, in addition to the guidelines included in the Implementation chapter for the soccer stadium, streetscapes and Anacostia Riverwalk in Buzzard Point. The CG Zone provides the Zoning Commission design review authority of developments along the waterfront and South Capitol Street and will use these guidelines and the design recommendations contained in this document as the basis for that review. The following sections further outline the existing conditions and planning context for the Buzzard Point Vision Framework + Design Review Guide:

Current Land Uses
History of Buzzard Point
Planning Background
Regulatory Framework
Regional Destinations
Ongoing Development Projects
The Buzzard Point Planning Process





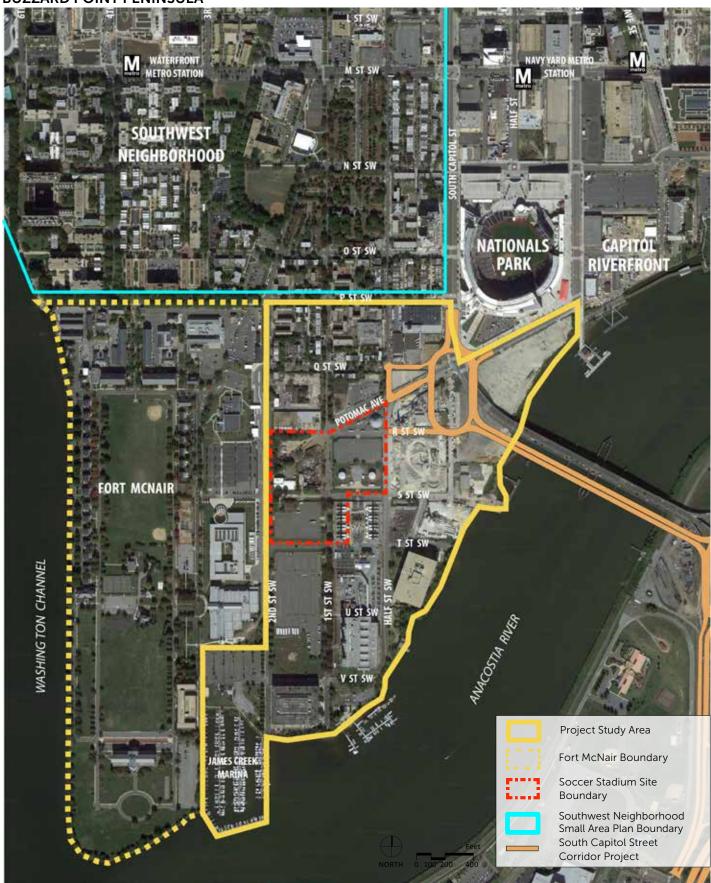






Buzzard Point transforms from an early settlement to a livable neighborhood and waterfront destination.

BUZZARD POINT PENINSULA



The Buzzard Point Vision Framework addresses the entire peninsula, including the plan's study area and its relationship with Fort McNair.

Current Land Uses

The land uses in the Buzzard Point study area consist primarily of industrial and commercial activities, including several large PEPCO utility structures, with some housing located north of Potomac Avenue. There are several underutilized and vacant properties, as well as neglected publicly owned street rights-of-way. Of the existing housing units located within the boundaries of the Buzzard Point study area, many are designated for low-income housing. Approximately one-third, or 80, of the total 239 James Creek public housing units are located south of P Street within the Buzzard Point study area.

Buzzard Point is situated between two neighborhoods along the water where notable public and private investment has occurred over the past 13 years, including the rapidly developing Capitol Riverfront neighborhood, which includes Nationals Park and the Yards development, and the Wharf project at the Washington Channel. In addition, the planned South Capitol Street Corridor and Frederick Douglass Memorial Bridge improvements will transform traffic circulation through Buzzard Point, integrating it as a central connection along the growing Anacostia waterfront neighborhoods.

Buzzard Point's current industrial uses will diminish as the area redevelops but the character of Buzzard Point will likely continue to include elements of its industrial past for the foreseeable future, such as the PEPCO electrical facilities.

History of Buzzard Point

Various accounts suggest that Buzzard Point got its name because carrion washed up there due to the swirling confluence of the Potomac and the Anacostia rivers, attracting scavengers. The earliest documented name for the tip of the peninsula was "Turkey Buzzard Point", on a 1673 map of the Chesapeake Bay created by Augustine Herman, an early settler of Maryland's eastern shore. Shortened to Buzzard Point, this name remained in use until the federal capital was laid out in the 1790s, at which time it became Young's Point and was later renamed Greenleaf's Point, after a landowner. The term "Buzzard Point" now identifies the industrial area generally south of P Street SW and west of South Capitol Street SW, excluding Fort McNair. The United States Geological Survey's (USGS) maps identify the tip of the peninsula that contains Fort McNair as "Greenleaf Point" and also identify a lesser, eastern tip of the peninsula as "Buzzard Point".

The initial development of Buzzard Point dates from the late 18th century when the area was used for agriculture, including celery

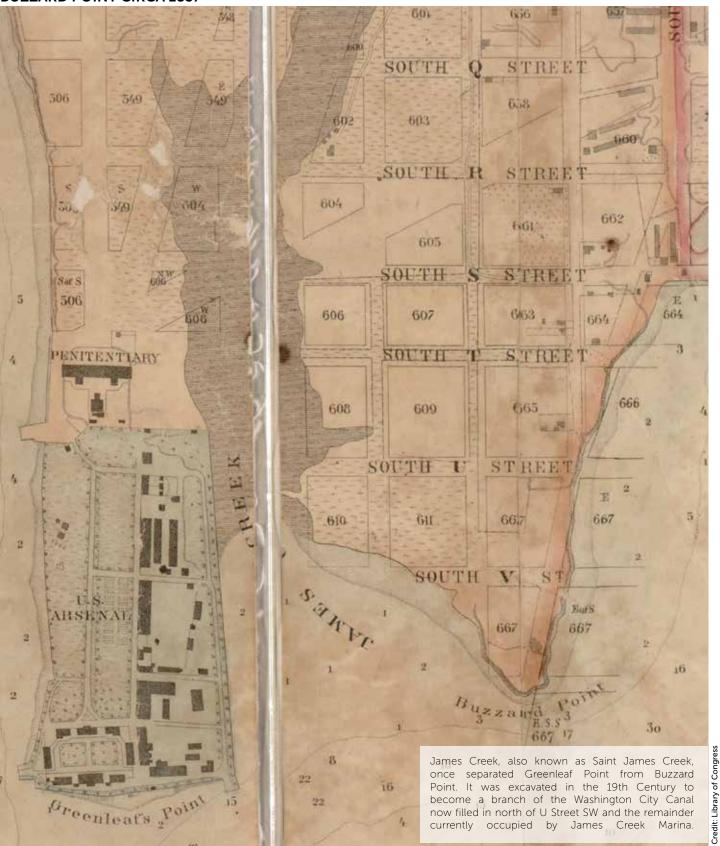
fields. The area has had a mixture of subsequent uses, primarily commercial and industrial that supported the two nearby military installations—Fort McNair and the Washington Navy Yard—and included private business enterprises. Properties within Buzzard Point have been redeveloped numerous times since the original settlement of the area. The area has a moderate to high potential for prehistoric and historic archaeological resources, including some associated with previous structures or with settlements of indigenous peoples.

The study area includes one designated historic property, the James C. Dent House on the corner of 2nd and Q Streets SW. The PEPCO Buzzard Point Power Plant, located on V Street between Half Street and 1st Street SW, is potentially eligible for listing on the National Register of Historic Places. Adjacent to the west of the primary study area, comprising roughly half of the Buzzard Point Peninsula, is the Fort McNair Historic District and the National War College.

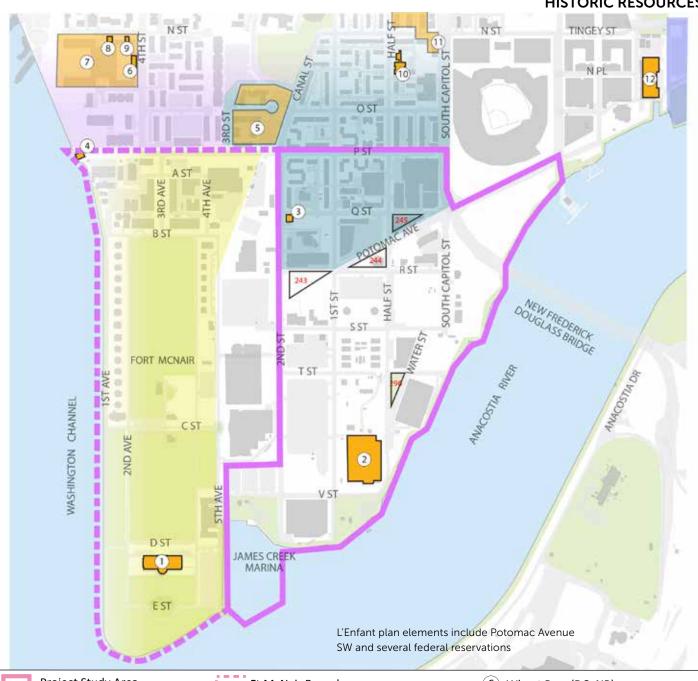


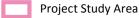
An ad from the mid-1940s advertising industrial land for development in Buzzard Point.

BUZZARD POINT CIRCA 1857



HISTORIC RESOURCES





Historic Structures

Ft McNair Historic District (DC, NR Eligible)

Potential Old SW Historic District (Under Consideration)

Potential New SW Historic District (Under Consideration)

Washington Navy Yard Historic District (DC, NR)

- Ft McNair Boundary
- L'Enfant Reservation
- National War College (within Ft McNair) (DC, NR, NHL)
- **Buzzard Point Power Plant (Potentially** (2) NR Eligible)
- (3) James C. Dent Residence (DC, NR)
- (4) Titanic Memorial (DC, NR)
- St. James Mutual Homes (Potentially (5) NR Eligible)

- (6) Wheat Row (DC, NR)
- (7) Harbour Square (DC, NR)
- (8) Duncanson-Cranch House (DC, NR)
- (9) Edward Simon Lewis House (DC, NR)
- (10) William Syphax School (DC, NR)
- Southwest Rowhouse Historic District (Potentially NR Eligible)
- (12) DC Water Main Pumping Station

PLANNING BACKGROUND

District plans, projects, zoning, and ongoing initiatives will shape development in Buzzard Point. Pertinent plans, both completed and underway, are summarized below.

District Plans

Comprehensive Plan for the National Capital: District Elements

(Second Amendment Cycle of the 2006 Plan is underway in 2017-2018) - The District of Columbia's 20-year 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 support for the long-term redevelopment of Buzzard Point with mixed medium to high-density commercial and residential uses, and multi-modal transportation improvements. A summary of Comprehensive Plan policies applying to Buzzard Point are appended to this Vision Framework.

Climate Ready DC (2016) - The District of Columbia's plan to adapt to changing climate anticipated to bring more dangerous heatwaves, severe storms, and flooding. It reflects the comments and feedback that the District Department of Energy and the Environment (DOEE) received from more than 300 people on the draft plan. Climate Ready DC was recently released and is currently being implemented to reduce flooding.

Southwest Neighborhood Plan (2015) - An urban design, land use, and neighborhood preservation plan for the area located directly north and west 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. This Small Area Plan guides future growth and proposes community amenities, retail, enhanced parks, increased connectivity, and additional transportation choices.

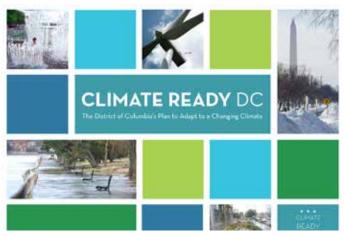
moveDC (2014) - The District of Columbia's coordinated, multi-modal long range transportation plan. With a focus on implementation, the plan guides strategic investments for bicycles, pedestrians, vehicles, and transit in the city and will inform improvements in the Buzzard Point area for the next 25 years and beyond.

Sustainable DC (2012) - The District's 20-year sustainability plan identifies goals and actions for increasing equity and opportunity, strengthening the local economy, promoting more efficient resource use, improving health and wellness, improving the environment, and protecting the District from the negative impacts of climate change.

Anacostia Waterfront Framework Plan (2003) – The District of Columbia's 30-year, \$10 billion initiative to revitalize the Anacostia River waterfront with projects that enhance the local environment, create riverfront connections and new recreation, identify job-creating commercial centers, promote cultural destinations and revitalized neighborhoods, and implement multi-modal transportation options. Recent and ongoing transportation infrastructure projects stemming from the Anacostia Waterfront Initiative include the 11th Street Bridge Project, the South Capitol Street improvements, and the Anacostia Riverwalk Trail.



Southwest Neighbohood Plan (2015)



Climate Ready DC (2016)

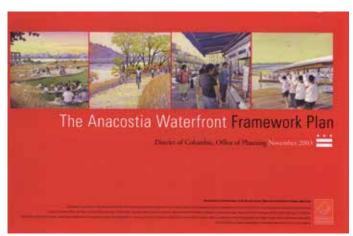
Federal Plans

Buzzard Point Development Concept Site Plan (Underway in 2017) - The National Park Service (NPS) is undertaking an effort to prepare an "actionnable vision" for the future of Buzzard Point Park, grounded in community engagement and built on partnerships that include District agencies, community organizations, river users and others. The plan will document existing conditions and develop a set of recommendations for creating recreational opportunities at Buzzard Point by enhancing currently underutilized spaces for public enjoyment.

National Capital Region Paved Trails Study (2016) - This NPS plan supports connecting Buzzard Point and NPS parklands along the Anacostia to the Anacostia Riverwalk Trail network to increase recreational access to DC's waterfront areas for residents and visitors.

Joint Base Myer-Henderson Hall Real Property Master Plan (2013) – This plan, developed by the US Army Corps of Engineers, 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.

Memorials and Museums Master Plan (2001) – This National Capital Planning Commission (NCPC) Plan outlines how to meet demand for museums and commemorative works while protecting the National Mall and preserving other existing museum and memorial settings. The plan 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.



Anacostia Waterfront Framework Plan (2003)

Other Initiatives

Urban Design Framework Plan (2013) - The Capitol Riverfront Business Improvement District prepared this plan for the 500-acre waterfront neighborhood that surrounds Nationals Park baseball stadium, to the northeast of the Buzzard Point study area. This dynamic mixed-use urban neighborhood has undergone a transition from an industrial and manufacturing district to a transit-oriented neighborhood and urban destination over the last ten years. This plan addresses the diffuse development pattern. It outlines a coordinated and cohesive set of actions to connect emerging activity centers and ensure that appropriate amenities, streetscape, connections, and infrastructure are present at neighborhood build out. The plan's principles focus on regional transit connections and local circulation systems, connecting the open space system, and animating neighborhoods with clusters of retail and interim uses.



Move DC (2014)



Sustainable DC (2012)

REGULATORY FRAMEWORK

Comprehensive Plan for the National Capital: District Elements

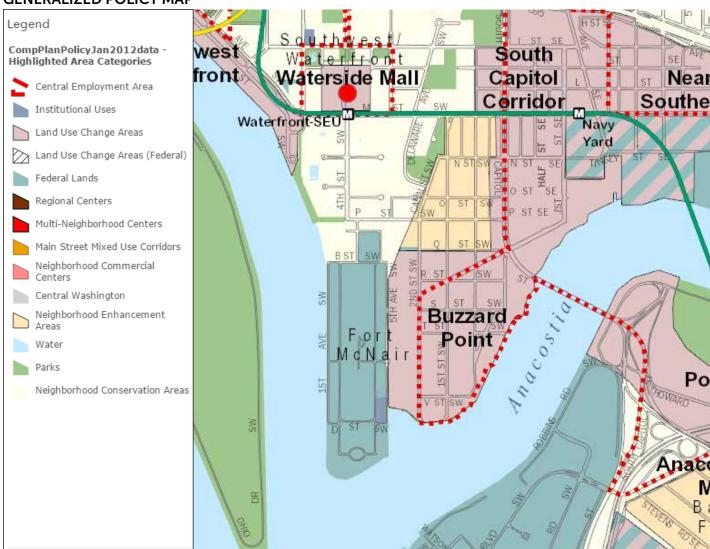
The Lower Anacostia Waterfront/Near Southwest Area Element of the District's 20-year Comprehensive Plan provides policies for the Buzzard Point study area as part of the South Capitol Street/Buzzard Point Policy Focus Area. This guidance includes support for the long-term redevelopment of Buzzard Point with mixed medium to high-density commercial and residential uses and multimodal transportation improvements. The Buzzard Point Vision Framework + Design Review Guide adds more context-specific detail to the Comprehensive Plan's guidance through recommended actions, supporting analysis and stakeholder, property owner and community engagement. The development review process provides one of the

most effective means of carrying out Comprehensive Plan policies. Zoning regulations can not be inconsistent with the Comprehensive Plan.

Comprehensive Plan guidance informs zoning, which—as stated above—cannot be inconsistent with the Plan, but it does not establish zoning. Projects that require review by District government staff and the Zoning Commission must consider relevant Comprehensive Plan policies, Development review also provides a means of evaluating major project impacts on public services, the natural environment, and the compatibility of proposed design with adjacent uses and neighborhood character.

In addition to the Lower Anacostia Waterfront/Near Southwest Area Element, the Comprehensive Plan's Generalized Policy

GENERALIZED POLICY MAP



and Future Land Use Maps provide additional planning and development guidance.

The Generalized Policy Map classifies Buzzard Point as a Land Use Change Area (a different land use is anticipated) and identifies the northern edge as a Neighborhood Enhancement Area. A Neighborhood Enhancement Area is to ensure that any new infill development responds in design to the existing features and character in order to improve the neighborhood as new development proceeds. Publically owned open space also needs to be considered to make these neighborhoods more desirable.

The Future Land Use Map designates most of Buzzard Point for mixed use development, with medium density along the waterfront, and higher density inland. Existing residential areas are designtated as moderate to medium density residential. The Buzzard Point Vision Framework + Design Review Guide does not make any recommendations to change the future land use designation or zoning for Buzzard Point and is consistent with the Comprehensive Plan.

FUTURE LAND USE MAP Legend Land Use Categories Low Density Residential ST SW STISE Moderate Density Residential Medium Density Residential Waterfront-SEU High Density Residential Low Density Commercial Moderate Density Commercial Medium Density Commercial High Density Commercial Production, Distribution, and Repair BSTSW Federal Local Public Facilities Institutional Parks, Recreation, and Open Space Mixed Land Use WATER

Zoning

The Capitol Gateway Overlay District was instituted in Buzzard Point in 2002 following the planning focus on the Anacostia River through the AWI effort. In the new ZR-16 zoning, these overlay zones were translated into the Capital Gateway (CG) special zones. They allow for a range of heights and densities and include requirements to ensure an appropriate mix of residential and commercial uses and excellent design.

The CG zones reinforce South Capitol Street as a gateway into downtown and establish a Zoning Commission design review process over much of the area. Design review will help to achieve the desired character and design excellence for Buzzard Point, including streetscape and environmental improvements. CG zoning permits matter-of-right residential, office, retail, recreational, and light industrial development. The majority of the area consists of the CG-4 zone with areas along the Anacostia River in the CG-5 zone. These zones regulate the form and density of development and promote a mixture of compatible uses. Existing residential areas north of P Street are zoned RF-1 for low to moderate density residential.

Preferred Neighborhood Uses

As Buzzard Point is transformed from an industrial area and new regional amenities are added, it is important that future residential and commercial development include uses and amenities that are neighborhood-focused, meeting a variety of resident needs. New housing choices should include

a range of units that accommodate families, seniors, and varied incomes levels. The provision of public facilities, such as schools, and police, as well as community-serving retail are critical components of a well-rounded neighborhood. Future development should consider how to provide space that support small businesses and entrepreneurial ventures, including maker spaces.

Development Capacity

Under existing zoning, the current maximum development capacity of Buzzard Point is approximately 11.3 million square feet of land area not utilized by stadium uses and new infrastructure, based on floor area ratio (FAR). Without the DC United Soccer Stadium, PEPCO sub-station, and new road and Oval Park infrastructure, the estimate is 16.6 million gross square feet. The relative portions of future development that will be residential and commercial, including hotels, are not mandated in the zoning. This Vision Framework anticipates high amount of residential use, given the extensive water frontage, the isolated peninsula location, and the compatibility with adjacent neighborhood areas.

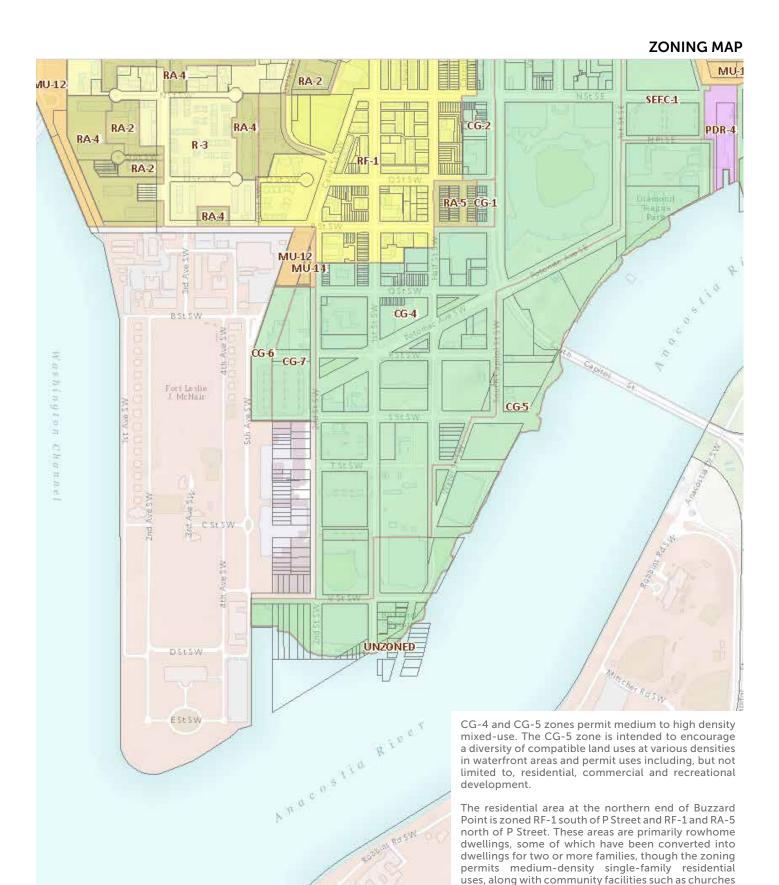
Inclusionary Zoning (IZ) regulations require the provision of affordable residential units within new market rate residential developments in Buzzard Point as well as other areas of the city. The District's IZ regulations further the District's goal of creating diverse, mixed-income neighborhoods and a range of housing opportunities. A minimum of eight percent of new residential units in Buzzard Point will be affordable through IZ.

| ESTIMATED DEVELOPMENT YIELD | | NOTES + METHODOLOGICAL ASSUMPTIONS | | |
|---|-----------------|---|--|--|
| Total Residential Uses | 6,040 Units | Based on estimate of zoning capacity and development trends, with approximately 1,100 square feet per unit. | | |
| Inclusionary Zoning (IZ) Residential | 480+ Units | 50% of the permitted IZ 20% bonus density within in mixed-use projects dedicated to affordable units. | | |
| Market Residential | 5,560 Units | Remaining market rate units. | | |
| Total Non-Residential Uses | 4,700,000 Sq Ft | Based on AECOM estimate of zoning capacity and development trends. | | |
| Retail | 60,000 Sq Ft | Assumes approximately 0.4 FAR dedicated to ground floor retail and entertainment uses. | | |
| Office | 3,200,000 Sq Ft | 75% of remaining non-residential uses dedicated to office. | | |
| Hotel Rooms | 1,000 Rooms | 25% of remaining non-residential uses dedicated to hotel. | | |
| ADDITIONAL PREFERRED NEIGHBORHOOD USES | | | | |

Civic, Institutional, Community (e.g. school, police, fire, EMS, etc.)

Neighborhood-Serving Retail, Services (e.g. child care, maker space, floorplates suitable for independent entrepreneurs, etc.)

Housing Choices (e.g. units that accommodate familes, seniors, a range of incomes, etc.)



and public schools.

REGIONAL DESTINATIONS IN BUZZARD POINT



Fort McNair

Internationally recognized as a graduate-level university with five colleges, multiple centers of excellence, and scholarship in national security, Fort McNair educates our nation's military leaders. Encompassed within the Fort's walls is a 108-acre campus of architectural significance with 51 contributing historic buildings dating from 1791-1944. As a long-standing anchor on the Buzzard Point peninsula, Fort McNair is a key partner in realizing the successful implementation of the Vision Framework in guiding the transformation of a new waterfront neighborhood with amenities for its large numbers of students, employees, dignitaries, and other visitors.

Buzzard Point Park and Anacostia Riverwalk

The National Park Service manages the James Creek Marina and Buzzard Point Park, a 3.5 acre park along the Anacostia River that will contribute to the new Buzzard Point waterfront neighborhood as both a regional destination and a local amenity. Combined, Buzzard Point Park, and the Anacostia Riverwalk Trail running through it, will serve as a backbone of the Buzzard Point waterfront connecting it with communities all along the Anacostia River. To date, 15 of the planned 28 miles of trail are open, with additional segments to be constructed as part of the District Department of Transportation's (DDOT) South Capitol Street Corridor and other projects. When completed, the trail will provide a continuous pedestrian and bicycle connection spanning 16 communities between the Tidal Basin at the National Mall and Bladensburg Marina Park in Maryland.

Future Oval Park and National Memorial

Crossing the new Frederick Douglass Bridge where iconic South Capitol Street intersects with Potomac Avenue, Oval Park will form a southern gateway to Central Washington, linking Buzzard Point to the Anacostia River, the Capitol Riverfront neighborhood, and the United States Capitol. The 2.5 acre Oval Park will blend nationally significant commemorative space with locally-serving neighborhood park and event space at the doorstep of the Nationals Park baseball stadium, drawing a diversity of users. Oval Park will be framed by curved frontages of adjacent buildings with a road design intended to slow motorists and encourage pedestrian and bicycle access to the park. The future Oval Park will be constructed as part of the South Capitol Street Corridor Project.

DC United Soccer Stadium

The 19.000-seat DC United Soccer Stadium will be the home for Washington's Major League Soccer franchise, DC United. 40 events per year are anticipated to be hosted at the stadium, drawing attendance from around the region to Buzzard Point. The project reinstates 1st Street SW and includes ancillary retail development and a landmark neighborhood plaza for public events and community programming year-round. It is expected to catalyze additional development. The primary corner entrance faces northeast up Potomac Avenue, creating a direct link to Oval Park, the Capitol Riverfront neighborhood, and the Nationals Baseball Stadium. A secondary entrance is located on the northeast corner at 2nd and R Streets.





ONGOING DEVELOPMENT PROJECTS











Credit: Capital City Real Estate

1. Florida Rock

Florida Rock is a four-phase project along the Anacostia River, and bounded by First Street SE, Potomac Avenue, and South Capitol Street. The first phase, Dock 79, a 305-unit apartment building with 20,000 square feet of retail, is complete. The second phase, 71 Potomac, is underway in 2017. The third and fourth phases are planned as a 315,000-square-foot office and 275,000-square-foot hotel, respectively, and are likely to advance after the District completes the reconstruction of the Frederick Douglass Memorial Bridge and South Capitol Street in 2021. When complete, the 1.1 million square foot project will constitute 600 residential units, 325,000 square feet of office space, 50,000 square feet of retail and 325 hotel rooms. The project will provide an esplanade space for sporting event crowds to enjoy the waterfront, eventually extending under the future Frederick Douglass Bridge to connect to the Anacostia Riverwalk.

2. South Capitol Street Corridor Project, Oval Park and Frederick Douglass Bridge

The South Capitol Street Corridor Project is replacing the Frederick Douglass Memorial Bridge and transforming Center City's southernmost entrance into a grand urban boulevard. The new fixed-span bridge will carry six lanes of traffic and provide stairs and accessible ramp connections to the Anacostia Riverwalk on both sides of bridge. On the west side of the river, a new traffic oval, Oval Park, connecting South Capitol Street to the new bridge, intersecting Potomac Avenue, Q Street SW, and R Street SW, provides a monumental public space within Buzzard Point. On the east side of the river, a new traffic oval will connect South Capitol Street and Suitland Parkway to the new bridge, providing access to Anacostia Park. This signature project is one of a series of transportation, environmental, economic, community, and recreation projects undertaken by the District of Columbia to implement the larger Anacostia Waterfront Initiative. Currently in the planning and land acquisition stages, the project is anticipated to start construction in 2017 and be completed in 2021.

3. DC United Soccer Stadium

The DC United Soccer Stadium is anticipated to start construction in early 2017 along 2nd Street between R and T Streets SW. It includes a plaza suitable for pre-game gatherings and public use on non-event days and approximately 300 parking spaces for stadium staff. In addition to improvements to existing infrastructure, the project will deliver extensive landscaping,

storm water management facilities, tree-lined streets, and double-sided retail on 1st Street SW.

4. 1900 Half Street

An existing eleven-story office building will be redeveloped into 414 luxury apartments with over 15,000 square feet of retail space and 236 parking spaces. The project will contribute to the Anacostia Riverwalk, featuring walking and bike paths along the water. The project will start construction in 2017.

5. Peninsula 88

Peninsula 88 is at First, V and Half Streets SW and is surrounded on three sides by water and overlooking Buzzard Point Park. This 110-unit condo development at Buzzard Point is planned to begin construction in 2017/2018.

6. Riverpoint

The former US Coast Guard headquarters at 2100 Second Street SW will be converted into a 535-unit residential building with 80,000 square feet of retail space.

7. PEPCO Waterfront Substation

PEPCO is currently constructing its Waterfront Substation, on the block bound by Q, R, 1st, and 2nd Streets SW. This distribution facility will upgrade aging infrastructure in support of existing customers and planned development in the Capitol Riverfront and Southwest Waterfront areas. The new facility is intended to blend into the future fabric of Buzzard Point and will include public art installations.



PEPCO substation under construction at 1st and R Streets, Southwest

Credit: CORE Architects

THE BUZZARD POINT PLANNING PROCESS

Collaboration Between Community, Property Owners, and District Government

The development of the *Buzzard Point Vision Framework + Design Review Guide* was led by the DC Office of Planning (OP), with significant participation from the DC Department of Transportation (DDOT) and the Department of Energy and the Environment (DOEE). The planning process was carefully coordinated with the Office of the Deputy Mayor for Planning and Economic Development (DMPED) and the Department of General Services (DGS), which were leading the Soccer Stadium project.

Numerous meetings were held with a stakeholder group comprised of the property owners within Buzzard Point and the Capitol Riverfront Business Improvement District (BID), as well as with Advisory Neighborhood Commission (ANC) officials, Fort McNair representatives, the National Park Service, local community leaders, and several District government agencies. At the initial meetings with the property owners and with community leaders notes were made on maps to reflect

the initial input. Based on initial identification of aspirations and issues, development concepts were created reflecting the comments received. The stakeholder groups and the public participated in ongoing opportunities to review the concepts, offer additional ideas, and comment further.

Stakeholders provided input for this document through a variety of opportunities, including:

- Three meetings with community leaders.
- Four meetings with property owners.
- Three public open houses related to this planning process and the DC United Soccer Stadium.
- · Several meetings with various District agency staff.
- Multiple public meetings, including the DC Council Roundtable and Public Hearings that included presentations on the vision.
- Multiple meetings with the Capitol Riverfront BID.



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

What We Heard

Property Owners in Buzzard Point shared ideas about the features they would like to see within a redeveloped Buzzard Point and shared preliminary plans for their respective properties, identifying the following priorities:

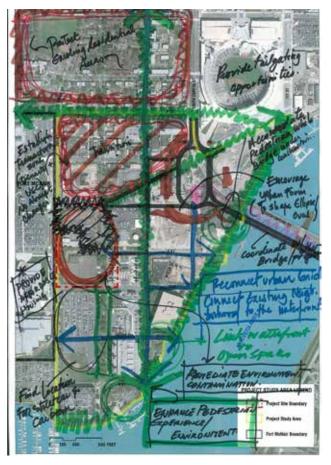
- Mixed-use/residential uses make the area viable.
- Temporary uses will enliven open spaces until park amenities and memorials are established.
- A pedestrian trail along the Anacostia River and under the Frederick Douglass Bridge will be important to link the Navy Yard Metrorail station, Yards Park, Nationals Park, the DC United Soccer Stadium, and the Wharf.
- Re-established sidewalks, utilities, and internal roadways are necessary to facilitate pedestrian, transit, and vehicular access.

Neighborhood leaders reviewed the existing conditions of Buzzard Point and identified the following priorities:

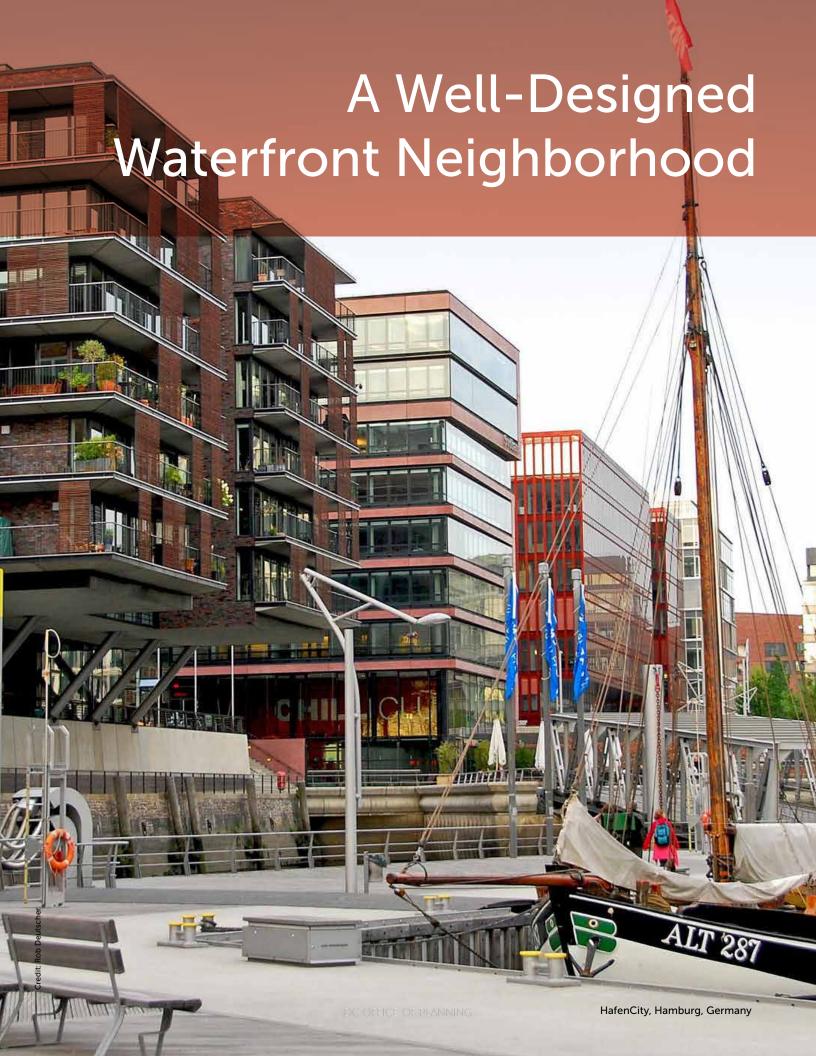
- Coordinate construction of the multiple projects in Southwest DC to minimize impacts on the community.
- Increase transit options and enhance the pedestrian and bicycle facilities. Increase safety through improved streetscape conditions and connections that avoid hightraffic areas.
- Reconnect existing neighborhoods to the Anacostia waterfront.
- Preserve existing affordable housing in the adjacent neighborhoods and provide new affordable options.
- Evaluate the need for additional public facilities to serve this part of the city.



Property owners provided their initial ideas and concerns regarding the area's future in January 2014.



Community leaders provided their ideas and comments illustrated on this map in February 2014.



CREATING A NEW NEIGHBORHOOD

The Buzzard Point Vision Framework + Design Review Guide establishes a design agenda for an entirely new "design forward" waterfront neighborhood in the nation's capital city. Poised to join other increasingly active waterfront areas such as Capitol Riverfront, the Wharf, and Georgetown, Buzzard Point is expected to become a prime area for new places to live, work and recreate with access to the water.

As the pressure for additional housing grows along with DC's burgeoning population, it is critical for new development blocks to create distinct local identities and to include sustainable and resilient buildings that have relationships to the network of streets and open spaces, nature, and the surrounding adjacent neighborhoods. This vision aims to ensure that the existing neighborhoods adjacent to Buzzard Point and the new development on the blocks within Buzzard Point are well connected and reflect mutually beneficial design and land use relationships.

The Buzzard Point neighborhood is planned to offer new neighborhood services; opportunities for new businesses; new streets, parks and buildings, including new residential ,commercial, cultural, and civic land uses; and a transformed public realm with parks, an accessible waterfront, and social spaces along tree-lined streets. In addition, the Buzzard Point neighborhood is planned to include high performing environmental strategies to address building energy use and storm water management. Improved traffic safety and transportation connections across the peninsula and along the water's edge will facilitate movement of pedestrians, bicyclists, transit users, and drivers, and serve new development and existing residential areas north of P Street and to the east of South Capitol Street.

New construction in Buzzard Point must comply with requirements for design excellence and design review contained in the Capitol Gateway and further outlined in the Buzzard Point Vision Framework + Design Review Guide.

Components of a Well-Designed Waterfront Neighborhood:

New development in Buzzard Point should include the following characteristics to ensure its future success as a vibrant, mixeduse community along the Anacostia River waterfront:

High-Quality Design and Materials. The design of new construction should be shaped by guidance in the *Buzzard*

Point Vision Framework + Design Review Guide and the design review requirements of the Capitol Gateway.

Distinct Identity and a Waterfront Focus. Located on a peninsula with water views in three directions, Buzzard Point has distinct design potential in the city.

Residential Choices. A waterfront neighborhood with a mix of housing unit types and mixed-income and affordable housing opportunities achieves diversity and meets the needs of multiple types of households.

Retail Services. Retail clusters along Half Street, in the vicinity of the DC United Soccer Stadium and around the proposed waterfront plaza, support existing and new residents and contribute to the success of the area's regional attractions.

Commercial, Hospitality, Cultural/Civic and Employment Opportunities. A commercial and cultural district surrounding Oval Park and at other locations in Buzzard Point will respond to the area's location along primary circulation routes. The blocks framing Oval Park are also a great location for hotels and hospitality establishments, within view of the Capitol building and other federal establishments.

Parks, Plazas, and Walkable Streets. The vision framework's design guidelines for streets and for the Anacostia Riverwalk will produce a strong customized image for Buzzard Point, tailored to the demands and opportunities for high degrees of livability and dynamic commercial activity.

A Multi-Modal Tree-Lined Street Network. Buzzard Point will include a hierarchy of street types that create safe and convenient access to the entire neighborhood, encourage walking and biking, manage stormwater, prioritize places for retail and other neighborhood activity and manage access to services and parking.

Adequate Public Facilities. As the neighborhood develops, the need for additional public services and facilities (e.g schools, police, EMS, utilities, etc.) should be evaluated. Design excellence and opportunities for co-location will need to be realized.

Events Programming. Neighborhood parks, the Soccer Stadium Plaza, Buzzard Point Park, and Oval Park provide exciting places for a series of local and regional events to occur through good design and active programming.

Resilience and Environmentally Responsive Design. Buzzard Point presents an opportunity to undertake new approaches to energy generation, environmental health, and stormwater management.





URBAN DESIGN CONCEPT

The Buzzard Point Vision Framework + Design Reveiw Guide shapes a medium-high density waterfront neighborhood of an estimated future capacity of 11.3 million gross square feet of development in the midst of regional destinations such as the Nationals Baseball Stadium, the future DC United Soccer Stadium, Fort McNair, a future National Memorial and Oval Park on axis with the US Capitol, and parkland on the waterfront. The new Buzzard Point neighborhood is closely connected to the Southwest neighborhood to the north, the broader Capital Riverfront area to the east, Fort McNair and the Wharf to the west, and across the Anacostia River to a future Poplar Point. Buzzard Point is part of the Capitol Riverfront neighborhood and Business Improvement District (BID), yet is envisioned as a distinct neighborhood sub area oriented toward the waterfront.

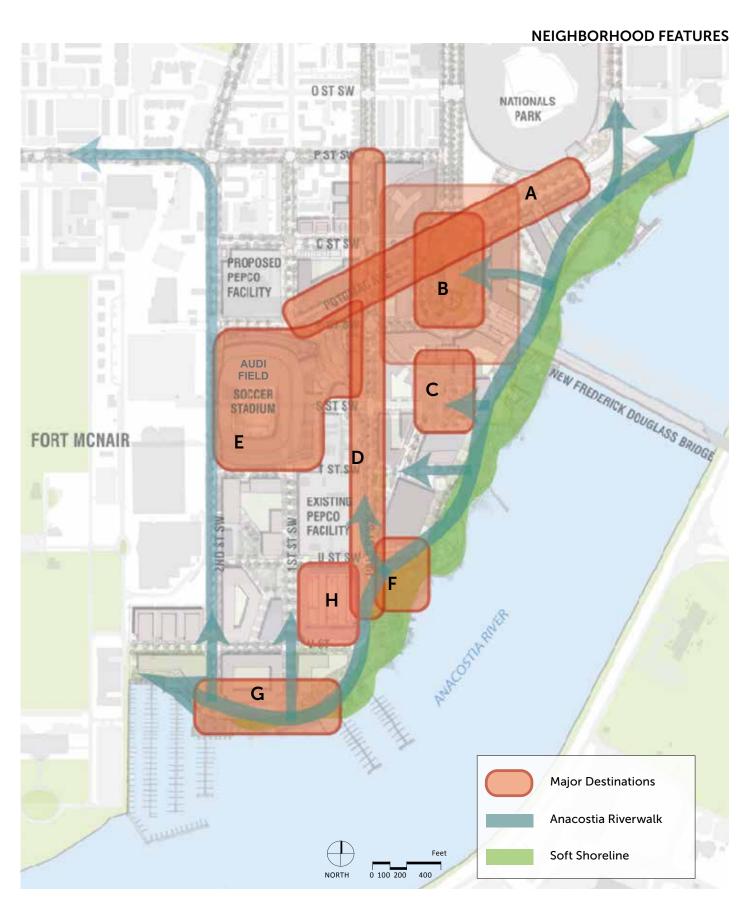




A Design Framework of Neighborhood Features

The Concept, illustrated on the facing page, shows the key neighborhood features and major destinations that will distinguish the area and provide highly visible places for neighborhood events: the dramatically-framed Oval Park, the new soccer stadium, the proposed waterfront plaza, the Anacostia Riverwalk, and the marina and waterfront parkland.

- A. Potomac Avenue provides a gateway to Buzzard Point along a grand boulevard to and from the Capitol Riverfront area and Nationals Park.
- **B.** Oval Park at South Capitol Street offers the opportunity for the development of active and programmable recreation space, a dramatic view to the Capitol, and commemorative elements, ringed by a mix of commercial uses framing the park.
- C. Waterfront Plaza terminates South Capitol Street with a node of activity focused on access to the Anacostia River and a cultural element.
- **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. DC United Soccer Stadium** hosts events throughout the year and offers activities at its neighborhood plaza and entry.
- F. Anacostia Riverwalk provides links with the existing community and expands access to and interpretation of the Anacostia River and access to nature, including potential boardwalk extensions out over the water in some key areas.
- **G. Southern Waterfront** provides a National Park Service Park and marina, residential uses, and open spaces connected with the Anacostia Riverwalk Trail, and capitalizes on the area's relationship to the water.
- H. Historic Buzzard Point Power Plant is a great opportunity for adaptive reuse as a civic, cultural or neighborhood facility.



URBAN DESIGN CONCEPT

A Design Framework of Land Use

A diverse mix of uses, subject to market forces, will be necessary to maximize the development potential of parcels in accordance with the Comprehensive Plan. The urban design concept and land use approach embrace the zoning requirement that new development at or near the waterfront is allowed up to 80 feet in height, while new development a block away is allowed up to 100 feet in height. This approach identifies the advantages associated with distinct functions for different areas within Buzzard Point and includes the following components:

New Residential Areas are expected to be located at the southern end of Buzzard Point where the opportunity exists for waterfront views and easy access to the parks and plazas along the Anacostia Riverwalk, expanded marinas and waterfront recreation. The relative quiet of the new street network and the proposed open spaces add value here. Residentially-focused mixed-use development also would be located near existing Southwest residential neighborhoods. To ensure compatible adjacencies with existing residential areas, the District, through its design review process, can shape new development to buffer existing residences through a transition zone of medium scale buildings and residential and other compatible uses, as supported by current zoning.

Commercial and Hospitality Uses are expected to have a locaation preference for the area around the new South Capitol Street Oval Park, so the Urban Design Concept locates those projects in the high-visibility and urban blocks along South Capitol Street and around the Oval Park. This location is closer to the Washington Nationals Baseball Stadium, commercial development and amenities in the Yards, Capitol Riverfront and the Navy Yard-Ballpark Metrorail station and within the dramatic view corridor to the U.S. Capitol building. These aspects could aid in attracting federal and high-image private office tenants as well as hotels.

Retail Uses are anticipated to be located along Half Street as a tree-lined 'neighborhood main street', one of two north-south spines within Buzzard Point. With the goal of connecting to existing neighborhoods, Half Street is the ideal location to concentrate neighborhood services and amenities within Buzzard Point and to serve as a linear park of shade trees connecting to the waterfront. In addition, a critical mass of retail and services around the Waterfront Plaza and residential areas clustered there will reinforce this area as a destination for activity along the water. This retail node focused at S Street and the South Capitol Street axis has the opportunity to become a cluster

of experiential retail and service uses supporting the waterfront and the proposed maritime museum or other destination use.

The South Capitol Street Corridor as depicted in the Urban Design Concept is intended to realize the vision set forth in the L'Enfant Plan by transforming South Capitol Street from an expressway to an urban boulevard and gateway to the District's monumental core. Improvements to roadways and public realm will transform the corridor from a busy expressway into a walkable and people-oriented area with a focus on views to and from the waterfront and the Frederick Douglass Bridge and by creating an iconic focal point for the entire area.

Potomac Avenue is shown as Buzzard Point's grand boulevard in the Urban Design Concept and the primary entry point to the area. It is designed to be animated with outdoor gathering space, connecting Buzzard Point, the future soccer stadium and other local amenities with Nationals Park and the Capitol Riverfront.

Neighborhood Parks and Plazas, including the proposed plaza at the new soccer stadium, along the waterfront, and at the intersection of Potomac Avenue and South Capitol Street, comprise the opportunity for neighborhood open space and recreation amenities. Storefronts and sidewalk cafes ringing the Oval Park would provide views to the central lawn, with its potential interactive water features, iconic monument, and recreation opportunities.

Coordinated Design for Streets and Sidewalks is included in the Urban Design Concept for Buzzard Point and for the Anacostia Riverwalk. The imaginative application of these design standards by property owners and developers will create an attractive, safe and functional neighborhood, in addition to creating an image and identity for Buzzard Point.



dit: Capitol Riverfront BID

DESIGN FRAMEWORK SOUTHWEST CAPITOL **NEIGHBORHOOD** RIVERFRONT P ST SW 2ND ST SW FORT MCNAIR **ANACOSTIA URBAN DESIGN CONCEPT** Mixed-Use Develoment with a Commercial Focus Mixed-Use Develoment with a Multi-Family Residential Focus Public / Institutional Utilities / Infrastructure

RELATIONSHIP TO NEIGHBORS

Existing Southwest Neighborhood

A critical design question regarding the future form of the Buzzard Point Peninsula is how to develop a mutually beneficial relationship between the existing Southwest neighborhood and the new mixed-use Buzzard Point neighborhood, recognizing that they will likely be of radically different scales. How do we ensure that the attributes of the existing neighborhood - the residential scale, detail, material, tree-lined streets, and the variety of outdoor spaces – inform the design of the new developments? With the goal of creating harmonious transition, spatially and programmatically, it will be critical that new development blocks on the Buzzard Point peninsula incorporate a variety of building scales into each project, utilize high quality materials, include design detail and amenities such as balconies, porches and courts and create usable outdoor space that ranges from private to public. In addition, new development needs to contribute to a variety of public places that incorporate parks, playgrounds, waterfront access, and outdoor amenities for all ages.

The existing neighborhood blocks have charming qualities in a great range of scales and housing types. Brick predominates in both small traditional row houses and larger scale co-ops and apartment buildings, built as part of urban renewal between 1957 and 1970, and in the long historic wall of Fort McNair on the south side of P Street from the Washington Channel to 2nd

Street. Further north in the Southwest neighborhood newer renovations and higher density construction, following the opening of the first phase of the Waterfront Station mixed-used development in 2010, brings more modern architecture and restaurant and shopping amenities. P Street is the line of transition and particularly important for the application of the streetscape design guidelines given that the blocks along it have the potential to bring together the existing Southwest neighborhood, located to the north of P Street, and the rmedium-high density mixed-use area envisioned for south of P Street on the Buzzard Point peninsula. This typology is the neighborhood context that needs to be addressed when developing new projects.

In addition, the Southwest Neighborhood Plan, adopted by the DC Council in 2015, emphasizes the importance of enhancing, connecting, and better utilizing parks in that area and ensuring both active and passive space. The redesign of existing parks and the creation of new parks and social spaces in the larger southwest part of the city, particularly Buzzard Point, will be essential to achieving neighborhood quality and also to easing connections between neighborhoods through shared spaces. An example is the Soccer Stadium Plaza being built as part of the soccer stadium with the intention that its programming will serve the larger Southwest neighborhood community.



The Southwest neighborhood is comprised of a mix of housing types and densities.



Tree lined streets with rowhouses in the Southwest neighborhood.



A view of the Capitol from Buzzard Point.



Residents of Southwest socializing and enjoying neighborhood parks.



The architecture of Southwest is primarily modernist, and its landscapes are unique to Washington.

While the District owns no land in this area to increase the total number of affordable units, the District supports the development of additional affordable and workforce housing in Buzzard Point. Ongoing initiatives to rehabilitate and preserve public housing near Buzzard Point, such as the Greenleaf master planning effort, are important to supporting this goal. The District Department of Housing and Community Development (DHCD) and the District of Columbia Housing Authority (DCHA) might identify potential funding sources for additional residential development to accommodate a variety of income levels, including low and moderate income families and individuals. In addition, land owned or acquired by the District government for the purposes of implementing projects in the area might be

joined with adjacent projects and existing federal and District programs to achieve increased levels of affordability.

Inclusionary Zoning (IZ) requirements help to create mixed-income environments and ensure that new residential development furthers the District's goals of creating diverse, mixed-income neighborhoods. Based on the estimate of 6,040 units of new residential development within Buzzard Point, IZ requirements would generate a minimum of approximately 480 and upwards of 550 affordable units depending on the amount of bonus density development achieved and the mix of other uses within projects.

Fort McNair

The Buzzard Point-Fort McNair relationship is an important consideration in the future potential of the entire peninsula. The Fort McNair campus is approximately the same size as the Buzzard Point development area with both national and international importance. In addition, the walled 108 acres has profound architectural and historical importance with 51 contributing historic buildings dating from 1791-1944. Internationally recognized as a graduate-level university with five colleges, multiple centers of excellence, and scholarship in national security, Fort McNair educates our nation's military leaders.

The Fort is entirely walled on both land sides with the main public entrance located at the terminus of Q Street at 2nd Street SW. At this location 2nd Street defines the eastern edge of Fort McNair from P Street to V Street where it terminates at James Creek Marina and National Park Service parkland with associated parking areas. Fort McNair meets the existing residential neighborhood along P Street, with a historic brick wall that frames its northern edge along this impressive tree-lined street leading directly to the water frontage at Washington Channel.

The Comprehensive Plan for the Nation's Capital: Federal Elements addresses Federal workplaces, their location and impact, and the community element and includes policies such as plan federal workplaces to be compatible with the character of the surrounding properties and community and, where feasible, advance local planning objectives such as neighborhood revitalization. The Federal Workplaces Element of the Comprehensive Plan—Federal Elements goes on to state that installations should associate federal workplaces in urban areas to their urban context and appropriately scale them to promote pedestrian activity.

Connectivity between Fort McNair, the adjacent existing community, and the future Buzzard Point neighborhood blocks offers urban design opportunities as well as programmatic opportunities. Oval Park will be located where Q Street meets the South Capitol Street axis with views south to the Anacostia River and north to the US Capitol Building. This park is a future destination open space with the site for a national memorial, surrounded by future high density development that frames the oval.

There are other points along the Fort McNair wall along 2nd Street where future Buzzard Point streets terminate at the wall

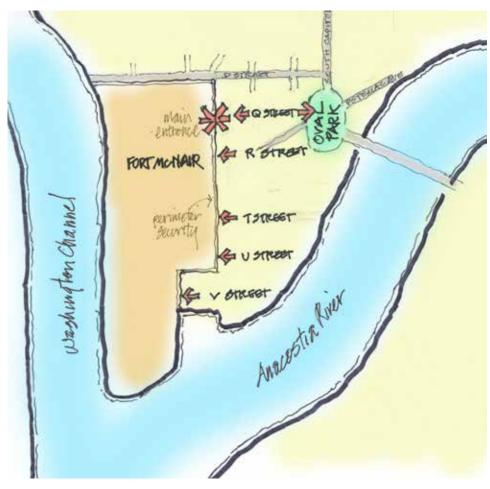


The National War College Building, designed by McKim, Mead, and White, is visible at the tip of the Fort McNair campus. This building is a designated National Historic Landmark.

Credit: Capitol Riverfront BID



The outside of Lincoln Hall, the main building on the Fort McNair campus.



There is a shared design opportunity on Q Street, where an exciting connection can be created between the main entrance to Fort McNair and the proposed monumental Oval Park.

and offer the opportunity for a design response. This treatment would recognize that, as people use these streets, there are views to the Fort that can be highlighted with views through and over the fencing and brick piers, in the actual perimeter security, and in the landscaping adjacent to either side of the perimeter fencing. An additional design opportunity exists along 2nd Street adjacent to the perimeter security wall, where the plant and tree palette that is adopted as part of the *Anacostia Riverwalk Design Guidelines* contained in this Vision Framework can be implemented along with other storm water mitigation features.

In addition, there are programmatic and market synergies that can be capitalized upon between the volume of employees, students, and visitors at Fort McNair and the accommodations and services associated with the future Buzzard Point hotels, residences, offices, restaurants, and other future neighborhood amenities. Activity at the campus includes 3,000 students from military branches and international militaries, and 11,000

noncredit students attend the National War College and National Defense University annually. There is a staff of 754 Department of Defense civilians and military branch members employed by the university. A future reciprocal relationship might provide tenants, customers, and a market for new developments, and these new developments will provide the services and facilities that employees, students, and visitors at Fort McNair need.

ENVIRONMENTALLY FOCUSED NEIGHBORHOOD

A Model for the District

Due to the unique nature and location of Buzzard Point, its future redevelopment represents a once-in-a-lifetime opportunity to become a world-class neighborhood that is sustainable, environmentally regenerative, resilient and economically competitive. This could include net positive energy and stormwater management, integrated with public space and creating habitat. Driving towards a sustainable and regenerative approach will position this community for investment and economic growth now and into the future.

The Sustainable DC plan, adopted in 2012, sets long-range goals for making the District the healthiest, greenest and most livable city in the country within 20 years and included a goal for new construction and retrofitted buildings to meet net zero energy standards by 2032. There are a wide variety of proactive steps that developers should take to help meet these ambitious goals but they require commitment, coordination and vision. For instance, the District government and property owners are considering energy production in developing plans for large-scale sites, like Buzzard Point, in order to improve resilience, return on investment, and drive towards net zero energy.

Additionally, developers in Buzzard Point face the increase in flood insurance due to increasing flood and storm surge risk, the impact of rising energy and water costs, and the possibility of increasing standards and fee structures; all pointing to a

future where sustainability plays a much greater role in real estate decisions. The development coming to Buzzard Point has an opportunity to be prepared for these changes or they risk becoming obsolete, negatively affecting the District's future livability, economic performance, and tax base.

Resilience and Flood Mitigation Infrastructure

The Climate Ready DC plan identifies Buzzard Point and Southwest DC as one of the communities most at risk due to the impacts associated with climate change. Floodplain considerations need to be front and center on developments in the high flood risk peninsula. Not only is the current flood risk high, but Climate Ready DC indicates sea level rise and land subsidence amounting to an additional 40 inches by 2080 (not including storm surge). Over time, changes to the floodplain and the policies governing it will continue to be a design challenge but also an opportunity for innovation for this neighborhood on a peninsula. A plan to manage flood risks and meet floodplain requirements ought to inform all decisions and guide the design of both the neighborhood and individual projects in order for it to be successful.

The District's regulatory process dictates that certain uses are not allowed in the 100-year floodplain, including 1- and 2-family residential development, daycare, federal office space, and public-serving institutions such as educational or medical



City Center DC serves as a model for environmentally conscious and sustainable development, and has been certified as LEED Gold for Neighborhood Development.

facilities, and underground parking serving residential structures. In addition, commercial property owners on Buzzard Point are required to dry flood-proof construction below the 100-year floodplain which includes building first floors, vents and other access points, and garage entrances above base flood elevations.

In addition to the requirements in the building code and Zoning Regulations, *Climate Ready DC* recommends that development address the long-term impacts of climate change. Therefore, design to the current codes and regulations is not enough. Storm surge and sea level rise, rising flood insurance premiums, and access for emergency vehicles can be mitigated by maintaining the first floor elevations 1.5 feet above the level of the 500-year flood plain elevation. The best strategies for addressing this need are through comprehensive neighborhood design. Although elevation changes may be accomplished through topographic manipulation to raise development pads, more sustainable strategies including development of living shorelines, offshore breakwater openings, and trails designed on piles that rise above the shoreline would improve resiliency and allow for equal shore access for all residents.

Contamination and Remediation

Industrial activities occurring over time in Buzzard Point resulted in contamination of properties within the study area. This contamination was due to the use and storage of petroleum products, leaking above-ground storage tanks (ASTs) and underground storage tanks (USTs), all associated with historical and current industrial processes, and the use and storage of contaminated equipment and building materials. Documented 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. The following contaminants are among those expected to be found, based on environmental reports, in Buzzard Point: petro-hydrocarbons, benzene, arsenic, chromium, and heavy metals, typical of former light industrial areas.

In general, the redevelopment of the area will result in removal of contaminants and improved environmental health overall. Removal of contaminants is a site-specific issue, and plans and monitoring may be required on any given site for the removal of hazardous materials, including preparation for health and safety, soil management, and demolition. Some properties within the study area have already undergone cleanup procedures to address concentrations of hazardous materials that exceeded

applicable regulatory levels. There is continued monitoring to ensure that remediation was successful.



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



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

New Sustainable Utilities

A number of utility lines currently snake throughout Buzzard Point, including water, storm sewer, communications, and natural gas lines. They are routed across various locations, including road rights-of-way, utility easements, and private property. PEPCO electrical lines are especially prevalent in the area due to the history of power transmission and the existing facilities in the area. Some utilities can be rerouted, while others, specifically high-power electrical lines, are likely to remain in their existing locations.

The District is coordinating with utility providers to ensure that utility infrastructure and lines support the vision for Buzzard Point. Intense coordination occurred during the development of the *Buzzard Point Streetscape Guidelines* (see Implementation chapter) and utility locations were considered in order to maintain a healthy tree-lined streetscape and high-quality pedestrian experience. Utilities need to be coordinated with streetscape and green infrastructure. Consideration should be given to address conflicts with tree roots, maintenance and other structures.

Planning and implementing a neighborhood-scaled thermal network is based on connecting mixed-use development and significant public venues, like the soccer stadium, and should incorporate passive design strategies to reduce thermal demands along with active district-scale utility infrastructure. More passive strategies include orienting buildings to maximize the potential for daylighting and passive ventilation in ways that can dramatically reduce energy use and improve indoor environmental quality. Beneficial shading of low albedo surfaces that otherwise gain heat also has individual building and neighborhood advantages.

District government and property owners are considering energy production in developing plans for large-scale sites, like Buzzard Point, in order to be competitive from a market perspective and to respond to the International Energy Conservation Code (IECC) which is driving towards net zero energy in the base code for new construction by 2030. Given the scale of utility upgrades required, any opportunity for public and developerled improvements to comprehensively improve utilities within Buzzard Point should be advanced and supported. New sustainable infrastructure and utilities, such as waste water heat recovery and distribution, district energy, and neighborhood stormwater strategies, can be implemented in coordination with public realm, transportation, and private improvements. A vision and plan for these sustainable utilities needs to be coordinated and incorporated into each project and avoid precluding the

potential for new technologies for energy sharing. This type of network could connect existing sources of underutilized heat such as the sewer heat mining capacity of DC Water's O Street Pumping Station northeast of the neighborhood with users in Buzzard Point's new developments. Smaller cogeneration facilities might be constructed to supplement the network as well. If interconnected, significant streetscapes and public spaces like Oval Park could accommodate ground source heat exchange loops that use the moderate soil temperature to preheat or precool proximate interior spaces. Similar technologies could also be used such as a thermal battery or aquifer thermal energy systems to effectively charging the ground either with summer heat or winter cold to be discharged in the opposite season to improve energy efficiency throughout the neighborhood.

Waste

The District's goal is to reduce the volume of solid waste generated and disposed of, reaching a target of zero waste sent to landfills by 2032. New development has the greatest opportunity to minimize the amount of waste produced by integrating waste streams and implementing strategies to affect occupant behavior, further reducing waste production. Developments should locate recycling facilities convenient for all residents and commercial tenants and offer built-in trash and recycling containers in ways that encourage recycling. In addition, developments should anticipate diversified waste streams such as compost and allocate space for storage and servicing.

Sensors can be included on dumpsters to track and minimize truck routes and maximize operational savings. In addition, the value of waste can be recaptured through energy production. By using anaerobic digesters located at the PEPCO plant to optimize energy distribution, biogas can be produced from solid waste. The byproduct of this process is a compost material that can be used for landscaping mulch, creating a "closed loop" system that benefits the community on multiple levels. Implementing these systems requires coordination among multiple public and private stakeholders but will have long-term benefits for residents, the neighborhood, and the District.

Roofscapes and Renewable Energy

The estimated 20 acres of Buzzard Point roofscape is an important component of the infrastructure and productive space that can be put to use for solar gain and to capture,

reuse, and filter runoff. Given the siting of this neighborhood in and adjacent to the floodplain, all opportunities for on-site stormwater retention should be explored in order to minimize inundation risk from heavy storms. In addition the expansive area of roof surface can also be used as an outdoor extension of building activity, including recreation, or as a venue for urban agriculture.

A critical goal of the *Sustainable DC* plan is to increase the use of renewable energy to make up 50% of the District's energy use. Mayor Bowser signed legislation in summer 2016 to increase the District's Renewable Portfolio Standard (RPS) to 50% with a local solar carve out of 5.0% by 2032, making this goal a major priority of the administration. For the business and development community, the ramification of this legislation is that the District has the best financials for solar energy in the country. In terms of design, solar panels (including those that are translucent) should be incorporated into the architectural and shading elements shown as embellishments to the public areas of the rooftop and may be mounted horizontally over mechanical penthouses.

Building integrated solar photovoltaic (BiPV) panels should also be incorporated into cladding on the building's vertical surface where southern exposure is uninterrupted, such as along the waterfront.

A power purchase agreement may be executed for leased solar panels with zero up front cost. Also, for owner financed solar panels, which can be financed by DC Property Assessed Clean Energy (PACE), the typical return on investment is between two and five years. Through the District's community solar program, the energy generated can be "virtually" net-metered and the residents or commercial tenants can "subscribe" into the system, providing mutual benefit for both the property owner and residents. Every opportunity to incorporate on site renewable energy should be explored. To create a more resilient and economically progressive project, it is strongly encouraged that the projects incorporate solar panels that would generate a minimum of 3% of the buildings' total energy use.



GREEN ROOFS – Green roofs can serve as recreation space above buildings, storage and filtration of rainwater, and to improve air quality.

NEIGHBORHOOD RECOMMENDATIONS

N.1: Locate commercial, cultural, retail, and service uses according to the Urban Design Concept.

- a. New major mixed-use commercial and cultural development should be located according to the Urban Design Concept: concentrated around the soccer stadium to create a regional destination and around South Capitol Street and the Oval Park, oriented to the US Capitol and connecting Buzzard Point to Capitol Riverfront and surrounding neighborhoods.
- b. Neighborhood-serving retail and service uses should be concentrated rather than scattered, with clusters along Half Street, around the soccer stadium, framing Oval Park, and around the waterfront plaza centered on South Capitol Street at S Street SW.
- c. Buildings adjacent to Oval Park should be built to the ROW line, designed to frame and contain the large park space, with dramatic ceiling heights at the base and entrances and amenities fronting Oval Park in order to animate it and augment its program.
- d. While the industrial uses currently in the neighborhood are changing, the provision of community facilities, worker spaces, infrastructure facilities, and other components of a well-functioning neighborhood need locations and funding, and may result in a similar percentage of total land use.

N.2: Concentrate new residential development.

- a. New residential development should be located according to the Urban Design Concept, concentrated in the southern portion of Buzzard Point near the waterfront and its future amenities and at the northern edge between Potomac Avenue and P Street to create a transition in land use and scale to enhance existing residential areas.
- b. With the goal of creating a family-friendly neighborhood, a mix of unit sizes and a range of family-oriented amenities should be incorporated into projects.
- c. Residential development should account for climate change projections by incorporating flood and stormwater mitigation strategies and locate the first floor of the residential program with at least 1.5 foot freeboard of the 500-year floodplain.

N.3: Renovate the PEPCO building with its emblematic smoke stacks.

This architecturally distinguished and highly visible building on the Anacostia River should be renovated to house a cultural, civic, or some other dynamic neighborhood-oriented use. Built as energy infrastructure, this former industrial building reflects the historic working character of the Buzzard Point Peninsula, provides a landmark with its smoke stacks, and is pivotal in the area's exciting future. Its adaptive reuse as an attraction could also draw visitors and contribute to the Buzzard Point waterfront as a destination

N.4: Ensure a waterfront orientation and neighborhood connectivity.

- a. The Buzzard Point neighborhood should be oriented to the waterfront through design that reinforces its location, history, projected storm surge, and its role as a signature destination for the public.
- b. The existing neighborhoods adjacent to Buzzard Point and the proposed new development blocks need to be well connected and establish mutually beneficial design and scale relationships and programmatic synergies.
- c. The Buzzard Point neighborhood's relationship to the US Capitol and the South Capitol Street gateway into the central city should be reinforced by locating a civic or cultural facility with a strong iconic element where the South Capitol Street axis meets the Anacostia River.

N.5: Coordinate all waterfront projects.

Given the projects simultaneously proceeding along the Buzzard Point Waterfront, coordination among projects is critical in terms of building design, relationship to the surrounding public realm, resilience design, circulation, use, amenity and program in addition to the connectivity along the Anacostia Riverwalk discussed elsewhere in these recommendations. It will be necessary for utility partners and the public sector to coordinate utility upgrades with street construction.

N.6: Implement resilience design guidance.

Design guidance and sustainability targets that go beyond current code-required minimum standards need to be implemented for all projects within the neighborhood. Future redevelopment projects should work with the environment and establish Buzzard Point as a model green neighborhood by remediating contamination, generating energy, connecting development to nature, mitigating flooding challenges, and reducing the urban heat island effect.

- a. Green roofs and natural landscape at grade should be provided on all new or renovated buildings to connect development to nature, construct stormwater run-off, mitigate flooding challenges, and reduce the urban heat island effect.
- b. Innovative technology such as wastewater thermal heat recovery should be embraced to improve energy efficiency and increase resilience at times of rising flood waters.
- c. Renewable energy systems and associated infrastructure, such as solar panels that cover no less than 25% of the gross roof area, create a more resilient neighborhood.

N.7: Provide architecture and site design review.

- a. The distinctiveness of the Buzzard Point neighborhood should be strengthened by the recommendations for urban design, architecture, and site design provided in the *Buzzard Point Vision Framework + Design Review Guide* and applying this guidance, including the application of the Design Principles on pages 8 and 9 as projects come through the development review process.
- b. All new buildings along the water should be designed to reflect distinctive waterfront locations with high and transparent ground floor levels, balconies, expressive architecture, and resilience features such as renewable energy, dry flood proofing strategies, durable materials, and flexible site design to address the likelihood of flooding, improve resilience from climate change, and transition to waterfront public space.

N.8: Coordinate Fort McNair and Buzzard Point projects.

- a. Every opportunity should be taken to integrate the design of Fort McNair with the Buzzard Point neighborhood, including ongoing communication and participation in the development of longer term plans and coordination on shorter term cultural and community events. Developers, business operators, and the District government have the opportunity to respond to the market demand created by the activities at Fort McNair, to coordinate transportation planning, and to collaborate on changing security technology.
- b. As the low-point in the neighborhood, the design of 2nd Street SW should continue the Riverwalk Trail using Design with Water concepts and lessons learned that maximize stormwater management and flood mitigation strategies. It should also function as a habitat corridor incorporating the natural environment into a walkable and bikable neighborhood context.
- c. New building and site design projects on either side of the perimeter wall that defines Fort McNair should be coordinated from a design perspective. Consider the architectural massing and impact on the views, vistas, entry points, and overall quality of experience. Consider the security requirements associated with the Fort and the design impact of security installations.
- d. New projects on either side of the Fort McNair property line should coordinate high-performing buildings, energy generating and flood mitigation installations, the planting and preservation of trees, and shared landscape design palettes.
- e. The primary entrance to Fort McNair at Q Street offers a major design opportunity since it is the terminus of a neighborhood street and an important vista to keep in mind when viewed from a future national memorial site in Oval Park. In addition, R and T streets dead-end at the Fort McNair perimeter security. Design measures that respond to these street views, both at the wall and behind it within Fort McNair, should be installed and might include site design elements such as commemorative installations, artwork, and plants.



PARKS & PUBLIC SPACES

The Buzzard Point peninsula sits at the confluence of the Anacostia and Potomac rivers. This extraordinary waterfront location is the future neighborhood's great asset, shaping its identity and inspiring designs unique to its geography, ecology, and history. Parks and public spaces are essential to transform Buzzard Point into a successful residential and commercial area and to create the livable and healthy neighborhood.

This plan establishes parks and plazas of various types and sizes, totaling nine gathering and recreation places, waterfront parks, and plazas. It recommends approximately ten percent of the Buzzard Point land area for recreational open space and social spaces, with an additional seven percent conceived as a linear waterfront park. In addition, the streets are designed to become an extension of the park system as a tree-lined network that connects parks, manages storm water, and provides access to nature and places for people to meet and get exercise.

These open spaces will shape the identity of this community, improve pedestrian circulation, support a heathy life, and connect people and place by adding amenities and by embracing the flow of water runoff as an asset. The design of the streets, plazas, and parks provide the opportunity to emphasize the dynamic, multi-functional nature of the Anacostia River and make the waterfront legible, even far from the shoreline.

It is critical to identify and secure land to create the essential parks before every parcel is taken for real estate development and to develop the partnerships to ensure that that every identified opportunity for open space be optimized to provide environmental benefits and support residents. These opportunities include unused roadways, key intersections, and smaller nodes at the ends of streets, private property, and waterfront lands managed by the National Park Service.

Components for Dynamic Parks and Public Space System:

Neighborhood Parks. A series of large and small neighborhood parks that include playgrounds, responds to the needs of children, seniors and all ages, and provide essential community amenities and public gathering place – active, passive, water oriented, with water boat launches for canoes and kayaks, and associated with adjacent commercial development.

Anacostia Riverwalk and Living Shoreline. A continuous connection along the Anacostia River that links open space, accommodates pedestrians and cyclists, provides social and events spaces, and adds value to adjacent development.

Plazas. The planned soccer stadium plaza and a future waterfront plaza.

Buzzard Point Park and James Creek Marina. Managed by the National Park Service (NPS) and dramatically located at the tip of the peninsula, this is the only land in the future Buzzard Point neighborhood currently set aside as parks.

Oval Park. A dynamic regional amenity and focal point that is well designed, maintained, programmed, and immediately recognizable as Buzzard Point and Capitol Riverfront.

Streets As Connected Public Space. Streets serve as public open space and as pedestrian connections between destinations and support adjacent residences and businesses.

Resilience Strategies. Given the assessed risk for this neighborhood and its susceptibility to flooding, the incorporation of green infrastructure into public space to capture and hold run-off from streets can lower the risk for the entire area.



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

PROVIDING PARKS & PUBLIC SPACES

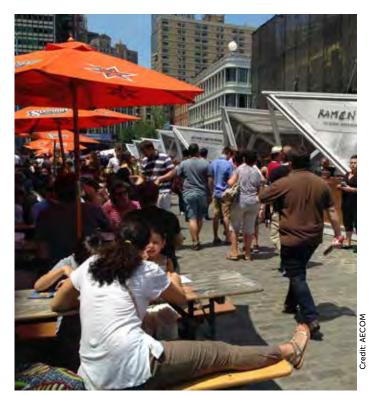
A Complete Neighborhood Park System

The Buzzard Point Vision Framework + Design Review Guide is grounded in an urban design focus that is intended to inform future redevelopment and improvements to the public realm. It establishes a design vision for a mixed-use, connected neighborhood that is predominantly oriented towards a continuously accessible waterfront. In setting the design agenda for this area, the Vision Framework proposes a new and exciting park system that includes a range of park and plaza types, a restored living shoreline, an extension of a tiered Anacostia Riverwalk, views up and down the river, and mature trees and varied vegetation. In addition to this vision framework, the Southwest Neighborhood Plan, completed in 2015, calls for creating a model community, a modernist gem and green oasis with enhanced parks and vibrant connections for the Southwest neighborhood north and west of Buzzard Point.

Public spaces within the Buzzard Point neighborhood should include an array of opportunities, some with a neighborhood focus, and others with a regional focus. Various sized spaces accommodate larger events, smaller events, moments of respite, and a variety of active and passive uses. Most importantly, these spaces need to be connected with each other and the surrounding community. Each space plays a role in the park and recreation framework for the Buzzard Point neighborhood.

Smaller parks include opportunities for meeting the needs of specific age groups, particularly children, young people and seniors. These smaller parks might include playgrounds, programmed activities and events and places to walk pets and accommodate passive and active recreation. Sidewalks with street trees and landscaping along the street grid provide green, shaded connections and environmental benefits associated with water control. Formal parks provide for memorial elements, food pavilions, programmed activities and major events; create key landmarks; and identity features in the cityscape. Plazas are flexible and accommodate multiple functions and programming opportunities. Plazas can provide gathering space and dining and retail opportunities as well as expand for major gathering and celebratory events.

Waterfront spaces also provide destinations for passive access to nature and opportunities for environmental recreation and ecological enhancements to attract wildlife and a variety of water-based plant life. Active water-oriented recreational attractions such as paddle boarding and kayaking are ideal along this stretch of the Anacostia River.



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



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

50







EXTENDING THE ANACOSTIA RIVERWALK

Connecting East to Capitol Riverfront and West to the Wharf

Overall, the design for the Anacostia Riverwalk contained in the *Buzzard Point Vision Framework + Design Review Guide* is organized to create inviting and frequent access points; to maximize engagement with the river; and to facilitate through movements for bicycles and pedestrians. The overarching goal for the riverwalk is to create a publicly accessible waterfront, conforming to minimum standards, and to implement a shared material and plant palette, creating a distinct identity associated with nature and further enriched by the design of adjacent developments and their programmed mix of uses.

Minimum Standards

Working within the 75-foot corridor stipulated in the zoning code, the Riverwalk dramatically steps down in a series of layered terraces that support varying levels of mobility, access to nature, viewing, gathering, and flood mitigation. The upper terraces, adjacent to the buildings, support high volume local pedestrian flow. The middle level supports the regionally-connected Anacostia Riverwalk Trail and bicycling route. The terrace closest to the water is imagined as a network of boardwalks meandering through the wetland edge. A minimum 10' passive trail that accommodates pedestrians, a minimum 10' active trail that accommodates bicycles, joggers, and other active uses, and a minimum 5' landscape buffer separating the active and passive trails define the basic physical parameters.

In this way the Riverwalk becomes a series of 'harbors', each offering a distinct combination of riverfront amenities, including

plaza, park, marina, fishing pier, kayak launch, and marshland wildlife observation. While the in-water pedestrian structure will require coordination with the US Army Corps of Engineers, the proposed riverine vegetation should help facilitate approval. These standards are clearly articulated in the *Riverwalk Design Guidelines* in the Implementation chapter.

A Living Shoreline

The shoreline, currently inaccessible through most of Buzzard Point, is envisioned as a living, interconnected area with a great range of experiences to offer, from natural to urban. Significant areas of marshland along the shoreline can be rehabilitated to a prehistoric condition to improve water quality, enhance urban wildlife habitat and contribute to flood resilience, thereby creating a unique waterfront experience in central Washington. The vegetation and filtration properties of the living shoreline work in concert with the built environment to simultaneously provide environmental benefits and education experiences and a dynamic and inviting public space to explore nature through a direct connection to the river and to natural habitat supporting plant and animal life.

The living shoreline concept is based on an embankment stabilized by a riparian wetland zone and marshland habitat, coordinated carefully with the US Army Corps of Engineers. Rather than a continuous bulkhead, root systems and vegetative matter reinforce the shore. The southern-most blocks of 2nd Street, 1st Street, and Half Street offer the opportunity to integrate water filtration gardens into public space, intercepting runoff with gardens designed to be signature features.



LIVING SHORELINE – a living shoreline, restored to its natural condition, can provide recreation opportunities along the riverfront and also serve as vital habitat space for wildlife.



CONCEPTS FOR WATERFRONT OPEN SPACES









RESILIENCE STRATEGIES

Given Buzzard Point's geographic location, sea level rise and storm surges are significant issues as is ground subsidence. The Buzzard Point Vision Framework + Design Review Guide establishes an urban design agenda for reactivated waterfrontage in the nation's capital city. This waterfrontage is intended to include proposed storm-absorbing infrastructure and welldesigned multiuse spaces that can serve as parks during good weather conditions and accommodate flooding during highwater conditions, based on recommendations contained in the District's Climate Ready DC plan, released in 2016. As Buzzard Point develops it will face the challenge of constructing flood resistant buildings, public space, and infrastructure in a way that adapts to changing water levels - absorbing the rising water and then easily returning to a non-water condition. This design approach is an entirely new way of conceptualizing the water's edge in cities-designing for resilience.

Flood control elements in the landscape require designs that serve both as flood control and as recreation amenities, providing green space and places for outdoor activity, relaxation, and natural habitats, and also weathering storms and flooding as part of the system that protects the larger area from flooding. Many small scale landscape and building improvements will increase permeability and water storage in Buzzard Point, including water storage along streets, absorbent streetscape materials, breakaway walls, bio-swales in public spaces, parks and garages that can be floodable, and roadway medians that can become retention ponds. Restoring a living shoreline for Buzzard Point and providing a natural barrier to flooding also helps restore the ecosystem along the rivers.

Streets within Buzzard Point are planned to help improve the sustainability and resilience of Buzzard Point, in addition to providing physical connections within and beyond the neighborhood. Green infrastructure has been designed, per DDOT requirements, on appropriate streets in order to capture and filter storm water before it sheets off hard surfaces into storm drains and into the Anacostia River. They will be implemented with each development as it goes through the review and permitting process. These measures provide an attractive streetscape with plantings and trees, reinforcing the concept of streets as inviting, living, and functional public spaces. In addition, the collection of storm water minimizes the chemicals and sediment that would otherwise flow unabated into the river. This is proposed along Half Street, where existing utilities make the installation of new storm water lines particularly difficult.







Landscaped stormwater retention pond also designed to be an appealing park, in Kronsberg, Germany.





Water or re-directed by a now leves, formed with the excurated material from canals and undesground parking atautures.



Large volume capacity is orealed six the tributary and garage cisterns fill up before damage occurs on street level.



Spaces in high-risk places were designed so that water could flush through floem with minimal damage. Garages and open spaces occupy most lower levels. Permeablin pavers, lain gardens, storm water tanks and canals flanked by vegete-lion all welcome the chance to chick up the flood.



As valor a field in place while conditions enturn to normal, quies at the river's edge will allow the day at stoutary to dowly dean teats into the Cumberland Swer.

THE NATIONAL PARK SERVICE PARKLANDS

Buzzard Point Park and James Creek Marina

The National Park Service (NPS) manages the only parkland currently available in the future Buzzard Point neighborhood. Located at the tip of the peninsula, Buzzard Point Park provides dramatic views up the Anacostia River to the Frederick Douglass Bridge, downriver toward the juncture with the Potomac River and Washington Channel, and across the river to the US Marine Training Center, views all worthy of emphasis in future park design. Buzzard Point Park provides existing residents in the blocks north of P Street in the Southwest neighborhood, as well as future residents, workers, and visitors of a redeveloped Buzzard Point, the promise of public parklands along the water for day-to-day access to nature, quiet outdoor areas, and water-based recreation.

These NPS parklands provide a foundation for a future network of continuous green, waterfront access and water-oriented recreational uses that can be augmented by high-quality streetscape and open space design associated with private developments. As Buzzard Point is built out as a new neighborhood, both current Southwest residents and future Buzzard Point residents and others can enjoy a distinctive waterfront right in their own "back yard" and/or "front yard". An additional NPS attraction for the existing and future residents and users of the Buzzard Point neighborhood is the James Creek

Marina. Concessionaire-operated, the marina offers 297 slips, slip rentals and amenities for active recreational and picnic uses.

One great opportunity to realize these goals for an extraordinary network of parks and to provide outdoor amenities to current Southwest and future Buzzard Point residents is to leverage the planning work NPS is currently leading for Buzzard Point Park. NPS wants to ensure that the entirety of Anacostia Park, including the waterfront park in Buzzard Point, continues to develop as a regional recreational resource, emphasizing the park's special riverside, ecological, and scenic qualities and character. The stated purpose of their plan for that park includes managing the banks of the Anacostia River as an enjoyable and unique urban park with a mix of active and passive recreational opportunities and linking landscapes along the waterfront into a continuous public open space system.

With an initial public meeting in April 2016, NPS has kicked off an effort to prepare an "actionable vision" for the future of Buzzard Point Park grounded in community engagement and built on partnerships that include District agencies, community organizations, river users and others. The NPS community process provides opportunities for both individuals and organizations to participate in identifying preferences and sharing ideas. Final plan delivery is scheduled for May 2017.



Credit: Capitol Riverfront BID

BUZZARD POINT PARK



The National Park Service is exploring the future of Buzzard Point Park (above). Two concepts (below) incorporating the Anacostia Riverwalk are illustrated below. Following the selection of a concept, a future NPS process will undertake the development of an actual design that will include detail on the overall configuration, recreation features and elements, and shoreline treatments.





Credit: National Park Service

A PLAZA & PARKLAND ON THE WATERFRONT

Opportunities exist for a series of new open space destinations connected along the Anacostia Riverwalk. Some of the lands available for future park features are managed by the National Park Service's Buzzard Point Development Concept Plan which will ultimately determine the role they will play in the neighborhood's exciting network of proposed open spaces. Parks and/or plazas at the termini of 1st, 2nd, Half, and U Streets can serve to connect and activate the public space along the river and merge the urban fabric with the waterfront, particularly by providing public gathering space, special features, and green infrastructure where the streets reach the river. This series of parks may be informal and formal, the former addressing a range of neighborhood outdoor recreation needs and the latter providing space for memorial elements, food pavilions and programmed activities and events and creating key landmark and identity features at the scale of the city.

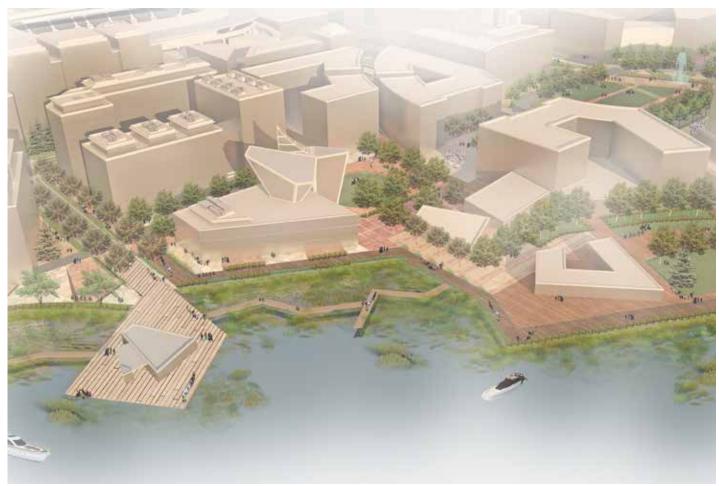
The intersection of South Capitol and S Streets near the Anacostia River is the ideal location for a new primary gathering space for Buzzard Point, the Waterfront Plaza. The plaza design needs to accommodate multiple functions, including gathering; neighborhood activity; access for adjacent buildings; bicycle and pedestrian traffic; storm water treatments; cultural designations;

and visitor services. This proposed plaza would anchor Buzzard Point to the Anacostia River and provide a clear focal point for retail and outdoor dining experiences, accentuating the vibrancy of waterfront living, working, dining and recreating in the Buzzard Point neighborhood.

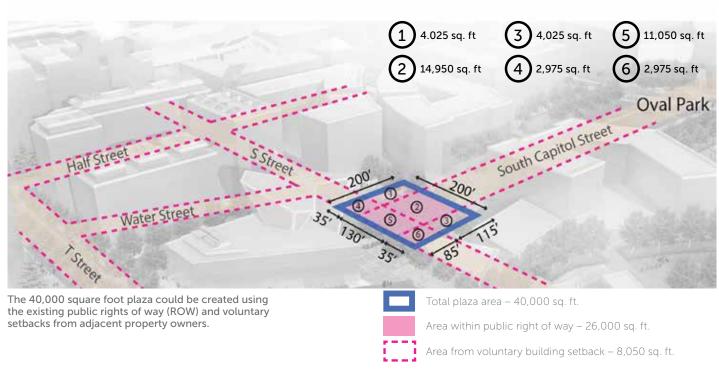
At this location, both roadway segments are truncated by the river and do not carry through traffic. By itself, the intersection is nearly one acre in size. To further increase the land area available for a plaza, S Street should be treated as a linear park connecting the waterfront promenade to Half Street. The end of S Street can engage the river in a deep-water dockage that could accommodate larger attraction-oriented vessels. Approximately 80 percent of the proposed Waterfront Plaza (32,000 square feet) consists of existing public right-of-way (as illustrated in the explanatory diagram opposite). To reach its full 40,000 square feet size, the plaza's realization needs two property owners to voluntarily cluster their setbacks to flank the South Capitol Street corridor. While vehicles could enter this plaza space in order to access buildings, as a curbless pedestrian-priority zone it can be easily closed to vehicular traffic when needed for programmed events.



Places envisioned along the Anacostia Riverwalk provide public access to the river for pedestrians and bikes, opportunities for public spaces, programmed activities and a living shoreline.



A new plaza along the waterfront, at the intersection of South Capitol, S, and T streets, sets the stage for activities with a proposed mix of public space, retail and cultural destinations.



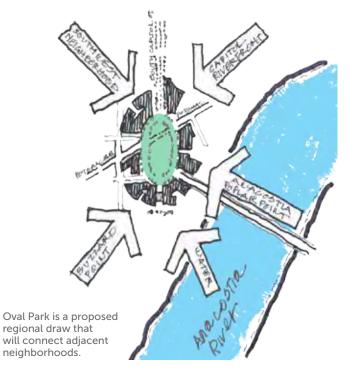
CREATING & ACTIVATING OVAL PARK

Oval Park is an exciting amenity for Buzzard Point that will be designed during the future planning stages of the South Capitol Street Corridor Project, in accordance with the Visual Quality Manual developed for that project.

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 Park forms a southern gateway to Central Washington and links Buzzard Point to the river, Capitol Riverfront, and the US Capitol. As envisioned here, Oval Park is the heart of a new mixed-use development node that also blends nationally significant commemorative space with locally programmable event space. If actively programmed with activities and events, the open space within Oval Park promises to be a successful public park as well as an iconic urban design feature.

Compact adjacent buildings on parcels directly fronting the Oval Park containing commercial, cultural, retail and other uses will reinforce the space as a memorable icon and popular destination for the entire area. With building entrances oriented toward the park and located directly on the outer right-of-way line, it is possible to establish an urban feel and to create a synergy between the park and the surrounding development that is experienced by those in vehicles and those walking or bicycling. Consolidated crosswalks, particularly at signalized Potomac Avenue, ensure pedestrian and bicycle accessibility into and across the park, effectively connecting Capitol Riverfront with Buzzard Point.



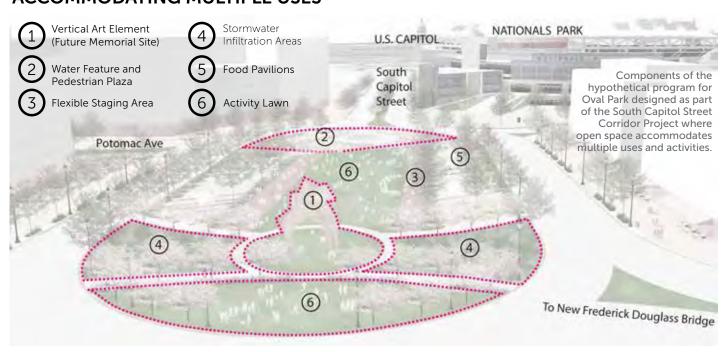






Concepts for Oval Park envision easy pedestrian and bicycle access, as northbound and southbound traffic on South Capitol Street will be separated by direction and controlled by traffic signals, much like Dupont Circle.

ACCOMMODATING MULTIPLE USES





Programmatic components of the park recommended in this vision framework include: a site for a future national memorial; flexible spaces for events and programmed activities; versatile areas for gathering and play; smaller settings for shaded seating; storm water retention and filtration features; ornamental gardens; kiosk-style pavilions; and visitor amenities. The Oval Park is an opportunity to provide additional resilience, designing areas to hold flood and storm waters when necessary.

STREETS AS VIBRANT PUBLIC SPACE

To help accomplish these multiple functions, a hierarchy of streets has been identified as shown below. For instance, Potomac Avenue is the primary gateway; Half Street is the neighborhood's central spine; and 2nd Street is the extension of the Anacostia Riverwalk and a defined bike route.

Refer to the *Buzzard Point Streetscape Guidelines* in the Implementation chapter for the District's design for the public

space and the associated requirements for new developments. These guidelines were developed by the DC Office of Planning, the District Department of Transportation, and the Department of Energy and Environment to provide a distinctive approach to Buzzard Point's public realm that complies with District standards. They are used to review public space designs for all projects.

STREET HIERARCHY AND CONNECTIVITY

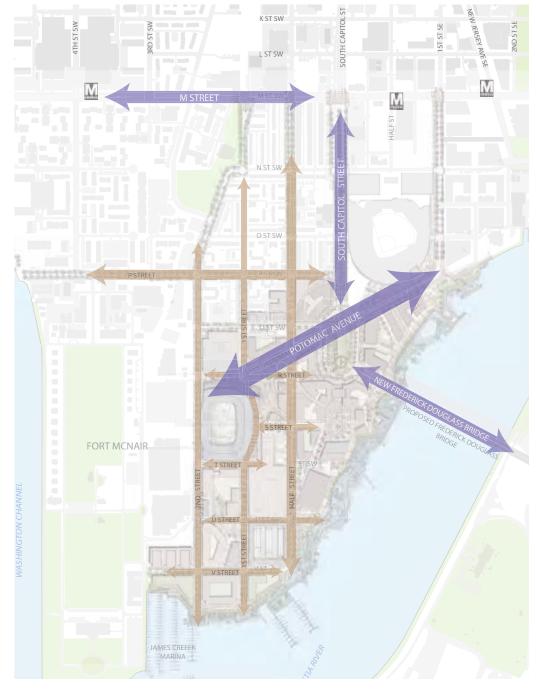


Potomac Avenue: Broad L'Enfant boulevard to serve as major gateway to the neighborhood and the stadium with wide sidewalks, a triple row of trees—a double row between sidewalks plus a row of street trees—and outdoor seating

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



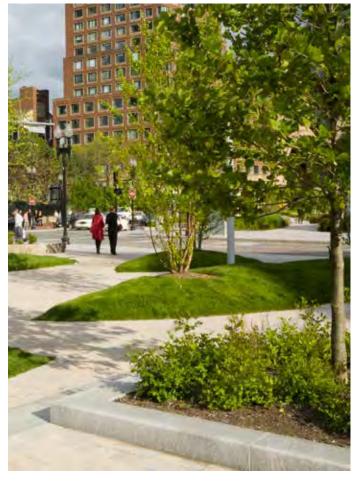
Streets not only provide transportation connections, they also offer amenities and serve as gathering spaces. Streets in Buzzard Point are designed to function not only to carry vehicles and link locations, but also as a component of the overall system of parks. These public rights-of-way are designed to perform multiple roles: public open space, transportation throughways, building access, and environmental infrastructure. They improve the pedestrian and cycling experience by animating streets, creating a tree canopy and plantings, and providing a feeling of safety and attractiveness. Although each individual street in the neighborhood may not perform all of these services at same level, the rights-of-way of all the streets create an overall system that supports neighborhood activity and includes green infrastructure.

The street tree program for Buzzard Point proposes increasing canopy coverage of the public realm from less than ten percent to more than 80 percent. Trees sequester carbon, address air pollutants, and counter the heat island effect while contributing to pedestrian comfort and providing a valuable amenity to people who reside there, work there, or visit.

For pedestrians using the streets as open space, features such as seating, tables, and robust vegetation can offer opportunities for a park-like experience. Combined, these factors will transform a simple link from the waterfront to the nearby community into a destination.



Green infrastructure streetscape elements provide environmental benefits and attractive pedestrian amenities.



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

Potomac Avenue as Gateway

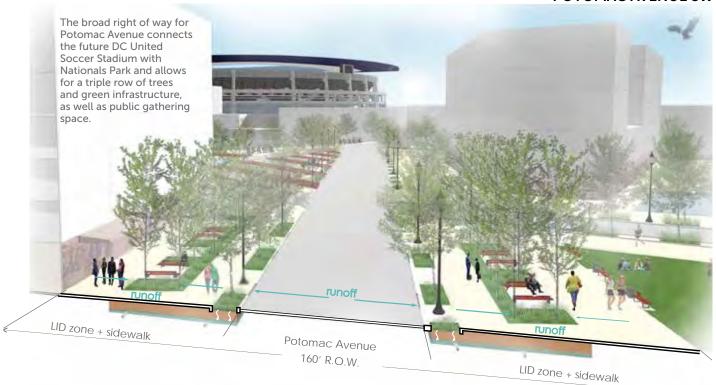
Potomac Avenue is a grand boulevard and neighborhood gateway, creating a strong connection between Buzzard Point and Capitol Riverfront through Oval Park. Robust, generous landscape areas that accommodate pocket parks, a triple row of trees, outdoor dining opportunities, and links to the existing neighborhood define this street as a primary corridor of activity and identity.

Potomac Avenue's broad right-of-way offers opportunities for fluid, shaded pedestrian movement on wide sidewalks -- 55 feet from curb to building -- that include a large landscaped area and opportunities for sidewalk cafes. The street design will reflect Washington through its central cart way and an unbroken inner alley of uniform street trees, anticipating game-day activity to and from the soccer stadium. Local character can be expressed in the 4' show window zone at buildings. In addition, the street is planned to intercept, filter and store runoff for passive irrigation and other beneficial uses.

First Street North-South Connector

First Street is a critical connection to and from the waterfront, the soccer stadium and plaza and for neighborhoods to the north of P Street. First Street is also designed to provide future access, frontage, and visibility to the ancillary development associated with the soccer stadium and support activity at the soccer stadium plaza during non-event times. It reconnects the street grid at R, S, and T Streets and is a conduit for future district-specific utility infrastructure. Additional street trees emphasize its role as an important pedestrian connection.

POTOMAC AVENUE SW



Half Street Neighborhood Main Street

Half Street is designed as a secondary street for pedestrian and vehicular movement within Buzzard Point south of R Street. Half Street also provides frontage for neighborhood retail and to the ancillary development sites east of the soccer stadium site. The proposed trees and green infrastructure plantings provide a shaded green experience and benches reinforce its role as a linear park connecting to the plaza at the water's edge. With 21 feet between curb and building, it contains ample space for neighborhood service retail, sidewalk cafes, street trees and storm water management.

2nd Street Bikeway

In addition to its role supporting vehicular traffic and capturing runoff along Buzzard Point's western edge, 2nd Street will be a featured route for bicycles. Consistent with *moveDC* and the *Anacostia Waterfront Framework Plan*, it is a dedicated regional bicycle path paralleling the roadway and providing access to the soccer stadium and to the waterfront.

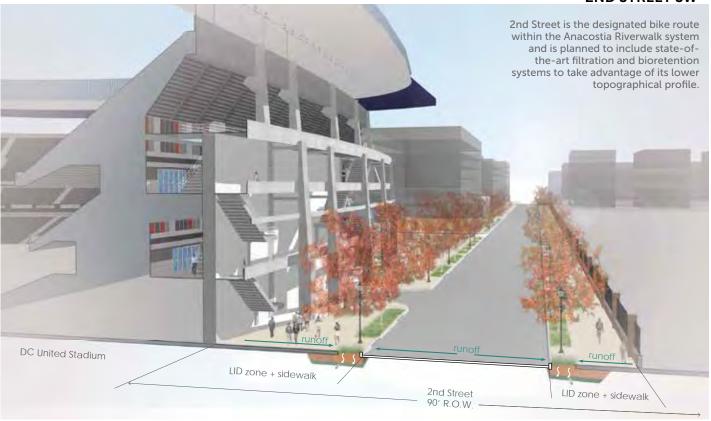
2nd Street is the designated Anacostia Riverwalk Trail as it extends inland and northward to P Street and eventually to the Southwest waterfront at the Wharf. The streetscape design includes street trees and other vegetation in order to extend the ambiance of the Anacostia Riverwalk, offer shade, and enrich the pedestrian and bicycling experience along the wall of Fort McNair and the wall of the soccer stadium.

East-West Streets

These shorter streets (R though V) serve as local service points to new development, providing for internal circulation and access to loading docks and underground loading and parking facilities. Because they are currently one to three blocks in length and are projected to carry limited traffic volumes, they can accommodate pedestrians, with 20-28' from building to curb and sidewalks that accommodate a tenant zone and a planting zone in addition to an 8-10' clear sidewalks.



2ND STREET SW



EAST-WEST STREETS



PUBLIC SPACE RECOMMENDATIONS

P.1: Identify and program park sites now.

The District government should work with private property owners and the National Park Service to identify locations and programs for park sites now.

- a. Make provisions to create a range of essential parks and playgrounds for this neighborhood and ensure long-term maintenance and programming of the parks. Parks should be planned to serve all ages, with specific consideration given to the needs of children and seniors. Coordination between the public sector and private property owners can accomplish this goal by evaluating opportunities for new facilities as part of each new private development.
- b. The design and programming of the Soccer Stadium Plaza and NPS triangle park on Potomac Avenue—one owned by DC United and the other by the National Park Service—provide important opportunities for the neighborhood to get involved in designing and programming them as components of an overall parks system that address a range of community aspirations for open space.

P.2: Work with the National Park Service.

Work closely with the National Park Service to plan and design their lands along the Anacostia water's edge, considering the broad range of users from existing neighborhoods as well as future residents of Buzzard Point. The park's design needs to include a series of coordinated and complimentary waterfront open spaces and parks where roadways terminate at the Anacostia Riverwalk. Consider partnerships with adjacent developers to get this redesigned park constructed.

P.3: Design and program Oval Park.

The Oval Park, its formal geometry shaped by its place in the city plan and transportation function, should be designed to create an iconic place consistent with the aesthetics plan for South Capitol Street and the Frederick Douglass Bridge. As a place where residents of various neighborhoods and visitors can come together for both small and large events, capitalize on its role as a future national memorial site that is programmed for year-around activity.

P.4: Construct new sections of the Anacostia Riverwalk.

Each new development along the river must construct a section of the Anacostia Riverwalk according to design specifications, extending a 75-foot waterfront esplanade established by the zoning code from the Capitol Riverfront area through Buzzard Point. Use aquatic vegetation along the shoreline to mitigate flooding, soften the river's edge, and clean the water. Design Second Street as the inland extension of the Anacostia Riverwalk connecting to P Street and the Southwest Waterfront by optimizing storm water collection and detention, and using materials, aquatic vegetation, and plant species identified in the *Riverwalk Design Guidelines*.

P.5: Work with Fort McNair to extend the Anacostia Riverwalk along the Washington Channel.

When feasible from a security perspective, work with Fort McNair to study extending the Anacostia Riverwalk so that walking and biking trails continue along the water frontage, around the point and along the Washington Channel, directly connecting to the Wharf. Consider the restoration of a living shoreline and other resilience measures along this stretch to address sea level rise at Fort McNair and other properties.

P.6: Develop Half Street as the pedestrian and retail spine of Buzzard Point.

Half Street, the retail core of Buzzard Point, connects neighborhood areas to the river as an extension of the park system, with tree-lined sidewalks and no curb cuts, and tree boxes and green infrastructure to address stormwater. Treat Half Street south of T Street as a local street.

P.7: Develop infrastructure, buildings, and public space for resilience.

As Buzzard Point develops it presents the opportunity for infrastructure and public spaces designed with rising changing water levels in mind – absorbing flood waters and then easily returning to a non-water condition. This design approach is an entirely new way of conceptualizing the water's edge in resilient cities:

- a. Take advantage of every opportunity in public space and private development to store rainwater and include green roofs and parks/bio swales.
- b. Create new parks and retrofit existing parklands to maximize permeability and create floodable areas.
- c. Increase permeable surfaces and landscaping to minimize soil erosion.
- d. Ensure that bio swales and berms can be used as parks, paths, amphitheaters, etc.
- e. Design roadway medians that can become retention ponds.
- f. Design garages to flood and store floodwaters.
- g. Consider breakaway walls and wind resistant windows in new construction to reduce storm damage.
- h. Include green infrastructure techniques in public space and private development, applied to streetscapes, public places and open spaces, vacant lots and parking, and recreational spaces, to enhance water quality and site design and meet

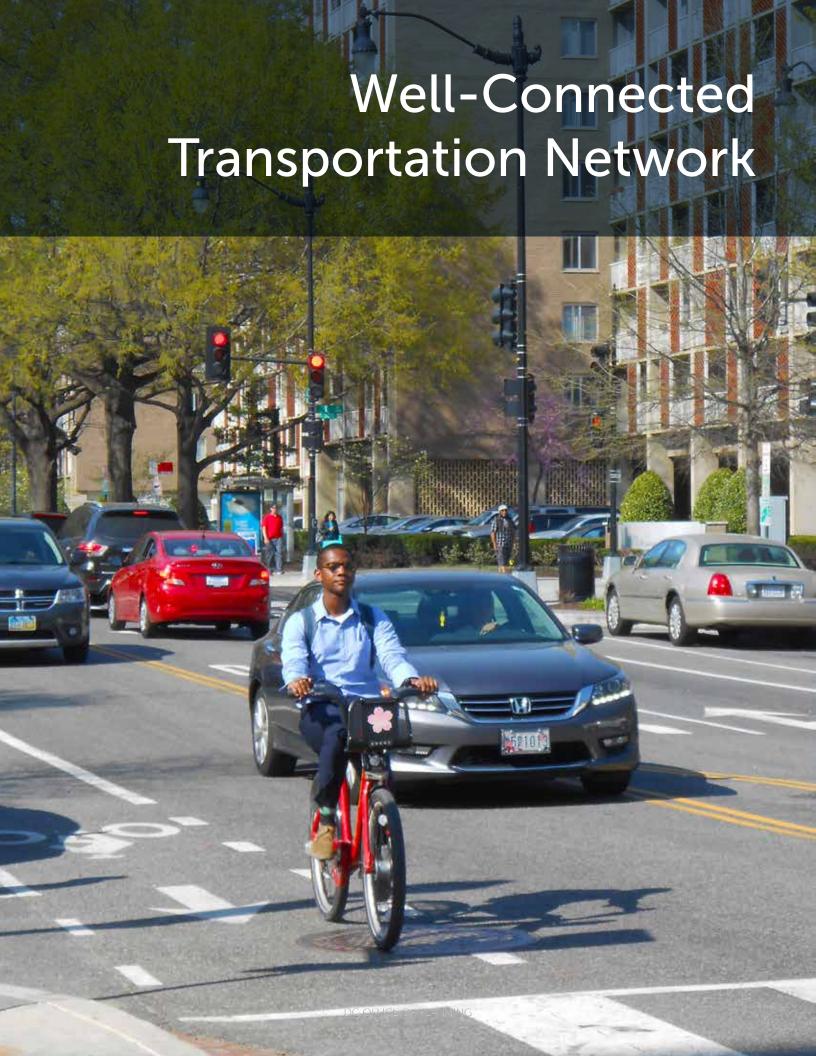
applicable District regulations for the management of storm water. This might include planting trees and drought-tolerant plants, rain gardens, bio-retention planters, permeable paving, green roofs, and underground cisterns for retention of rain and storm water run-off.

P.8: Implement a living shoreline.

- a. The living shoreline concept is an embankment stabilized by a riparian wetland zone and marshland habitat that is proposed for the Buzzard Point Peninsula waterfront. Install a living shoreline rather than a continuous bulkhead, utilizing root systems and vegetative matter to reinforce the shore while restoring wildlife habitat and removing pollutants.
- b. Integrate water filtration gardens into public space as signature features that intercept runoff prior to reaching the water's edge. Focus this treatment where streets terminate at the waterfront and are not needed to carry vehicular traffic at the southern-most portions of 1st Street, 2nd Street, and Half Street.



Living shorelines can serve environmental and physical benefits.



EXPANDING, LINKING TRANSPORTATION OPTIONS

Movement of people in a variety of ways is the primary focus of the highly connected transportation network envisioned for Buzzard Point. For the transportation system to function in this compact 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, developing dedicated routes and storage facilities to increase bicycling, locating service and underground parking access in alleys and on minor streets, and eventually establishing new transit service for the area. In addition, the designs of road infrastructure is one of the best opportunities for storm water management.

Transportation Options

The creation of additional transportation options within Buzzard Point is essential to support the redevelopment of the peninsula as a mixed-use medium-high density neighborhood as is envisioned for its future and the significant number of developments already in the permitting process. A reconnected street grid for all modes and service access along with future transit will make the envisioned density of development possible. It will also serve the regional destinations existing and proposed in this area: Fort McNair, DC United Soccer Stadium, the Oval Park and its future national memorial, and a destination waterfront with extensive parklands. A connected pedestrian and bicycle experience is also key for residents, visitors and commerce. Bringing large numbers of people to the neighborhood and moving them around requires new transit services in addition to the other modes discussed, resulting in a walkable neighborhood offering multiple modes of transportation and avoiding the roadway congestion that results from over reliance on private vehicles.

Automobile Access and Safety that is based on a connected grid that spreads the flow of cars across a number of small networked streets rather than relying on a few arterials. This keeps regional traffic on regional streets—M Street and South Capitol Street—and is currently being improved with the South Capitol Street Project that reinforces traffic patterns and discourages cut-through traffic.

Service Access and the necessary curb cuts and loading docks are discouraged from critical north-south streets such as Half Street and Potomac Avenue, thereby keeping these key streets functioning as walkable neighborhood corridors.

Access from the Water was identified in the *Anacostia Waterfront Framework Plan* (2003) as a component of a future transportation system serving areas along the Anacostia River, including Buzzard Point. However, it is understood that the economic viability of water taxi service will be tied to demand.



Expanding bike facilities will allow for easier movement of people into and around Buzzard Point.

Components of a Transportation Network:

Walkability is a priority throughout Buzzard Point with well-signed pedestrian routes, pedestrian-friendly intersections, crosswalks, and tree-lined sidewalks.

Bike Facilities, including a dedicated bicycle path along the riverfront, extending the Anacostia Riverwalk up 2nd Street and other streets including Potomac Avenue.

Expanded Transit Options that include premium, branded transit service to connect Buzzard Point to nearby destinations and Metro stations



A connected grid of streets will provide efficient transportation for

EXISTING CONDITIONS

Buzzard Point has excellent regional connectivity. It is served by the SE/SW Freeways, I-695, I-395, and I-295, as well as the Suitland Parkway. Major roadways near Buzzard Point include South Capitol Street, M Street, and P Street, all providing access to the regional network. Bus service is available on M Street, and the 74 line provides service to P Street SW; however, no local public transit enters Buzzard Point. Two Metro stations provide regional access: Navy Yard–Ballpark Station in SE and Waterfront Station in SW, both along M Street.

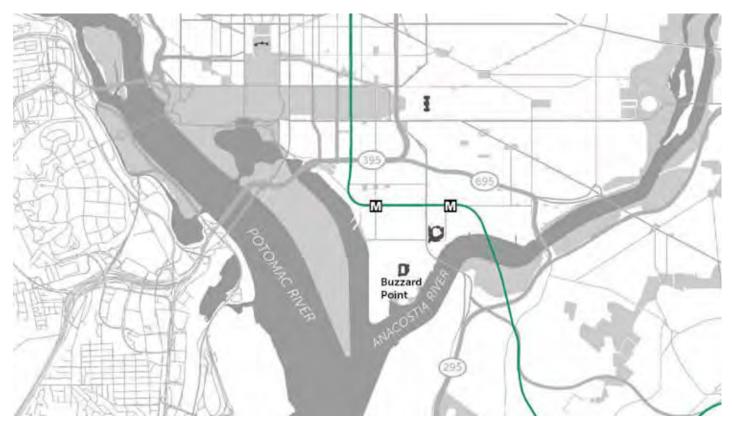
Internal Connectivity

The area has poor internal connectivity with ill-defined and discontinuous streets, frequently without curbs, gutters, and sidewalks, and often indistinguishable from adjacent private property. Signage marks the Anacostia Riverwalk along P Street, but no other provisions are made to support pedestrians or cyclists.

The two Metro stations that serve the area are relatively equidistant from the soccer stadium site; however, planning

is based on the premise that most people coming to Buzzard Point and the soccer stadium site will be coming from the Navy Yard Metro for the following reasons:

- The Navy Yard/Ballpark Metro station has the capacity to accommodate large game day crowds.
- The soccer stadium is being constructed with minimal vehicle parking, and patrons will use the same parking facilities as the Washington Nationals Stadium, located on the northeast.
- Higher-quality pedestrian amenities along South Capitol Street and the future Buzzard Point streets being constructed in coordination with the soccer stadium will create a pedestrian-friendly atmosphere on game-days and non-game-days alike.
- Land for development near the soccer stadium is located to the east/northeast toward the Navy Yard Metro, where creating amenities and a more pleasant pedestrian experience will encourage travel from the northeast on game days.
- Development within Buzzard Point is expected to occur over time with future transit expansion coming as that occurs.



Regional transportation serving Buzzard Point, showing Green Line Metro line, major roads and interstate highways.

South Capitol Street Corridor Project - Frederick Douglass Memorial Bridge

The South Capitol Street Corridor Project calls for replacing the Frederick Douglass Memorial Bridge and transforming related sections of urban freeway into a beautiful scenic boulevard that increases pedestrian and vehicular safety, improves multimodal transportation options, increases community accessibility and supports economic development on both sides of the Anacostia River. Construction is expected to begin in 2017.

Key project elements include building a new six-lane Frederick Douglass Memorial Bridge; creating a new traffic oval west of the river that connects South Capitol Street, Potomac Avenue and Q Street; reconstructing South Capitol Street as a six-lane boulevard with a beautiful streetscape from the traffic oval to Independence Avenue SE/SW; an at-grade intersection at M Street SE; and improving drainage and storm water management throughout the corridor.

PROMOTING WALKING & BIKING

Eventually, Buzzard Point will fully accommodate bicycles and pedestrians, providing easy and pleasant access to various areas within the emerging neighborhood, to adjacent areas and to its water frontage, all consistent with existing District transportation plans. Since many Buzzard Point streets will be rebuilt as development progresses, the Buzzard Point neighborhood has the opportunity to create a safe and welcoming environment for both pedestrians and bicyclists. Sidewalks and cycle racks are recommended for construction throughout the roadway system, providing safe and attractive conditions. New Capital Bikeshare station locations will be identified and developed as the area builds out with the first installations being part of the soccer stadium project and 1900 Half Street SW.

More specifically, planned bicycle facilities, such as bike lanes and protected bike lanes along 2nd Street and along the southern portion of Buzzard Point, will be a continuation of the existing Anacostia Riverwalk Trail from P Street south to the waterfront, and along the waterfront to the Capitol Riverfront neighborhood. The pedestrian network -- to be constructed as part of each new development, associated street projects, and the Anacostia Riverwalk -- will provide an expansive new neighborhood system and a level of walkability unimaginable today. A broad new esplanade, to be built under the new Frederick Douglass Memorial Bridge as part of the South Capitol Street Corridor project, will accommodate pedestrian and bicycle flow and extend the already constructed section at Florida Rock and 1st Street SE.

Connectivity to Adjacent Areas

Potomac Avenue SW is planned to incorporate bike facilities and provide direct roadway access across South Capitol Street and to and from the proposed soccer stadium. This will be the primary pedestrian route from the Navy Yard Metrorail Station to the soccer stadium. However, once the South Capitol Street Corridor project is complete and the property along S Street between the river and Half Street redevelops, an inviting pedestrian route will also be available along the waterfront from 1st Street NE to S Street SW. This route will provide another pedestrian and bicycle access point into the neighborhood and to the soccer stadium. This route will avoid busy roadways and provide an attractive waterside experience.

Pedestrian and bicycle connectivity to the existing neighborhood areas to the north of Buzzard Point are identified along 4th Street, First Street and Half Street. The Buzzard Point Vision Framework anticipates that the roadway infrastructure will be designed to DDOT's green infrastructure standards and encourage unique streetscape elements at important locations as per the AWI transportation standards. In order to make this happen the *Buzzard Point Streetscape Guidelines* were developed, located in the Implementation chapter.

IMPROVING TRANSIT

Development on Buzzard Point is expected to occur over time and transit expansion into the new neighborhood will be phased to come online as development proceeds. Transportation planning processes will monitor growth and transit needs and evaluate ways to address those needs as they arise. While the southern portions of Buzzard Point may currently be some distance from existing rail and bus service, several transit improvements are planned for the southwest/southeast waterfront area over the next several years.

Transit Planning

DDOT's DC Circulator 2017 Transit Development Plan Update will identify revisions to Circulator routes aimed at improving service to the Buzzard Point area. The Union Station-Navy Yard route might be extended to the Southwest Waterfront and there is a possibility to extend the line south in order to provide more direct access to the future soccer stadium and other concentrations of riders as new development occurs. DDOT has current constraints on expansion to Circulator service driven by vehicle condition and maintenance capacity; however DDOT is working with WMATA and the Circulator operator, First Transit, to address them.

Areas south of R Street are over a half mile from the nearest Metro stations. DDOT and WMATA are studying revisions to

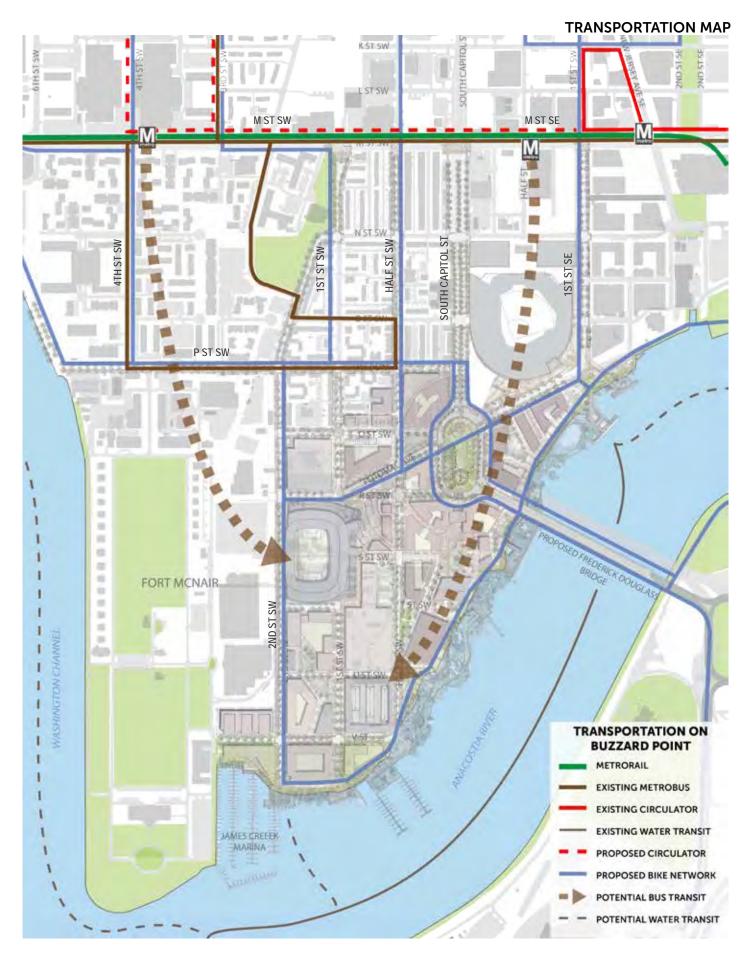
existing MetroBus routes into the interior of Buzzard Point as concentrations of residential and commercial development occur in order to address access challenges and reduce vehicle trip generation. South Capitol Street, Half Street, and 2nd Street will be evaluated as future transit corridors, linking neighborhoods on either side of the Anacostia River, particularly given that both Buzzard Point and Poplar Point are planned to generate new activities and major destinations while accommodating a significant new residential population.

The *moveDC* plan identified Buzzard Point as the terminus for two potential streetcar lines, one connecting to Downtown and the other connecting across the Anacostia River. The Buzzard Point Vision Framework is intended to be flexible and to support streetcar development and operation, while recognizing that the planning and implementation of the streetcar system to Buzzard Point is not currently budgeted. Under any possible scenario, such extensions of service would occur many, many years in the future.

Investment in future transit, in addition to the existing bus and rail services and new pedestrian and bicycle facilities, will make Buzzard Point a well-served area where it is possible to easily connect to places throughout the city and the region without an automobile.



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



DISPERSING TRAFFIC & PARKING

The well-connected hierarchy of roadways proposed for Buzzard Point will improve access and trips to areas beyond Buzzard Point, including Nationals Park and the Capitol Riverfront, while helping to prevent traffic spilling into existing Southwest neighborhoods. The circulation plan for Buzzard Point includes a loop connecting Potomac Avenue, R Street, 2nd Street, V Street, and Half Street through the conversion of existing streets from one-way to two-way. This loop will serve as the major street network for the anticipated Buzzard Point development. Numerous transportation studies, including the M Street Events Study and the DC United Stadium Environmental Mitigation Study's traffic component, confirmed that the proposed road network in Buzzard Point can accommodate the anticipated future demand from the projected amount of new development.

A Well Connected Street Network

The re-opening of additional east/west connections, such as at T Street between 1st and 2nd Streets and U Street between 2nd and Half Streets, will create a higher-functioning street network and should be undertaken if those opportunities become available. The reintroduction of First Street SW along the east side of the soccer stadium greatly improves connectivity between the existing residential areas north of P Street and the Buzzard Point waterfront. Streets within Buzzard Point are planned to include curbside parking, providing easy access for vehicles and also buffering pedestrians from moving cars and trucks. This and other traffic calming measures can also be implemented to further reinforce desired travel patterns.

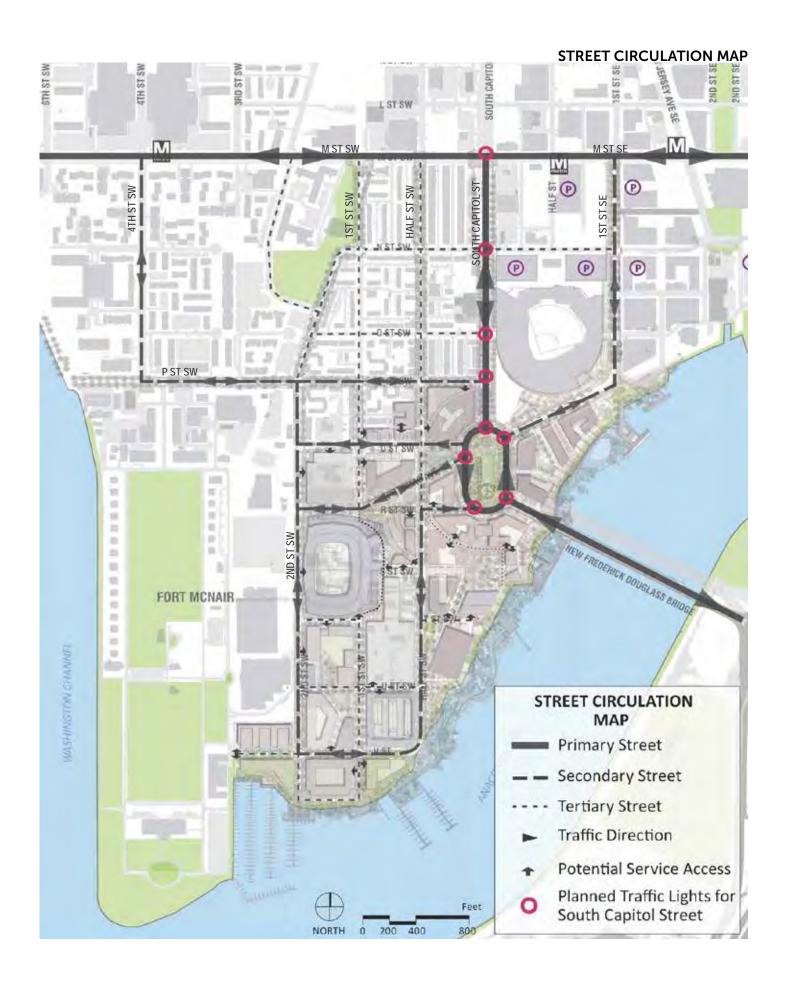
Although minimal soccer stadium traffic is expected to enter Buzzard Point, performance-based parking may be a solution, such as that used successfully in the Ballpark District. It has the potential to help manage demand for parking, improve access and encourage the use of travel modes other than the automobile, specifically during major events. DDOT would need to evaluate this type of solution and engage in a community process to determine if and how it might be deployed. To limit the amount of event-related vehicular traffic entering Buzzard Point associated with the soccer stadium, the stadium development includes a very limited number of parking spaces, primarily dedicated to DC United staff and media vehicles. Patrons will be encouraged to bike, walk, use public transportation, and if driving, use the same parking facilities as the Washington Nationals Stadium and the Anacostia Metro garage for game day parking. Parking and curbside management has not yet been determined.

Event-day operations will be managed according to Transportation Operation and Parking Plans that employ traffic control officers, parking restrictions, possible gameday road closures, and other best practice management strategies to manage game-day mobility. These and other traffic management strategies can be improved by a well-connected grid, and it is highly recommended that additional east-west connections south of the stadium be studied and created as parcels redevelop.

Service and Emergency Vehicle Access

The roadway circulation network in Buzzard Point builds upon the South Capitol Street Corridor Project. These improvements provide a loop of two-way streets, as discussed above, connecting Buzzard Point primarily via Half and 2nd Streets and Potomac Avenue to South Capitol Street, allowing access to Nationals Park and to the Yards. Connections to South Capitol Street occur with the planned traffic oval and service access to the buildings immediately south of the oval can be shared off of an alley connecting to R Street. Shared parking regimes in new developments, particularly for uses that have different operating hours and parking loads, are a way to further reduce the amount of parking constructed and the number of garage entrances for new construction.

Half Street, designated as a tertiary street north of R Street, is the central neighborhood retail and service location recommended for Buzzard Point. It will provide critical access to the disconnected east-west streets and future buildings and businesses, enhancing its role as a neighborhood amenity. Service access is planned from lesser streets such as Q, R, and S Streets, and portions of T Street. These and any series of less-visible side streets and newly created alleys are the recommended places to provide curb cuts, garage access, loading areas and service access in order to prevent any curb cuts on Half Street or Potomac Avenue.



WATER TRANSPORTATION

Access from the Water and Water Taxi

The Anacostia Waterfront Framework Plan discusses water taxis as a mode of transportation on DC's rivers, serving not only existing and future destinations on the Anacostia River, but also the Washington Channel and the Potomac River. Destinations might include Capitol Riverfront, Georgetown, The Wharf, Fort McNair, National Airport, and a future Poplar Point, among others. Currently, charter companies operate water taxis and ferries that serve Diamond Teague Park, located 0.4 miles to the east, on Washington Nationals game days. This service could be extended by commercial operators to include soccer game days in Buzzard Point, however caution regarding the economic challenges of such water taxi service was expressed. In the longer term, major new developments along the waterfront will likely include the infrastructure needed to accommodate boat docking, including water transportation and other commercial services that require an independent operator. Event days at both the DC United Soccer Stadium and the Nationals Baseball Stadium are likely to be the only service in the short term.



Access to Buzzard Point from the water and water-based transportation are opportunities.



DC's waterfronts, including Buzzard Point, provide opportunities to live and play near water. (False Creek Olympic Village in Vancouver).

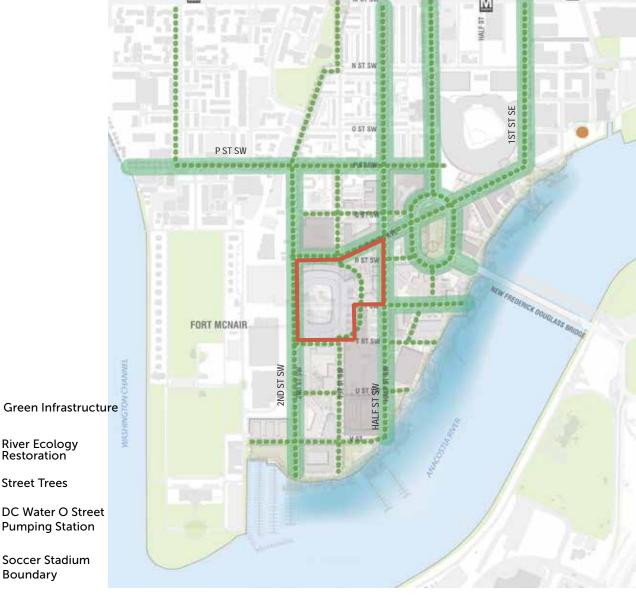
Credit: GBL Architects

GREEN INFRASTRUCTURE

The Sustainable DC Plan, adopted in 2013, sets long-range goals for making the District the healthiest, greenest and most livable city in the nation. The plan calls for increasing green infrastructure in the public right-of-way (ROW) improving the health of the city's waterways. Green infrastructure practices for streets include: reduction in the amount of paving, and addition of landscape areas, street trees, bio retention (also called rain gardens) and permeable pavement. DDOT is installing green infrastructure in street and alley projects in areas like Buzzard Point as part of new construction projects and in retrofit projects to reduce stormwater runoff. This is especially critical where watershed and infrastructure improvements are necessary to increase resilience from flooding and storm surge.

Projects should be designed to capture 100% of street runoff by optimizing all potential areas for bio retention and using engineered tree pits. Designs may also look to incorporate innovative "cloud burst" design which allows certain streets to hold flood and storm waters. Improving the design of road infrastructure is the best opportunity for storm water management in the ROW, listed as an action consistent with the Climate Ready DC Plan (TU 3.2 & 5.3).

STREETS WITH GREEN INFRASTRUCTURE



Boundary

River Ecology Restoration Street Trees

TRANSPORTATION OPERATIONS & MANAGEMENT

Transportation Management

DDOT's Temporary Traffic Control Manual: Guidelines and Standards, 2006 edition, provides uniform standards and guidance for temporary traffic control on DC streets and highways during construction, maintenance operations, and special events. Management plans for specific developmentsconsider the needs of all road users—motorists, bicyclists, and pedestrians—commercial vehicles and buses and the impact on abutting property owners, residents and businesses. Plans vary according to the type of roadway, traffic volume and speed, and duration of construction. TCPs are monitored on an ongoing basis and must be updated and resubmitted to DDOT every 6 months.

Typical measures include: reduced speed through work zones; temporary traffic control zones (advance warning areas, transition areas, buffer space, and other areas); detours and diversions; lane control, pedestrian and worker safety measures; traffic control zone devices (sign placement and design, pavement markings, advance warning signs, channelizing devices like cones and traffic barriers, lighting, rumble strips; signal timing adjustments); temporary traffic control zone activities (varies by type, duration, and location of work); and public relations/communication/outreach.

SOCCER STADIUM DRAFT TRANSPORTATION MANAGEMENT PLAN

| | Essential | Recommended |
|----------------------|---|--|
| Parking | Enforce Residential Permit Parking (RPP) parking areas by towing/ ticketing event patrons | Changes to RPP parking near site to prohibit on- street parking by patrons |
| | | Provide designated HOV/carpool parking |
| | Install additional temporary way-finding signage | Explore later kick-off times (8:00 PM) during week days to avoid afternoon peak hour traffic |
| Vehicular Routing | Coordinate with the Metrpolitan Police Department (MPD) to employ traffic control officers at adjacent intersections pre- and post-game | |
| | Place cones/jersey barriers along access routes to direct traffic | |
| | Coordinate with DDOT on on-street parking restrictions near site | |
| | Discuss need for shuttle for handicap access to site | Develop app to include transit information |
| Transit | Expand bus service to Buzzard Point on game days | Coordinate scheduled service disruptions with WMATA |
| | Install additional temporary way-finding signage | |
| Pedestrian | Coordinate with MPD to employ traffic control officers at adjacent intersections pre- and post-game | |
| | Place cones/jersey barriers along access routes to direct traffic | |
| | Install additional temporary way-finding signage | Provide "bottomless" Capital Bikeshare corral during home games |
| Bicycle | Coordinate with MPD to employ traffic control officers at adjacent intersections pre- and post-game | |
| - | Place cones/jersey barriers along access routes to direct traffic | |
| | Coordinate with Washington Area Bicyclist Association (WABA) on strategies to promote bicycling | |





During Construction

The District Department of Transportation (DDOT) is responsible for regulating the temporary occupancy of public space during construction and issues public space permits. As part of this responsibility, DDOT requires construction projects to develop traffic control plans (TCPs) to manage construction-related impacts as part of the permit review process. These plans address the following issues:

- Closing of streets and sidewalks during construction
- Routing of construction-related traffic
- Location of construction staging
- Relocation of utility work
- Time of day for construction operations

DDOT reviews traffic control plans governing the safe routing of pedestrians and vehicles around the work zone in public space and the protection of workers and equipment. DDOT's review includes a focus on the coordination of TCPs for multiple projects in the same vicinity. DDOT also performs public space inspections to ensure regulations, policies, and guidelines are being followed, including establishing and implementing the temporary traffic control plan. The DDOT public space review and inspections schedule is depicted in the chart below. Temporary traffic control plans are valid for 6 months, after which they must be updated to reflect current conditions.

All construction projects in the vicinity of Buzzard Point, including the soccer stadium and South Capitol Street Corridor Project, will be required to develop a TCP. Coordinating TCPs for all projects in Buzzard Point will be a particular focus of DDOT's review. To assist with achieving this goal, a DDOT point of contact will be identified to coordinate the Buzzard Point TCPs.

Several guiding principles will be applied to TCP development. TCPs will be evaluated at an individual and collective level for their compliance with these principles:

- Develop a coordinated communications and outreach strategy to communicate temporary traffic control information for the multiple projects from one source;
- Develop a mechanism for receiving regular feedback from the community;
- Prevent construction vehicle traffic through existing neighborhoods;
- Manage construction hours to minimize noise;
- Coordinate construction staging areas;
- Coordinate construction sequencing;

- Employ curbside management strategies to protect the resource for existing communities;
- Maintain vehicular and pedestrian access to properties;
- Maintain fire and rescue access.

During Stadium Events

Accommodating DC United Stadium transportation needs is largely an operational task. A Transportation Operations and Parking Plan (TOPP) will be developed prior to the opening of the stadium and updated regularly to manage transportation operations for stadium events. The TOPP acts as a game day "how to" operations manual and details special measures, including signs, special traffic operations, and traffic control officer locations and duties. It is intended to be a living document, so it always reflects current stadium conditions. As future projects and developments, such as the South Capitol Street improvements, are completed and future transit service is added, the TOPP will be revised to reflect the changes to the area. In addition, transportation operations at the new Stadium will be monitored by DDOT and DC United over the first several seasons and changes will be made to the TOPP based on these findings.

In addition, the TOPP identifies transportation planning goals for the stadium, such as to minimize impact to neighbors and commuters; get patrons to/from the stadium efficiently; and ensure efficient stadium operations. The TOPP also identifies game-day only measures, a timeline, and responsible parties to ensure the regional and local transportation systems operate as efficiently as possible and meet the goals of the TOPP. The TOPP may also identify some modifications to area transportation facilities that can provide additional capacity. The following list identifies topics that may be addressed through a TOPP:

- Major access routes and locations
- Pre- and post-game operations
- Pedestrian management plan
- Traffic control operations
- Transit/non-automobile use
- Parking
- Curbside management
- Transportation demand management
- Variable message sign plan

TYPICAL DDOT PUBLIC SPACE INSPECTIONS SCHEDULE

| Inspection Phase | General Development Timeframe | Anticipated Soccer Stadium Timeframe | | |
|---|--|--|--|--|
| Pre-Inspection/ Permit Application Review | Inspect proposed work site and its impact on public space; determine effect of existing permitted work in the area | Visit soccer stadium site to document construction impacts; coordinate with ongoing projects | | |
| Pre-Construction Meeting | After permit issuance, prior to construction, meet to review planned work and traffic control plans | Coordinate with active and planned adjacent projects; develop TCP for the DC United Soccer Stadium | | |
| Ongoing Monitoring | During construction; ensures traffic control is consistent with the construction phase | Communicate with DDOT and facilitate site inspections | | |
| Final Inspection | Conducted once all public space construction is completed | Conduct once soccer stadium and associated public space are complete | | |



The DC United Stadium will serve as an open, pedestrian friendly environment that can be accessed without the need for automobile transportation. The TOPP will ensure that stadium events will not overly burden Buzzard Point's transportation.

e

TRANSPORTATION RECOMMENDATIONS

T.1: Apply streetscape guidelines to a loop of connected two-way streets.

The roadway circulation network in Buzzard Point should provide a loop of connected two-way streets with Potomac Avenue serving as the primary neighborhood entry point, while ensuring that each new development builds new sections of the public space. New neighborhood streets and infrastructure are to be designed according to design specifications and street trees installed along all roadways, increasing the tree canopy and providing shaded sidewalks. See *Buzzard Point Streetscape Guidelines*

T.2: Ensure that transit expansion comes on line.

As the Buzzard Point area develops, evaluate the cumulative impact of that development and ensure that transit expansion comes on line to serve it, offering multiple modes and avoiding roadway congestion resulting from dependence on private vehicles. Develop parking strategies to manage both event traffic and car traffic. Game day shuttle service to Metro stations is an option.

T.3: Implement a well-connected street grid.

- a. A well-connected street grid for pedestria, bicycle, and vehicular circulation, future transit, and service access needs to be implemented as the neighborhood develops. This requires reconnecting streets and consolidating service access and loading to locations such as alleys and cross streets. The existing road network will be augmented with the South Capitol Street project, reinforcing traffic patterns that discourage cut-through traffic while keeping regional traffic on regional streets.
- b. Some rights-of-way in Buzzard Point are currently not open as public streets, yet all District-owned land with potential to provide transportation infrastructure and greater connectivity should be retained. In the future portions of T, U, and V Streets may be extended and the opportunity taken to complete the grid and increase connectivity and views to Fort McNair and throughout the Buzzard Point neighborhood.
- c. A multimodal First Street should connect from P Street south to the Buzzard Point waterfront on the east side of the soccer stadium.

- d. Half Street should be connected to V Street, undertaking the necessary land records research, coordination and property transfers and swaps to facilitate it.
- e. T Street should be connected between Half and First Streets as opportunities to do this arise.
- f. U Street should be connected between First Street and Second Street when this large property redevelops and between Half and First Streets as opportunities to do this arise.
- g. Wherever possible, large blocks should be sub-divided with alleys and a small network of streets to consolidate service and parking access and minimize curb cuts on key streets, specifically Half Street and Potomac Avenue.
- h. Develop and implement shared parking regimes in new and existing developments.

T.4: Design South Capitol Street and Oval/ Memorial Park for safe and inviting pedestrian access.

- a. The construction of the new Frederick Douglass Bridge Project is expected to begin in 2017. The project will replace the existing infrastructure and create entrance gateways and major parkland on both sides of the Anacostia River, improving multi-modal connections, and pedestrian, vehicular, and bicycle safety.
- b. The Oval Park in Buzzard Point should be designed and programmed to be safely and easily accessed by pedestrians, with signalized intersections and other urbanizing measures incorporated in the design of surrounding development projects.
- c. The aesthetics plan for South Capitol Street and the Frederick Douglass Bridge needs to be applied to the new work on the traffic oval and street, acknowledging the Oval Park's role as a future national memorial site and a dynamic, richly programmed, and multi-faceted neighborhood centerpiece.

T.5: Design and construct Second Street as the inland extension of the Anacostia Riverwalk.

Second Street is the inland extension of the Anacostia Riverwalk and, consistent with *moveDC* and the *Anacostia Waterfront Framework Plan*, it is a dedicated regional bicycle path paralleling

the roadway and providing access to and from the waterfront and to the soccer stadium and the Southwest neighborhood.

- a. It should create a safe and inviting place for walking and biking and for the installation of bike share stations.
- b. It needs to be designed for storm water collection and detention, providing habitat, while utilizing materials, aquatic vegetation, and plant species identified for the Anacostia Riverwalk.

T.6: Develop Q Street as an important connector between the Fort McNair entrance and Oval Park.

Q Street is an important connection between the main public entrance to Fort Mc Nair and Oval Park, and this should be considered when designing public realm and streetscape improvements, the street-framing characteristics of new buildings, and programmed uses.

T.7: Develop ways to access Buzzard Point from the water.

- a. Opportunities for transportation infrastructure and future public- or privately-operated water taxi and other services need to be considered and coordinated with multiple property owners in addition to the District, Fort McNair, and the National Park Service and other federal agencies.
- b. Locate docks at key neighborhood entry points and to serve major anchors such as the soccer stadium, Fort McNair and other future waterfront destinations, evaluating each waterfront development project for opportunities.
- c. Identify and support places for kayak service and other self-propelled water transportation that could link Buzzard Point with the Yards, Kingman Island, the Wharf and other destinations along DC's rivers.

T.8: Design streets as green infrastructure.

Projects should be designed to capture 100% of street runoff by optimizing all potential areas for bio retention, utilizing engineered tree pits and incorporating bio retention ponds in the design of the adjacent park and open court areas. Designs may also look to incorporate innovative "cloud burst" design which allows certain streets to hold flood and storm waters aiding resilience and emergency access.





Buzzard Point Streetscape Guidelines A Coordinated Design for the Streets of Buzzard Point



Buzzard Point Streetscape Guidelines

Buzzard Point is on the verge of transforming from a bare, industrial area to an environmentally sustainable neighborhood that is highly walkable and oriented toward a destination waterfront that is integrated with the natural habitat. An important part to realizing this vision is a network of streets that visually unifies the neighborhood, integrates advanced stormwater management strategies, serves a mix of uses and amenities, and creates a character distinct to this part of the city.

Buzzard Point's streetscape guidelines have been tailored specifically to take advantage of the area's range of street widths that are both wider and narrower than those typically found in the District of Columbia, the neighborhood's proximity to the Anacostia River, and anticipated mixeduse development that includes 6,000 residential units and ground floor retail. The 160' width of Potomac Avenue will frame monumental views from South Capitol Street to the proposed soccer stadium and include green space for lush landscape, sidewalk cafes, and outdoor seating. The streetscape will be designed to address future concerns about stormwater and flooding by incorporating "living with water" concepts. Specifications for paving materials and lighting have been selected to recall the area's industrial past. The design and landscape of the

public space will create a nature-oriented, environmentally responsible neighborhood through porous paving, natural materials, indigenous plantings, and tree boxes that capture rain water and improve the water quality of the Anacostia River.

Public space contributes to the quality of life for everyone. The area within Buzzard Point is very compact and its streets and rights-of-way must perform multiple roles. Their coordinated look and performance will strengthen environmental, economic, and social conditions. These guidelines ensure that streetscapes will respond to land use, will include infrastructure that collects stormwater, will establish sidewalk widths in commercial areas that encourage show windows and outdoor seating, and will be in sync with the natural environment. As a public asset under the control of the District of Columbia, the street rightsof-way in Buzzard Point are designed to become a beloved public resource that is environmentally responsible and contributes to our everyday lives.

Primary Streets

Street Character

Buzzard Point Streetscape Area Boundary

Potomac Avenue – The breadth of this L'Enfant boulevard makes this street a major gateway to the area and to the DC United soccer stadium. The widest street in the neighborhood, it is lined with wide sidewalks, double rows of trees, and landscaped areas with outdoor seating.

Half Street – As the central 'place' of Buzzard Point and primary pedestrian link to neighborhoods north and south, the design for the street accommodates ground floor retail, amenities that reduce stormwater runoff, and outdoor furnishings.

2nd Street – The designated Anacostia Riverwalk's on-street trail through Buzzard Point and around Fort McNair, this street includes an area designated for natural habitat, bike trail and sidewalks that are part of the future Riverwalk that will extend from the National Mall, along both sides of the Anacostia River, and to trails in Maryland.

Local Streets – These narrow streets offer access points to new development with smaller-scale materials, sidewalks, and pedestrian amenities.



Street Sections

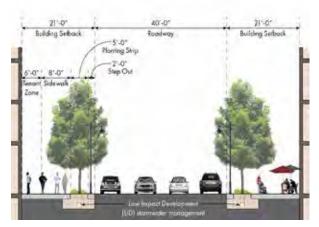
2nd Street (N Street to the River)

WEST 25-0° Building Sefback Roadway Building Sefback 15-0° 6-0° 10-12' 28-30' 8-10' 10'-0° Fort McNair Side Scrinty Zone Walk Low Impact Development (UC) Internal September Low Impact Development (UC) Internal September (UC) In

Specifications for 2nd Street

- The protected 12' cycle track in the cart path is part of the planned Riverwalk trail that lines both sides of the Anacostia River.
- Streetscape responds to the ground floor use of buildings, with 10' sidewalks at retail and 8' sidewalks with landscaping at residential buildings or along blank walls.
- Standard concrete sidewalk with 3x3 scoring define this area as one that connects this segment of the Riverwalk to the trail beyond Buzzard Point.
- Alternating Exclamation! London Planetrees and New Harmony Elms create a consistent and biologically diverse tree canopy.
- 2nd St allows for a potential natural habitat feature in the tree box or plant area
 to the west that could include additional stormwater treatments, native planting,
 and other elements that enhance the street's environmental performance.

Half Street (Potomac Avenue to T Street)

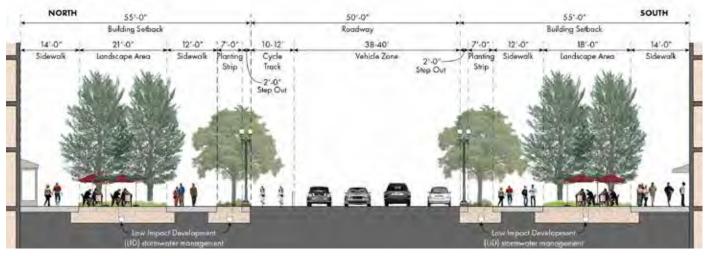


Specifications for Half Street

- Concrete sidewalks with saw cut joints and 2'x2' scoring, red-brick paved furniture zone, and distinctive light fixtures recall the neighborhood's historic, industrial character and define the street as the central commercial area for Buzzard Point and hub of game day activity.
- Eight feet are set aside for a clear pedestrian walkway, leaving 6' of sidewalk along building facades for cafes and other retail activities that will add to a vibrant street.
- Environmental performance is improved by tree soil volumes under sidewalks and grates over green infrastructure areas at the curb.

Street Sections

Potomac Avenue (South Capitol Street to 1st Street SW)



Specifications for Potomac Ave

- The 55' width of sidewalks allows space for a 21' landscape area that includes bio-retention areas and creates a linear park with places for outdoor seating and cafes.
- A 14' sidewalk along buildings allows for 10' pedestrian sidewalks and 4' show windows.
- American Hornbeams planted at the curb and a double row of 'Princeton Sentry' Gingko's in the planting area frame dramatic views along the Avenue.
- Exposed aggregate sidewalks and a permeable granite cobbled furniture zone visually relate the avenue to South Capitol Street.

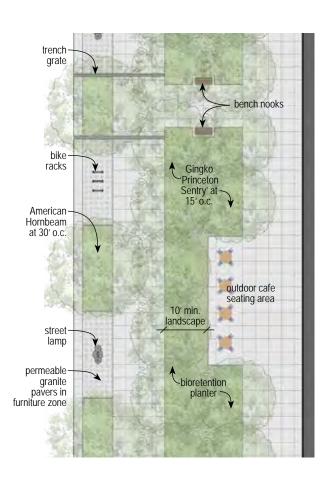
All Other Streets



Specifications for All Other Streets

- Brick sidewalks, granite curbs, and traditional Washington Globe streetlights create an intimate scale on the narrow 80-85' streets of Buzzard Point.
- Permeable brick pavers between the tree boxes will increase stormwater management efforts.
- Streetscape responds to the ground floor use of buildings, with 10' sidewalks at retail and 8' sidewalks with landscaping at residential buildings or along blank walls.

Potomac Avenue Sidewalk Plan



Streetscape Matrix

The streetscape in Buzzard Point will be created over the next 10 to 15 years through the coordinated efforts of the public and private sector. To ensure consistency within the area, all streetscape plans are required to follow the dimensions and materials along public streets specified in the guidelines.

| | Dimensions | | | | | | | Materials | | | | |
|--|--------------|--------------|------------------|------------------|--------|---------------|-------------|----------------|---------------------------------|---|----------|---|
| Street | Total ROW | Cart Path | Step Out | Tree Box | Walk | Plant Area | 2nd Walk | Tenant Zone | Street Light | Walk | Curb | Gutter |
| Potomac Avenu | ue | | | | | | | | | | | |
| 1st St SE to 1st St SW | 160′ | 50′ | S - 2' N - 0' | S - 6' N - 8' | 12' | 21′ | 14′ | | Washington Globe/ Twin 20 | Exposed aggregate concrete with permeable granite cobbles | Granite | Brick (to be coordinated with cycle track) |
| R Street | | | | | | | | | | | , | , |
| 1st St SE to 2nd St SE | 85′ | 40′ | | 5′ | 8′ | 14.5′ | | | Washington Globe/ Twin 20 | Exposed aggregate concrete with permeable granite cobbles | Granite | Brick (to be coordinated with cycle track) |
| Half Street | | | | | | | • | • | • | | • | • |
| Potomac Ave to T St | 80′ | 40′ | 1′ | 5′ | 8′ | | | 6′ | Met Branch Bracket | Poured in place concrete | Concrete | Concrete |
| 2nd Street | | | | | | • | • | • | • | | • | • |
| N Street to the River | 90′ | 40′ | | 5′ | 10′ | Varies | | Varies | Washington Globe | Poured in place concrete | Concrete | Concrete |
| All Other Street | ts | | | | | | • | • | • | | | - |
| 1st St, north of Potomac and south of T St | 90' | 32' | | 6' | 8'-10' | 13'-15' | | 13'-15' | Washington Globe | Brick, permeable brick paving between tree boxes | Granite | Brick |
| 80'-85' wide ROW | 80′-85′ | 30'- 40' | | 5′ | 8'-10' | 5′-12′ | | 7.5′-10′ | Washington Globe | Brick, permeable brick paving between tree boxes | Granite | Brick |
| Water Street | Varies | | | | | | | | Washington Globe | Brick, permeable brick paving between tree boxes | Granite | Brick |

See page 3 for street sections and specifications.

Buzzard Point Street Trees

| Street | Street Tree | Location | Spacing | Height | |
|-------------|---|-----------------------|----------------|--------|--|
| Potomac | American Hornbeam | Curb | 30' o.c. | 20-35′ | |
| Avenue | Gingko "Princeton Sentry" | Planting Area | 15′ o.c. | 50-60′ | |
| R Street | American Hornbeam | Curb | 30' o.c. | 20-35′ | |
| | Exclamation! London Planetree | Curb (alternating) | 30-40' o.c. | 60′ | |
| 2nd Street | New Harmony Elm | Curb (alternating) | 30-40' o.c. | 70′ | |
| Half Street | Pacific Sunset Maple | Curb | 30' o.c. | 30′ | |
| All Others | Coordinate with the Urban Forestry Administration | | | | |

Regulatory Requirements

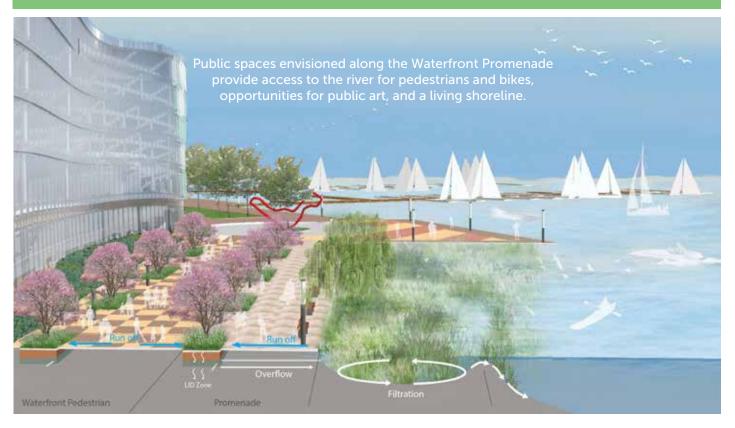
Streetscapes in Buzzard Point are required to comply with the Anacostia Waterfront Development Zone standards for stormwater design. All streetscape permits are also required to be submitted to the District through DDOTs Transportation Online Permitting System (TOPS). Applicants are advised to schedule a Pre-Design Review Meeting (PDRM) with DDOT's Public Space Permitting Office and seek guidance from DOEE through the Maximum Extent Practical (MEP) process. These processes help applicants work out issues with staff from multiple District agencies prior to submitting an application and significantly reduce the amount of time it takes to process a permit.







Riverwalk Design Guidelines A Coordinated Design for the Buzzard Point Riverwalk



Buzzard Point Riverwalk Guidelines

The Anacostia River shoreline, currently inaccessible through most of Buzzard Point, is envisioned as a living, interconnected waterfront with a great range of experiences. This proposed section of the Anacostia Riverwalk will connect what is already built in Capitol Riverfront to the east to what is under construction at the Wharf along the Washington Channel to the west. The Riverwalk will connect to the overall National Capital area park system by tying into existing trails. More specifically, the Riverwalk will connect the neighborhoods of eastern Washington to the rest of the city and the region. More localized Riverwalk circuits, or loops, will allow users to experience the different basins along the Anacostia river, and will unite neighborhoods by linking activities and places on either side.

The existing shoreline at Buzzard Point presents an opportunity to create a cohesive, multi-use trail that is visually connected and which enables diverse types of users, including walkers, bikers, and the disabled, to traverse easily in an attractive and unified trail experience.

These Guidelines establish a set of standards that will create a resilient waterfront with a distinct identity connected to nature and defined by a continuous trail, mix of uses, and shared material and plant palette. The Guidelines are a vital tool for creating a visually and physically connected trail because the Riverwalk will be constructed in segments by various development teams, and over a period of time, rather than all at once.

The Riverwalk will provide access to all of the waterfront's major recreation, cultural, interpretive, and entertainment venues. In addition, the Riverwalk is also a transportation alternative for Washington-area commuters, connecting neighborhoods to each other and to the greater park system.

The design guidelines will be applied to the review of Board of Zoning Adjustment and Zoning Commission cases in the area covered by the Buzzard Point Vision Framework.



The Anacostia riverwalk extends from Bladensburg and connects to the Wharf and includes 2nd Street.

Buzzard Point Riverwalk Guidelines

DESIGN FOR RESILIENCE

Objective: Design a resilient and ecologically beneficial waterfront edge consistent with DOEE's Climate Ready DC plan.

- Incorporate resilient design techniques for landscapes, green infrastructure, and ecosystems so as to withstand climate and riverfront conditions projected for 2050, including increased storm surge, wind wave, and shoreline erosion;
- Create shallow, primarily curvilinear graded banks with native plants that hold soil in place and allow for wave "run-up" and dissipation of wave energy;
- Increase the number of surfaces at various angles along the swash zone (defined as that part of the beach extending from a nearshore shallow depth to the limit of maximum inundation, a relatively narrow region of great importance for the exchange of sediment between land and sea) to dissipate wave energy;
- Use predominantly native plants included on the US Fish and Wildlife Service Native Plants for Wildlife Habitat and Conservation Landscaping plant list; and,
- Step grading from the shoreline up to the building entrances.

PUBLIC ACCESSIBLITY

Objective: Design the Riverwalk Trail to be publicly accessible from adjacent neighborhoods and to be an uninterrupted trail extending around Buzzard Point, connecting the Southeast Waterfront to the Wharf

- Align new and existing pathways and public spaces to create a continuous trail along the shoreline;
- Ensure that no walls or fences create barriers or block access to the trail and water's edge;
- Provide connections to and from the Riverwalk Trail on adjacent shoreline properties; and,
- Include purposeful connections between streets that terminate at the water's edge and the Riverwalk Trail.

CONTINUOUS TRAIL EXPERIENCE

Objective: Create a seamless trail along the Buzzard Point waterfront and 2nd Street that includes a separated trail and consistent materials within a park setting that incorporates nature and informal open spaces.

The Riverwalk Trail along the waterfront shall conform to the following minimum standards:

- Minimum 10' passive trail that is inviting to pedestrians;
- Minimum 10' active trail that is inviting to bicycles, joggers, and other active uses; and,
- Minimum 5' landscape buffer separating the active and passive trails

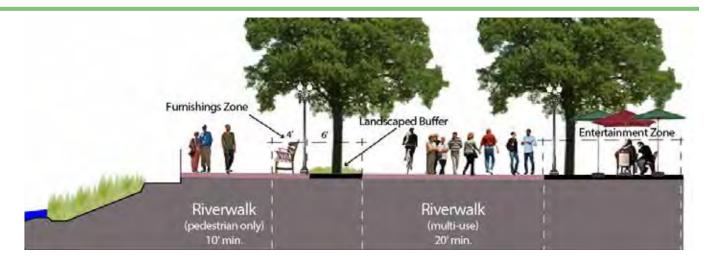
Use a consistent and environmentally sustainable material palette along 2nd Street and the active and passive trails, including trail materials (paving and boardwalk), railing at river's edge, site furniture (benches, trash cans, bollards, light fixtures), walls, and interpretive/directional signs:

- Hardscape materials should be permeable and use high-albedo paving surfaces, which are light in color and reflect sunlight away from the surface;
- Boardwalks in the water or at the waterfront edge should avoid the use of lumber preserved with toxic substances;
- Incorporate the five native plants listed in the material palette as part of the landscape areas along the entire Riverwalk Trail and 2nd Street; and,
- Limit light pollution and maintain energy efficiency with full-cutoff, LED light fixtures.

Throughout the waterfront setback and 2nd Street use a naturalistic design aesthetic:

- Avoid long stretches of straight trail and meander path where appropriate;
- Consolidate and reduce the number of individual natural areas so that they are larger and more meaningful;
- Retain existing, substantial healthy trees along the shoreline to the greatest extent practical;
- Create spaces designed with shared principles that visually unite the waterfront promenade;

Riverwalk Section



- Elevate sections of boardwalk and platforms to provide views over high or dense vegetation; and,
- Minimize obstructions to scenic views with amenities and railings that are open with minimal structure and maintain an open visual corridor along the Riverwalk Trail and waterfront to the greatest extent possible.

MIX OF USES

Objective: Create a Riverwalk Trail that is activated by ground floor uses in adjacent buildings that are oriented toward the waterfront, open spaces that are inviting to passive and active activities, and natural areas that improve the environment.

A substantial portion of the required waterfront setback along each property shall be designed as natural areas that brings nature to the city and contributes to natural ecosystems:

Integrate at least two additional ecosystem functions (e.g. pollinator habitat, tidal wetlands, landscape connectivity, urban greenways, migratory stopovers, biophilia, etc.) into the site's design that will increase ecological diversity, biological diversity, and resilience by incorporating complex and robust habitats that will support native wildlife and plants, especially species of greatest conservation need as listed in the District's 2015 Wildlife Action Plan.

A portion of the required waterfront setback area along each property shall be set aside for active space associated with adjacent building uses:

- Projects with ground floor commercial such as a restaurant or coffee shop are encouraged to activate the waterfront setback with café seating; and,
- Projects should not "turn their back" to the waterfront and should provide active uses on the water facing façade.

Include at least one signature waterfront feature per site that defines the waterfront as a destination for leisure activity:

- Each property should provide for direct public access to the water (i.e. a pier that is publicly accessible, floating dock that supports on-water activities such as kayaking or canoeing, or park, beach, steps, or promenade that is immediately adjacent to the water's edge); and,
- Incorporate public art, which could include historical and cultural elements, within public areas that describes the history of the waterfront and promotes environmental education.

Include amenities that encourage leisurely use of the Riverwalk Trail:

- Incorporate public seating at rest areas and locations with vantage points that are within view of active areas and in a variety of conditions (i.e. sun, shade, paved areas, landscaped areas, etc.); and,
- Provide educational components, a minimum of two interpretive signs per site, that describe the history of the waterfront or provide other opportunities for environmental education.





RESILIENT WATERFRONT

Halletts Point and Riverside in New York CIty are examples of how to integrate waterfront architecture with nature, waterfront trails, and resiliency.



NATIVE PLANTS

Include five types of plants that must be incorporated into the landscape plan along the entire Riverwalk.

_

Materials and Plant Palette

The Buzzard Point Riverwalk will be created over the next 10 to 15 years through the coordinated efforts of the public and private sector. To ensure consistency within the area, all plans are required to follow the dimensions and use the material and plant palette specified in the guidelines.

| Plant Palette | | | | | |
|--|--------------------|--|--|--|--|
| Latin Name | Common Name | | | | |
| Woodland | | | | | |
| Canopy Tree | | | | | |
| Acer rubrum | Red Maple | | | | |
| Carpinus caroliniana | American Hornbeam | | | | |
| Fagus grandifolia | American Beech | | | | |
| Liriodendron tulipifera 'Arnold' | Arnold Tulip Tree | | | | |
| Liquidambar styraciflua | American Sweetgum | | | | |
| "Quercus (alba, falcata, marilandica, phellos, stellata, coccinea, lyrata)" | Oak Tree | | | | |
| Taxodium distichum | Bald Cypress | | | | |
| Tilia americana | American Linden | | | | |
| "Ulmus Americana (valley forge, new harmony, Independence)" | Elms | | | | |
| Unders | story Tree | | | | |
| Amelanchier canadensis | Serviceberry | | | | |
| Cercis canadensis | Redbud | | | | |
| Cornus florida | Dogwood | | | | |
| Crataegus viridis 'Winter King' | Green Hawthorn | | | | |
| Hamamelis virginiana | Witch Hazel | | | | |
| Ilex Nellie Stevens | Holly | | | | |
| llex opaca | American Holly | | | | |
| Magnolia virginiana | Sweet Bay Magnolia | | | | |
| Shrub | | | | | |
| Aronia melanocarpa 'Autumn Magic' | Black Chokeberry | | | | |
| Clethra alnifolia 'Hummingbird' | Sweet Pepperbush | | | | |
| Forsythia 'Courtasol'Gold Tide' | Forsythia | | | | |
| Fothergilla 'Mount Airy' | Dwarf Fothergilla | | | | |
| Hydrangea quercifolia 'Pee Wee' | Oakleaf Hydrangea | | | | |
| Ilex glabra 'Compacta' | Compact Inkberry | | | | |

| Plant Palette | | | | | | |
|---|---------------------------|--|--|--|--|--|
| Latin Name | Common Name | | | | | |
| Shrub (continued) | | | | | | |
| llex verticillata'Nana Red Sprite' | Winterberry | | | | | |
| Kalmia latifolia | Mountain Laurel | | | | | |
| Mahonia repens | Creeping Mahonia | | | | | |
| Myrica pensylvanica | Northern Bayberry | | | | | |
| Prunus caroliniana | Mountain Cherry Laurel | | | | | |
| Rhus aromatica | Fragrant Sumac | | | | | |
| Vaccinium pallidum | Lowbush Blueberry | | | | | |
| Viburnum dentatum | Arrowwood Viburnum | | | | | |
| Perrennial, Groundcover, | Ornamental Grass and Vine | | | | | |
| Achillea ptarmica | Sneezewort | | | | | |
| Adiantum pedatum | Northern Maidenhair Fern | | | | | |
| Asclepias tuberosa | Butterfly Milkweed | | | | | |
| Bignonia capreolata 'Tangerine Beauty' | Cross Vine | | | | | |
| Dryopteris intermedia | Wood Fern | | | | | |
| Echinacea purpurea | Purple Coneflower | | | | | |
| Eragrostis spectabilis | Purple Lovegrass | | | | | |
| Eupatorium maculatum 'Gateway' | Gateway Joe Pye Weed | | | | | |
| Perovskia atriplicifolia | Russian Sage | | | | | |
| Polystichum acrostichoides | Christmas Fern | | | | | |
| Rudbeckia hita | Black-eyed Susan | | | | | |
| Scabiosa columbaria 'Butterfly Blue' | Pincushion Flower | | | | | |
| Solidago sphacelata | Goldenrod | | | | | |
| Schizachyrium scoparium | Little Bluestem | | | | | |
| Sorghastrum nutans | Indian Grass | | | | | |
| Sporobolus heterolepis | Prairie Dropseed | | | | | |
| Trifolium pratense | Red Clover | | | | | |
| Wisteria frutencens | American wisteria | | | | | |

| Plant Palette | | | | | | |
|------------------------------------|--------------------------------|--|--|--|--|--|
| Latin Name | Common Name | | | | | |
| Sloping Grassland | | | | | | |
| Tr | ees | | | | | |
| Acer (rubrum saccharum) | Maple | | | | | |
| Amelanchier arborea | Serviceberry | | | | | |
| Cercis canadensis 'Tennessee Pink' | Redbud | | | | | |
| Liriodendron tulipifera 'Arnold' | Arnold Tulip Tree | | | | | |
| Liquidambar styraciflua | American Sweetgum | | | | | |
| Magnolia acuminata | Cucumber Magnolia | | | | | |
| Quercus coccinea | Scarlet Oak | | | | | |
| Ulmus rubra | Slippery Elm | | | | | |
| St | nrub | | | | | |
| Aronia melanocarpa 'Autumn Magic' | Black Chokeberry | | | | | |
| Arctostaphylos uva-ursi 'Big Bear' | Common Bearberry | | | | | |
| Clethra alnifolia | Summersweet | | | | | |
| Cornus racemosa | Gray Dogwood | | | | | |
| Gaultheria procumbens | Eastern Teaberry | | | | | |
| llex glabra 'Compacta' | Compact Inkberry | | | | | |
| Kalmia angustifolia | Sheep Laurel | | | | | |
| Myrica pensylvanica | Northern Bayberry | | | | | |
| Vaccinium macrocarpon | American Cranberry | | | | | |
| Viburnum dentatum 'Christom' | Arrowwood Viburnum Blue Muffin | | | | | |
| Perrennial, Groundcover, | Ornamental Grass and Vine | | | | | |
| Andropogon gerardii | Bushy Bluestem | | | | | |
| Asclepias tuberosa | Butterfly Weed | | | | | |
| Baptisia 'Purlple Smoke' | False Indigo | | | | | |
| Bignoinia capreolata | Cross Vine | | | | | |
| Deschampsia cespitosa 'Goldtau' | Tufted Hair Grass | | | | | |
| Echinacea 'Pow Wow' | Pow Wow Echniacea | | | | | |
| Koeleria macrantha | Prairie Junegrass | | | | | |
| Muhlenbergi capillaris | Pink Muhlygrass | | | | | |
| Panicum virgatum | Switch Grass | | | | | |
| Pennisetum alpecuroides 'Hameln' | Fountain Grass | | | | | |
| Polystichum acrostichoides | Christmas Fern | | | | | |

| Plant Palette | | | | | |
|--|------------------------------|--|--|--|--|
| Latin Name | Common Name | | | | |
| Perrennial, Groundcover, Ornamental Grass and Vine (continued) | | | | | |
| Rudbeckia fulgida'Goldsturm' | Black Eyed Susan | | | | |
| Scabiosa columbaria ' Butterfly Blue' | Pincushion Flower | | | | |
| Schizachyrium scoparium | Little Bluestem | | | | |
| Solidago sphacelata | Goldenrod | | | | |
| Tidal Wetlands | | | | | |
| Cano | opy Trees | | | | |
| Amelanchier canadensis Serviceberry | Canada Serviceberry | | | | |
| Nyssa aquatica | Water Tupelo | | | | |
| Quercus bicolor | Swamp White Oak | | | | |
| Salix nigra | Black Willow | | | | |
| Taxodium distichum | Bald Cypress | | | | |
| ; | Shrub | | | | |
| Alnus serrulata | Hazel Alder | | | | |
| Aronia melanocarpa 'Morton | Black Chokeberry | | | | |
| Cephalanthus occidentalis | Button Bush | | | | |
| Clethra alnifolia | Sweet pepper bush | | | | |
| Cornus sericea "Farrow' | Red Twig Dogwood | | | | |
| llex glabra 'Compacta' | Compact Inkberry | | | | |
| Myrica cerifera | Northern Bayberry | | | | |
| Perrennial, Groundcove | r, Ornamental Grass and Vine | | | | |
| Andropogon glomeratus | Bushy Bluestem | | | | |
| Asclepias incarnata | Swamp Milkweed | | | | |
| Baptisia australis | Blue False Indigo | | | | |
| Chasmanthium latifolium | Northern Sea Oats | | | | |
| Helianthus angustifolius | Swamp Sunflower | | | | |
| Hibiscus moscheutos | Swamp Rosemallow | | | | |
| Juncus Patens 'Elk Blue' | Grey Rush | | | | |
| Pannicum virgatum | Switch Grass | | | | |
| Scabiosa columbaria ' Butterfly Blue' | Pincushion Flower | | | | |
| Solidago sphacelata | Goldenrod | | | | |
| | | | | | |

Soccer Stadium Design Objectives

A Great Destination Within a Neighborhood

Relationships between the DC United Soccer Stadium and its ancillary development and adjacent public spaces are critical to establishing the future vibrancy and identity of the stadium area and the Buzzard Point neighborhood. The stadium's programmatic amenities and associated physical design should engage and enliven the adjacent streets and public areas day-to-day; connect to existing and new neighborhoods; serve as a catalyst for sustainable mixed-use development and provide improvements for circulation and transit. 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 SITE AND 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 neighborhhood destination during non-event days.
- Ensure that the plaza is acommodating and human-scaled, supportsing flexible use by diverse groups at varying times, and providing fixed, interim, and temporary activities.
- Provide north/south access through the site along the 1st Street corridor during non-event times.
- Achieve site porosity for intuitive, animated pedestrian connectivity through access ways and 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.

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 and contributes to their activation.
- Comply with existing applicable zoning regulations regarding mass and scale, permitting a maximum building height of 100'.
- Utilize high quality, durable materials that weather well.
- Evoke the history of Buzzard Point through architectural design, contributing to future neighborhood distinction and identity.
- Create a dialogue between the Soccer Stadium and Nationals
 Park along Potomac Avenue; this could be accomplished through an iconic pylon, scale or material elements.
- Ensure a street-level presence on all sides of the stadium; avoid dead zones or the appearance of a 'back' side of the stadium.
- Enhance the day-to-day experiences in the Buzzard Point neighborhood with openness and views into the stadium.
- Provide an exciting nighttime presence that complements adjacent development and the neighborhood.



SITE AND URBAN DESIGN - First Street continues around the stadium, connecting neighborhoods to-and-from the waterfront and providing improved access to new development areas. The neighborhood plaza offers program opportunities for non-game days.



STADIUM ARCHITECTURE - The DC United Stadium will be one of the primary civic buildings in Buzzard Point — in close proximity to Nationals Park — designed as a neighborhood place with scale elements and street level activity.

Buzzard Point Stadium Objectives

VIEWS / AESTHETICS

- Strengthen views down L'Enfant Streets, especially along Potomac Avenue, R Street and S Street, with elements that acknowledge and accentuate the views to and from the stadium.
- Fit within the context and be expressive with architecture that energizes the immediately vicinity with views to activity to and from the stadium.
- Respect the local skyline; offer views from the stadium to key icons in the District, such as the U.S. Capitol and the Washington Monument.

SUSTAINABILITY INFRASTRUCTURE / UTILITIES

- Construct the stadium as a high-performance building that maximizes on-site energy generation opportunities while minimizing storm water 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 storm water 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

- Protect the existing critical utility lines that transverse the site within the First Street right-of-way.
- Avoid full-time dedicated surface parking on private parcels.
- Encourage transit stops in the vicinity.
- Locate service access away from the plaza and toward the south end of the stadium via T Street.
- Enclose or screen service and loading to minimize their visibility and impact.



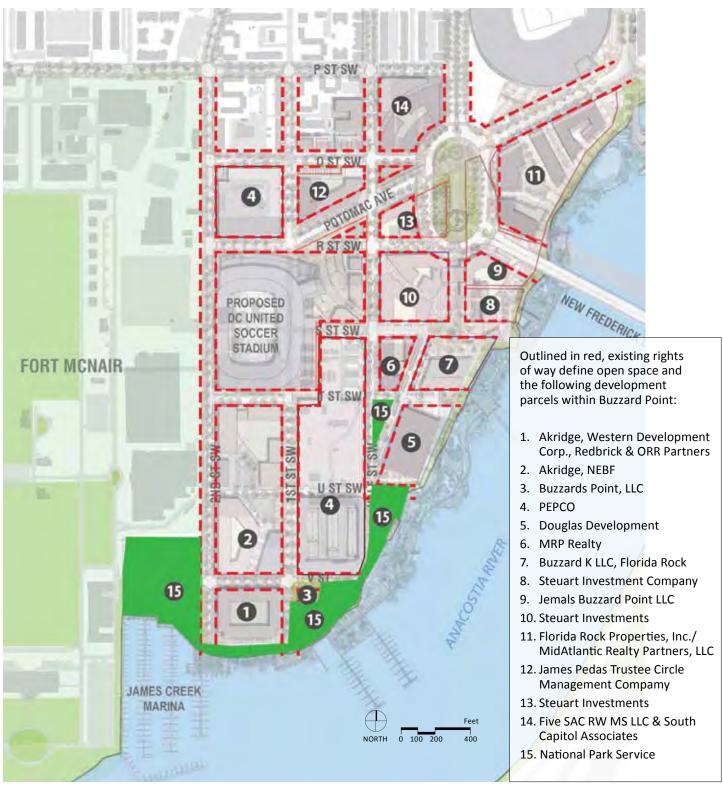
VEHICULAR / TRANSIT ACCESS - The DC United Stadium is intended to be accessed in a variety of ways; bicycle parking and Capital Bikeshare stations will be built in close proximity to the stadium.



VEWS AND AESTHETICS -Designed at a human scale with a variety of materials, the stadium has multiple entrances, including this one at Second at T Streets.

OWNERSHIP & RIGHTS OF WAY

Property in Buzzard Point is owned by either private entities or the National Park Service (NPS), which manages significant properties within Buzzard Point including Buzzard Point Park, James Creek Marina, a portion of Half Street, space occupied by the Henson Center, and reservations 467, 629, 562, 295, 296, and 297. The District of Columbia owns street rights-of-way and is acquiring property for the South Capitol Street Corridor Project.



DC COMPREHENSIVE PLAN & BUZZARD POINT

This section provides policies and actions for Buzzard Point contained in the 2006 Comprehensive Plan for the National Capital: District Elements (as amended in 2011). The Comprehensive Plan is the legislatively-adopted 20-year general policy document which provides the vision and framework for the future land use planning and development of the District of Columbia. The Comprehensive Plan is available on online at planning.dc.gov/page/comprehensive-plan. This section also demonstrates how the Buzzard Point Vision Framework's recommendations are aligned with the Comprehensive Plan. It is anticipated that the Vision Framework will inform amendments to the Comprehensive Plan during the Second Amendment Cycle that kicked off in the spring of 2016.

The Comprehensive Plan includes twelve topic-specific Citywide Elements (chapters), ten Area Elements that give geographically-specific guidance, and two maps, the Future Land Use Map and the Generalized Policy Map. The Buzzard Point peninsula is included in the Lower Anacostia Waterfront/ Near Southwest Area Element. Further, the Lower Anacostia Waterfront/Near Southwest Area Element identifies Policy Focus Area AW-2.2 South Capitol Street/Buzzard Point that addresses the long-term development of Buzzard Point. The Buzzard Point Vision Framework adds more context-specific detail to the Comprehensive Plan's guidance through recommended actions, supporting analysis and stakeholder, property owner and community engagement.

Overview of Comprehensive Plan Maps

In addition to the Lower Anacostia Waterfront/Near Southwest Area Element, the Comprehensive Plan's Generalized Policy and Future Land Use Maps provide additional planning and development guidance.

The Generalized Policy Map classifies Buzzard Point as a Land Use Change Area and identifies the northern edge as a Neighborhood Enhancement Area.

The Future Land Use Map designates Buzzard Point as a Mixed Use area along the Anacostia River. Comprehensive Plan guidance informs zoning, which cannot be inconsistent with the Plan, but it does not establish zoning. The Buzzard Point Vision Framework + Design Review Guide makes no recommendations to change future land use designations or zoning for Buzzard Point and is consistent with the Comprehensive Plan.

Summary of Relevant Comprehensive Plan Guidance

The following sections summarize Comprehensive Plan guidance on general topics. Please refer to the list of specific Comprehensive Plan policies and actions under "Select Comprehensive Plan Policies and Action Items for South Capitol Street/Buzzard Point" below for more detailed guidance.

Citywide Element

Please refer to the following Citywide Elements for additional policies and actions on the waterfront including Land Use Element Section LU-1.2 on large sites; Transportation Element T-2.5 on improvements to the Anacostia River bridges and T-2.1 on water taxis and streetcars; Parks, Recreation, and Open Space Element PROS-3.2 on waterfront parks (including the Anacostia River parks Network) and PROS-3.4 on trails (including the Anacostia Riverwalk): Environmental Protection Element Section ED-1.2 on wetlands, Section E-3 on sustainability, and E-4.2 on water pollution and water quality improvements; Urban Design Element Section UD-1.3 on Washington's identity as a waterfront city and waterfront access; and Infrastructure Element Sections IN-2.2 and IN-2.3 on storm water runoff and the combined sewer overflow project. See the Citywide Transportation and Land Use Elements for additional policies on streets and parking.

Lower Anacostia Waterfront and Near Southwest Area Element

AW-1.1 Guiding Growth and Neighborhood Conservation

The following general policies and actions should guide growth and neighborhood conservation decisions in the Lower Anacostia Waterfront and Near Southwest area. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. 1908.1

Policy AW-1.1.1: Conservation of Established Waterfront Neighborhoods. Revitalize and preserve established neighborhoods in the Waterfront Planning Area. Continued investment in the existing housing stock and in established local commercial areas should be strongly encouraged. 1908.2

Policy AW-1.1.2: New Waterfront Neighborhoods. Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publiclyowned waterfront sites. Within the Lower Anacostia Waterfront/

Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. 1908.3

Policy AW-1.1.3: Waterfront Area Commercial Development.

Encourage commercial development in the Waterfront Area in a manner that is consistent with the Future Land Use Map. Such development should bring more retail services and choices to the Anacostia Waterfront as well as space for government and private sector activities, such as offices and hotels. Commercial development should be focused along key corridors, particularly along Maine Avenue and M Street Southeast, along South Capitol Street; and near the Waterfront/SEU and Navy Yard metro rail stations. Maritime activities such as cruise ship operations should be maintained and supported as the waterfront redevelops. 1908.4

Policy AW-1.1.4: Waterfront Development Amenities. Leverage new development in the Waterfront Planning area to create amenities and benefits that serve existing and new residents. These amenities should include parks, job training and educational opportunities, new community services, and transportation and infrastructure improvements. 1908.5

Policy AW-1.1.5: River Basins as a Planning Guide. Recognize and be responsive to the distinct settings and environments created by varying conditions along the shoreline. Consistent with the Anacostia Framework Plan, the river should be viewed as a series of "basins," each defined by their unique physical and visual characteristics. In general, there should be a progression from a more urban environment on the lower basins (Washington Channel and the river gateway) to a more natural environment on the upper basins (Kingman and Heritage Islands, Arboretum, etc.) 1908.6

Policy AW-1.1.6: Pedestrian Orientation of Waterfront Uses. Provide a high level of pedestrian amenities along the shoreline, including informational and interpretive signs, benches and street furniture, and public art. 1908.7

Policy AW-1.1.7: Multi-modal Waterfront Streets. Design streets along the waterfront to be truly multi-modal, meeting the needs of pedestrians, bicyclists, and transit users as well as motor vehicles. Safe pedestrian crossings, including overpasses

and underpasses, should be provided to improve waterfront access. 1908.8

Policy AW-1.1.8: Barriers to Shoreline Access. Minimize the visual and accessibility impacts of railroad and highway infrastructure, surface parking, and industrial uses along the Anacostia River shoreline. In particular, the impacts of freeways on waterfront access should be mitigated by supporting the redesign of these facilities as tunnels or landscaped boulevards. 1908.9

Policy AW-1.1.9: Strengthening the M Street and Maine Avenue Corridors. Strengthen the connection between Central Washington and the Anacostia Waterfront by rebuilding Maine Avenue and M Street SE as graciously landscaped urban boulevards. These streets should be designed with generous pedestrian amenities, public transit improvements, landscaping, and ground floor uses that create a vibrant street environment. 1908.10

Policy AW-1.1.10: Upgrading the Bridges. Upgrade the bridges across the Anacostia River to better manage transportation flows, facilitate pedestrian and bicycle travel across the river, and provide attractive and distinctive civic landmarks. 1908.11

Action AW-1.1.A: Anacostia Waterfront Framework Plan. Implement the recommendations of the *Anacostia Waterfront Framework Plan* through interagency coordination, ongoing activities of the Anacostia Waterfront Corporation, and continued cooperative efforts with the federal government. 1908.12

Action AW-1.1.B: River Crossing Improvements. Implement the recommendations of the Middle Anacostia River Transportation Crossings Study that seek to improve local and regional traffic mobility. 1908.13

AW-1.2 Conserving and Enhancing Community Resources. 1909

Policy AW-1.2.1: Historic and Cultural Waterfront Assets.

Capitalize on the historic and cultural assets located near the Lower Waterfront, such as the Washington Navy Yard and Fort McNair. Public education about these assets should be expanded, the physical connections between them should be enhanced, and greater recognition of their value and importance should be achieved. 1909.1

Policy AW-1.2.2: Waterfront Cultural and Commemorative Sites. Encourage the siting of new museums, memorials, civic gathering places, and cultural attractions on or near the

Anacostia River as a way to catalyze revitalization and meet the demand for additional commemorative works without further crowding the National Mall and monumental core of the city. Such facilities should make the most of their waterfront locations and create an integrated system of gracious, beautiful, and vibrant places. 1909.2

Policy AW-1.2.3: Waterfront Sports and Recreation Destinations. Develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront. Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure. 1909.3

Policy AW-1.2.4: Anacostia River Parks. Create a connected network of waterfront parks from Hains Point to the Sousa Bridge, and continuing through adjacent upriver Planning Areas to the Maryland border. These parks should be easily accessible to surrounding neighborhoods and accommodate the need for more local and regional serving recreational activities in the city. New parks should be an integral part of any new waterfront neighborhood, and should showcase the remarkably diverse landscape along the Anacostia River. A variety of active and passive recreational settings should be provided. 1909.4

Policy AW-1.2.5: African-American Heritage. Recognize and highlight the role of Lower Waterfront neighborhoods in the history of the District's African-American community. This role should be commemorated and recognized through markers, heritage trails, and cultural facilities. 1909.5

Select Comprehensive Plan Policies and Action Items for Buzzard Point

The following section provides a list of key policies and actions from the Comprehensive Plan Lower Anacostia Waterfront/ Near Southwest Area Element that apply specifically to Policy Focus Area AW-2.2: South Capitol Street/Buzzard Point Buzzard.

Policy AW-2.27: Buzzard Point. Support the long-term redevelopment of Buzzard Point with mixed medium to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront. 1912.13.

Action AW-2.2.A: Coordination with Federal Agencies. Continue to coordinate with National Capital Planning Commission, the National Park Service, and other federal agencies on implementing and refining the South Capitol Street Urban Design Study. 1912.14

Action AW-2.2.B: Ballpark Area Plan. Work collaboratively with the Anacostia Waterfront Corporation in completing detailed area plans for the Ballpark entertainment district. 1912.15

Action AW-2.2.C: Buzzard Point Plan. Work collaboratively with the Anacostia Waterfront Corporation in developing a detailed area plan for Buzzard Point. The Plan should address the future of industrial and utility uses in Buzzard Point, identify concepts and standards for new development, and address a range of related urban design, transportation, infrastructure, environmental, and community service issues. The feasibility of access along the Fort McNair waterfront also should be addressed. 1912.16

Action AW-2.2.D: South Capitol Gateway. Create a civic or commemorative feature of national significance at the north end of the Frederick Douglass Bridge to celebrate this location as a riverfront and city gateway. 1912.17

Action AW-2.2.E: South Capitol Transportation Improvements.

Continue efforts to improve traffic flows and accommodate additional travel modes along South Capitol Street, including completion of the South Capitol Environmental Impact Statement and the reconstruction of the Frederick Douglass Memorial Bridge and related access points. 1912.18

Acknowledgments



DEPUTY MAYOR FOR PLANNING AND ECONOMIC DEVELOPMENT

Brian Kenner, Deputy Mayor Ketan Gada, Project Manager

OFFICE OF PLANNING

Eric D. Shaw, Director

Tanya Stern, Deputy Director, Planning, Engagement, and Design

Patricia Zingsheim, Buzzard Point Project Manager and Associate Director, Design Division

WITH SUPPORT FROM:

Jennifer Steingasser, Deputy Director, Development Review and Historic Preservation

Joel Lawson, Associate Director, Development Review

Elisa Vitale, Development Review Specialist

David Maloney, State Historic Preservation Officer

Ruth Trocolli, City Archaeologist

C. Andrew Lewis, Senior Historic Preservation Specialist

Chris Shaheen, Public Space Program Manager

Timothy Maher, Urban Designer

Brandon Perez, Urban Designer

Stephen Gyor, Sustainability Planner

Dan Emerine, Transportation Planner

Melissa Bird, Neighborhood Planner

Erkin Ozberk, Neighborhood Planner

Bryan Steckler, District Leadership Program Intern

DEPARTMENT OF GENERAL SERVICES

Greer Johnson Gillis, Director Cassidy Mullen, Project Manager Allam Al-Alami, Operational Manager

DEPARTMENT OF TRANSPORTATION

Leif A. Dormsjo, Director Sam Zimbabwe, Chief Project Delivery Officer Jamie Henson, Manager, Project Review Jonathan Rogers, Transportation Planner Ejigneh Simie, Civil Engineer

DEPARTMENT OF ENERGY AND ENVIRONMENT

Tommy Wells, Director

Daniel Conner, Special Assistant to the Director, External Affairs

Bill Updike, Chief, Green Building and Climate Branch, Urban Sustainability Administration

Jay Wilson, Program Analyst

CONSULTANT TEAM AECOM (URBAN DESIGN & CONSULTATION):

Alan Harwood

Claire Sale

Claire Bedat

Manqing Tao

Susan Bemis

Joyce Tsepas

Craig Carver

Ryan Bouma

Nijia Ji

Barrett Lane

Lee-Ann Lyons

GOROVE/SLADE (TRANSPORTATION):

Erwin Andres

Rob Schiessel

Maris Fry

SPECIAL THANKS TO THE CAPITOL RIVERFRONT BID

Michael Stevens, President

ADDITIONAL PHOTO CREDITS (LEFT TO RIGHT, TOP TO BOTTOM)

Page 8

- DC Office of Planning
- SmithGroup JJR
- Utile & Sasaki
- Equilibrium Constulting
- Tomasz Majewski for LINK arkitektur AS Landskap
- BB Arhitekti
- Sasaki
- Tomasz Majewski for LINK arkitektur AS Landskap

Page 9

- Tomasz Majewski for LINK arkitektur AS Landskap
- KPMB Architects
- BB Arhitekti
- Foster and Partners
- Utile & Sasaki
- Architype Review
- n/a

Page 13

- Library of Congress
- Library of Congress
- Capitol Riverfront Bid
- DC United
- 3XN



