

# BUZZARD POINT

## VISION FRAMEWORK + IMPLEMENTATION PLAN

*Public Draft*



Government of the District of Columbia



Deputy Mayor for Planning and Economic Development



Department of Transportation



Department of General Services



Department of the Environment



Office of Planning



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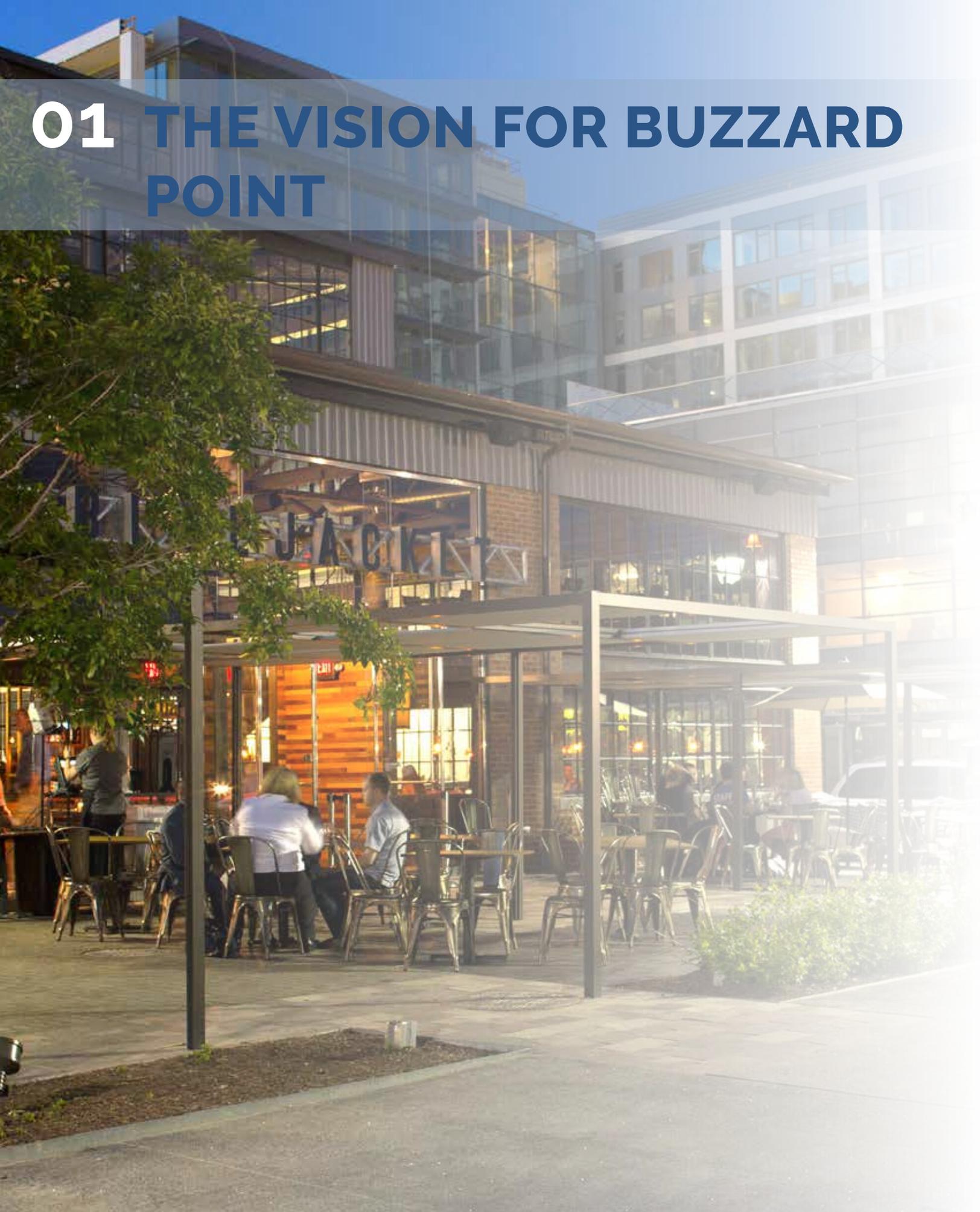


*An urban waterfront plaza with a living shoreline*

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# 01 THE VISION FOR BUZZARD POINT



*Outdoor dining will activate the public realm in Buzzard Point as it does here in The Yards*

# The Vision for Buzzard Point

Building on years of planning work and more recent public investment, Buzzard Point is on the verge of transforming from a bare industrial area to a compact, mixed-use, highly walkable, and environmentally sustainable neighborhood that is oriented toward an enhanced waterfront.

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

## The vision for Buzzard Point focuses on four key concepts:

- A vibrant mixed-use neighborhood
- Dynamic parks and public spaces
- An improved multi-modal transportation system
- A living and sustainable environment

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

### ▼ A Reimagined Buzzard Point

An artistic rendering showing the potential redevelopment of Buzzard Point according to the four key concepts described in this plan





*A birds-eye representation of the urban design concept illustrating potential Buzzard Point redevelopment*



## Vision Statement

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

In order to achieve this vision, the plan intends to do the following:

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

The vision anticipates that the character of the new, redeveloped Buzzard Point can echo the area's history, both in style and content. The redevelopment of the area is an opportunity to tell the story of the past while meeting the needs of the future. Throughout the Vision Framework, numerous opportunities for cultural elements that could reflect this history are identified, many in public space. The Anacostia River should define the Buzzard Point community identity and inspire design responses unique to this new neighborhood's geography, ecology, and history.



▲ **Vibrant Dynamic and Sustainable Buzzard Point**  
A mix of uses, active open spaces, multiple transportation options, and ecologically sound infrastructure can transform Buzzard Point

# Development and Design Concepts

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

## A Vibrant Mixed-Use Neighborhood

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

## Dynamic Parks and Public Spaces

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



▲ **Lively Mix of Uses**  
Commercial and residential uses blend with public spaces to create a vibrant atmosphere



▲ **Public Space Amenities**  
Benches enhance pedestrian routes and encourage interaction

## An Improved Multi-Modal Transportation System

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



### ▲ Transportation Options

Multi-modal corridors allow pedestrians, cyclists, and vehicles to travel throughout a neighborhood

## A Living and Sustainable Environment

The urban design concept intends to improve environmental, economic, and social conditions through responsive infrastructure that creatively interconnects high performance buildings with new and existing energy, water and public realm assets. These strategies can be applied to address current needs, as well as future conditions due to climate change.



### ▲ Soft Edge

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

### Summary Recommendations ►

The following table summarizes the specific elements of each design concept. These are more fully described in Section 4 of this document.

<b>A Vibrant Mixed-Use Neighborhood</b>	New mixed-use development with a commercial focus should be concentrated around the South Capitol Street oval to create a 'gateway' to the Capitol Riverfront area
	New mixed-use development with a residential focus should be concentrated in the southern portion of Buzzard Point to create a neighborhood near the waterfront
	Retail uses should be clustered in nodes, primarily around the plaza centered on South Capitol and S Streets, and the plaza located in front of the main stadium entrance, rather than scattered along corridors
	The area between Potomac Avenue and P Street should serve as a 'zone of transition' in land use (residential) and density (step down) to protect existing residential areas
<b>Dynamic Parks and Public Spaces</b>	A waterfront plaza should be established at the intersection of South Capitol and S Streets to serve as an animated retail and public space node, connecting Buzzard Point and the stadium with the river's edge and the Capitol Riverfront area
	A public building, such as the proposed maritime museum, should be located on the southern side of the waterfront plaza and should include a vertical element to mark the South Capitol Street axis
	Oval park should be designed to acknowledge its role as a potential memorial site, consistent with the aesthetics plan for bridge project, and the open space should be programmed actively
	Buildings adjacent to the oval should have entrances oriented toward the oval and should be located directly on the outer ROW line to frame the oval and establish an urban feel for motorists and pedestrians
	The Anacostia Riverwalk trail should continue from the Capitol Riverfront area through Buzzard Point and should extend the 75-foot esplanade established by the zoning code
	A series of waterfront open spaces should be located along the Riverwalk where roadways terminate at the river's edge
Half Street should be a linear park directly connecting existing residential areas with the river; as the pedestrian spine of Buzzard Point, it should have wide, tree-lined sidewalks and no curb cuts	
<b>An Improved Multi-Modal Transportation System</b>	The primary pedestrian route from the Navy Yard Metrorail Station to the Buzzard Point stadium should be along Potomac Avenue until the South Capitol Street Bridge project is completed
	Once the new bridge is constructed, an inviting alternative pedestrian route should be provided along the waterfront from First Street, NE to S Street, SW
	The South Capitol Street Bridge project should be designed and constructed to accommodate a broad pedestrian esplanade along the river's edge; the esplanade should be at least 75 feet wide
	Pedestrian routes should avoid the South Capitol Street Bridge area during construction
	The roadway circulation network in Buzzard Point should build upon the South Capitol Street corridor improvements and provide a loop of two-way streets
	Potomac Avenue should be a symbolic boulevard, serving as the primary entry point to the neighborhood
	Half Street should be the central spine of Buzzard Point, providing access to the disconnected east-west streets; buildings should front Half Street without curbcuts to enhance its primary position
Loading docks and service access should be located in alleys or on less-visible side streets	
<b>A Living and Sustainable Environment</b>	Aquatic vegetation should be inserted along the shoreline to soften the river's edge and clean the water
	Low impact development (LID) measures should be installed along north-south and key east-west streets to capture, detain, and treat stormwater runoff
	As the north-south roadway with the lowest topographic elevation, Second Street should be the primary corridor for water collection and detention
	Street trees should be installed along all roadways to increase the tree canopy of the Buzzard Point area and provide shady sidewalks
	Buzzard Point should consider generating and sharing energy; the nearby O Street Pumping Station should be used as a source for waste heat energy
	Green roofs should be provided on all new or renovated buildings in the Buzzard Point area

# 02 EXISTING CONDITIONS AND PLANNING CONTEXT



Potomac Avenue and R Street in Buzzard Point, looking east

# Existing Conditions

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

The purpose of this Vision Framework is to identify a new future for Buzzard Point, and establish expectations for stakeholders, including property owners and nearby residents. Most importantly, this Vision Framework will provide guidance to the public and private sector regarding development and improvements envisioned for Buzzard Point.

## Planning for this Vision Framework incorporated several sources, including

- Current land use
- Continued industrial character
- History
- Governing plans
- Existing zoning

### ▼ Existing Conditions

The PEPCO power plant in Buzzard Point, which has been determined to be potentially eligible for listing on the National Register, will likely remain in place for the long-term



The intent is to facilitate the creation of a cohesive and connected mixed-use neighborhood that builds upon proximity to the waterfront and greatly improves the environmental sustainability of the area. This Vision Framework builds on existing industrial conditions. The effort was part of a planning process that received public input from multiple community stakeholders. Existing zoning regulations, DC plans and policies, as well as the Zoning Commission, will continue to govern development in Buzzard Point.

## Current Land Use

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

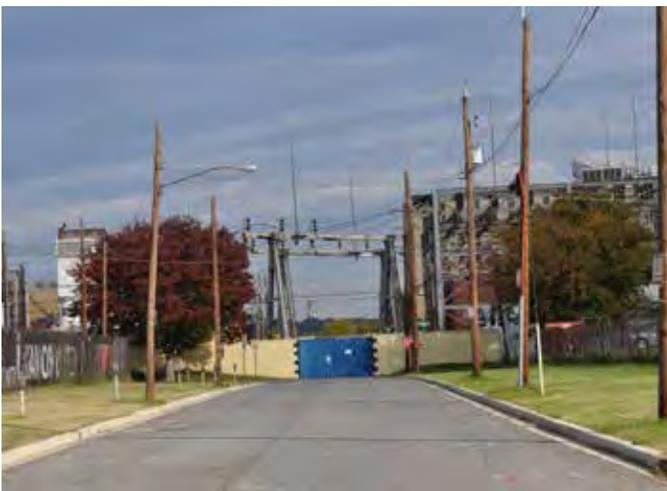
Of the existing housing units located within Buzzard Point, many are designated for low-income housing. Approximately one-third, or 80, of the 239 total James Creek public housing units are located south of P Street within the Buzzard Point study area. The greater Southwest DC area as a whole contains a broad mix of housing units ranging in type and affordability. A total of 3,728

units of housing are found south of M Street and west of South Capitol Street. Of that total, there are 906 units of public housing, including the estimated 80 units within the study area.

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

## Continued Industrial Character

Buzzard Point's recent industrial history will diminish as the area redevelops, but it will not entirely disappear. The character of Buzzard Point would likely continue elements of the industrial era, such as the PEPCO electrical facilities, for the foreseeable future, given that the redevelopment of Buzzard Point will likely occur over a decade or more.



▲ Existing Conditions  
Photo along T Street, looking east from 2nd Street



▲ Existing Conditions  
Photo of property at S Street between 1st and Half Streets, looking north



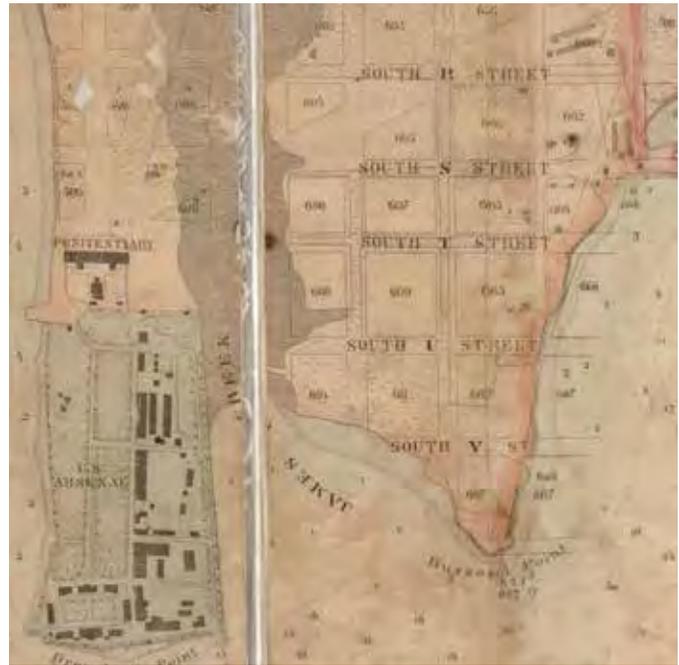
▲ **Project Study Area**  
 Map outlining the project study area and nearby landmarks

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

## History of Buzzard Point

The initial development of Buzzard Point dates to the late 18th century. The area has had historically a mixture of uses, with a tendency toward commercial and industrial activities that initially supported the two nearby military uses—Fort McNair and the Washington Navy Yard—as well as the District of Columbia and private business enterprises. Generally, properties within Buzzard Point have been redeveloped numerous times since the original settlement of the area. Currently, the dominant industrial uses within Buzzard Point are framed on the west by Fort McNair, to the east by South Capitol Street, and to the north by residential uses. Physical access to the Anacostia River, which also lies to the east and south of Buzzard Point, is limited.

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



▲ **Buzzard Point circa 1857**  
Map depicting Buzzard Point development and street layout



▲ **Aerial View of Buzzard Point, 1920-30**  
Image showing Buzzard Point, Fort McNair, and the National War College, looking north, with James Creek/City Canal along what is now 2nd Street



**▲ Historic Resources**

Map depicting historic structures and districts within and near Buzzard Point

## Planning Context

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

### District Plans

#### Comprehensive Plan of the National Capital: District Elements (ongoing, update of 2006 Plan)

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

#### Southwest Neighborhood Plan (2015)

The Southwest Neighborhood Plan is an urban design, land use, and neighborhood preservation framework for the area located directly north of Buzzard Point and bound by I-395 to the north, South Capitol Street to the east, P Street to the south, and Maine Avenue to the west. The small



#### ▲ Planning Context

The small area plan guides the direction of future growth in Southwest

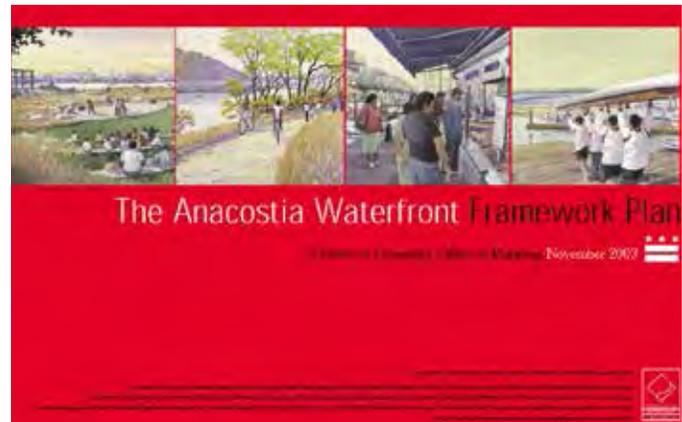
area plan's framework aims to enhance parks and community amenities, increase connectivity and transportation choices, support neighborhood retail, and accommodate and guide the direction of future growth in the Southwest neighborhood.

#### moveDC (2014)

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

#### Sustainable DC Plan (2012)

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



#### ▲ Planning Context

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

## **Anacostia Waterfront Initiative (2000)**

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

## **Federal Plans**

### **Joint Base Myer-Henderson Hall Real Property Master Plan (2013)**

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

### **Memorials and Museums Master Plan (2001)**

The plan shows how to meet demand for museums and commemorative works while protecting the National Mall and preserving other existing museum and memorial settings. It identifies suitable sites for future memorials and museums, establishes a commemorative zone policy for siting memorials and museums, and provides documentation and direction on existing and future memorials.

## **Other Initiatives**

### **Capitol Riverfront Urban Design Framework Plan (2013)**

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

### **Buzzard Point Community Planning Assistance Team Alternative Futures: Final Recommendations (2009)**

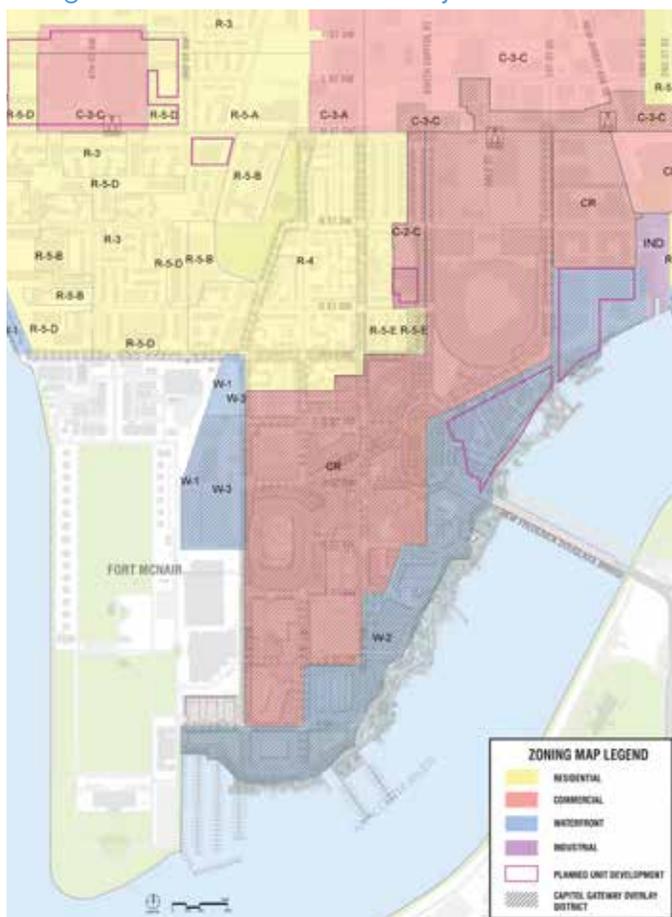
An American Planning Association Planning Assistance Team studied the Buzzard Point area and considered significant changes in the area east of Fort McNair and south of P Street. Recommendations include increasing the quality and accessibility of the waterfront, improving pedestrian and bicycle linkages,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

## Existing Zoning

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

### ▼ Zoning in Buzzard Point

Zone districts and overlays in Buzzard Point regulate urban form and density



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

## CAPITOL GATEWAY (CG) OVERLAY

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

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

Several zoning districts cover the areas surrounding Buzzard Point. The residential area at the northern end of Buzzard Point is zoned R-4, Residence District. The R-4 zone district includes areas now developed primarily with row dwellings, some of which have been converted

into dwellings for two or more families. The R-4 zone district permits medium-density single-family residential uses, along with community facilities such as churches and public schools.

▼ **Existing Rights of Way and Ownership in Buzzard Point**

Existing rights of way reflect the boundaries of open space within Buzzard Point



# Buzzard Point Planning Process

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

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

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

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

### ▼ Public Involvement

Public open house on the Buzzard Point planning effort





◀ **Property Owners Listening Map (01/22/2014)**  
Initial property owner ideas and concerns regarding the area's future

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

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



◀ **Community Leaders Listening Map (02/06/2014)**  
Initial community-driven ideas and concerns regarding the area's future

The community leaders reviewed the existing conditions of Buzzard Point and the projects currently underway, identifying the following desires:

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

# 03 DESIGN AND DEVELOPMENT CONCEPTS

## Key Concepts:

- A vibrant mixed-use neighborhood
- Dynamic parks and public spaces
- An improved multi-modal transportation system
- A living and sustainable environment

# A Vibrant Mixed-Use Neighborhood

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

## Vibrant Mixed-Use Neighborhood Development Goals:

**Housing-** Establish a waterfront neighborhood with a mix of uses and mixed-income housing opportunities.

**Retail-** Establish a retail node around the waterfront plaza on S Street.

**Commercial-** Establish a commercial/cultural district surrounding Oval Park.

**Events-** Program Oval Park with a series of regional and local events.

▼ **Creating a New Mixed-Use Neighborhood**  
Compact development with a mix of uses lead to a lively community when complemented by public gathering places





## Meeting Multiple Needs

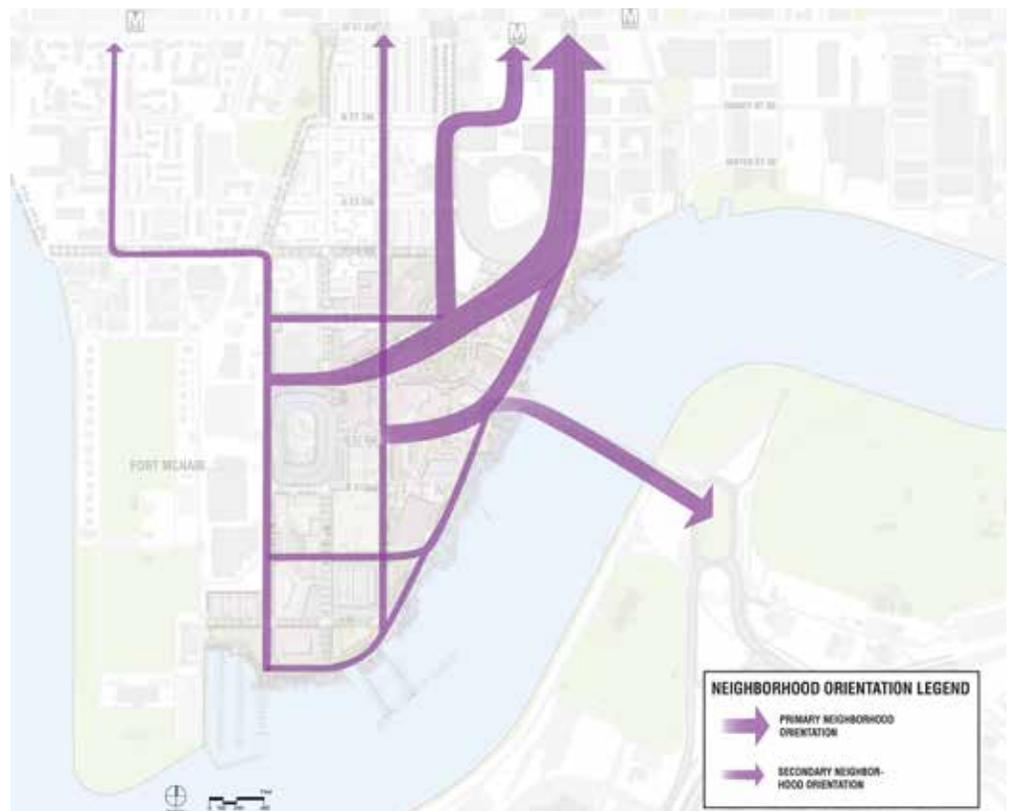
The *Vision Framework* anticipates unique identities for different areas within Buzzard Point. Potomac Avenue should serve as a grand boulevard and primary entry point to the area. Along Potomac Avenue, outdoor gathering space could animate the boulevard connecting Buzzard Point with Nationals Park and the Capitol Riverfront. The intersection of South Capitol Street and Potomac Avenue will be reconstructed to accommodate the volumes of traffic coming from the new Frederick Douglass Bridge in an oval shape that acknowledges key aspects of the L'Enfant Plan of the City of Washington. The urban design concept for Buzzard Point recognizes that a diverse mix of uses subject to market forces would be necessary to maximize the development potential of parcels in accordance with the Comprehensive Plan and the Capital Gateway Overlay. Consistent with existing zoning regulations, new development at or near the waterfront would be up to 80 feet in height, while new development a block away would be up to 100 feet in height.

### Neighborhood ► Orientation

Graphic emphasizing the eastward orientation of Buzzard Point and connections with the Capitol Riverfront, Metrorail stations, the Anacostia River and Riverwalk Trail, and Poplar Point

### ◀ Buzzard Point Urban Design Concept

A graphic representation, depicting potential types of uses and locations



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

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

**Residential Areas** At the southern and northern ends of Buzzard Point, development should be more residential in character. New apartments and condos would have easy access to a new

waterfront trail and public spaces along the river, as well as be within walking distance of commercial services. At the southern end, residential uses would complement the existing and expanded marinas.

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

## Developing the Land Use Mix

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

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



### ▲ Architectural Variety

Cultural, residential, and commercial development blend to create a lively destination neighborhood

### Development Yield ►

Square feet of development with and without Vision Framework implementation

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

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

Private property in Buzzard Point is owned by several separate land owners, most of which are

real estate developers or related entities (see Existing Zoning section for map). The consolidated ownership will help ensure that development will occur on a scale that promotes cohesive design.

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

**Residential Development** Mixed-use development with a more residential focus should be located adjacent to existing residential neighborhoods and further south near the waterfront. In these areas, the proposed open spaces, and the relative quiet of the street network would better suit residential uses. In the northern portion of Buzzard Point, the

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

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

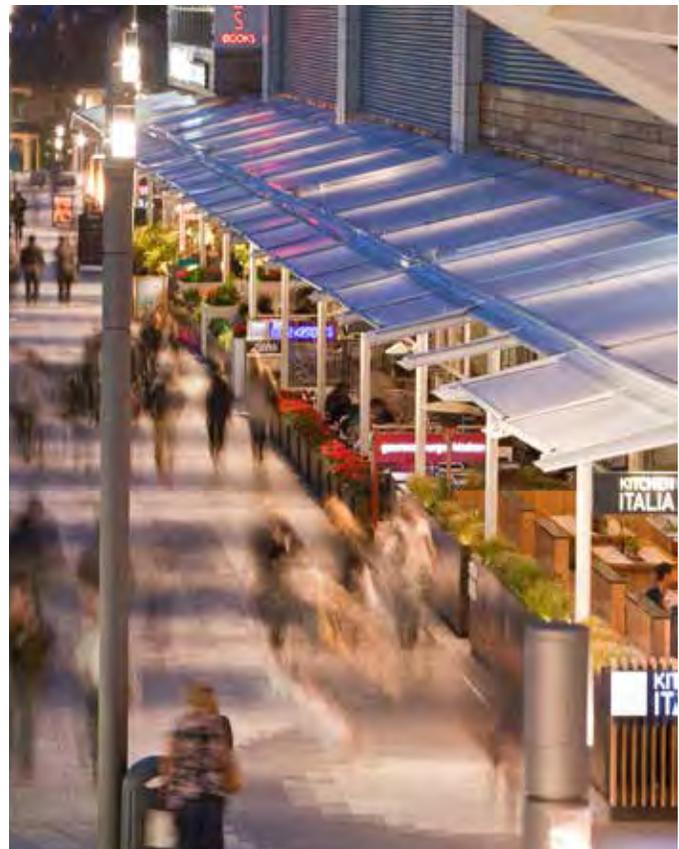
District should encourage, through its review of projects, development that would help buffer existing residences through a transition zone of less intense residential uses and medium scale buildings as allowed by current zoning. CR zoning adjacent to the R-4 District could allow redevelopment to incorporate multiple uses and protect existing residential uses by creating lower scale development with compatible uses adjacent to existing residential properties. Opportunities to incorporate mixed-use development should be encouraged. Overall, redevelopment in Buzzard Point should complement and enhance the character and use of adjacent streetscapes and properties.

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



**▲ Residential Uses**

Quieter side streets are appropriate for residential uses



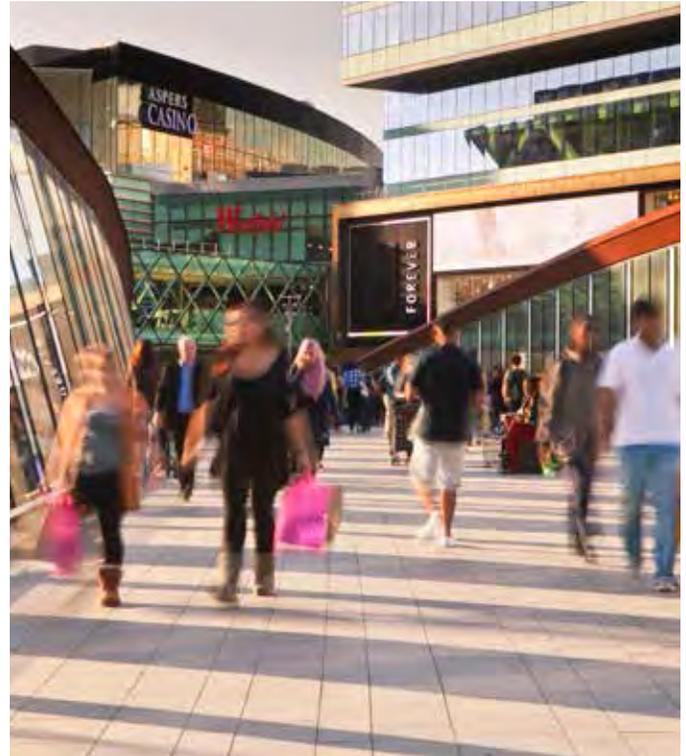
**▲ Retail Streets**

Retail blends with public space to enliven streets

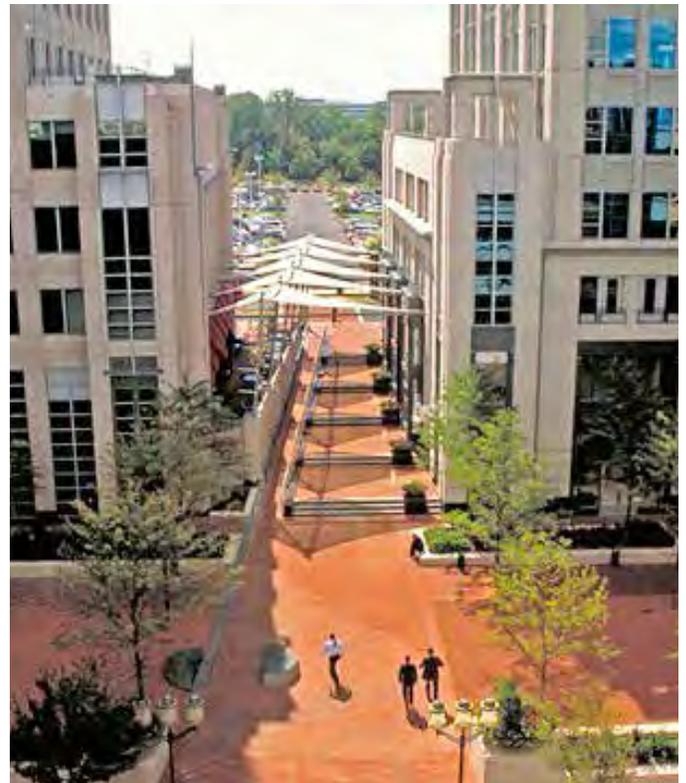
**Design Character** New development should include a mix of high and low densities, have consistent setbacks, and be of various heights in order to respect and enhance the existing residential development in Southwest. The overall character of development should reflect the industrial and riverfront history of Buzzard Point. This evolution, which is expected occur over a number of years, would likely retain an industrial feel through old and new power facilities, as well as other industrial uses. By implementing design cues from these industrial elements, Buzzard Point could offer new, yet complementary development.

## Linking the Key Concepts

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



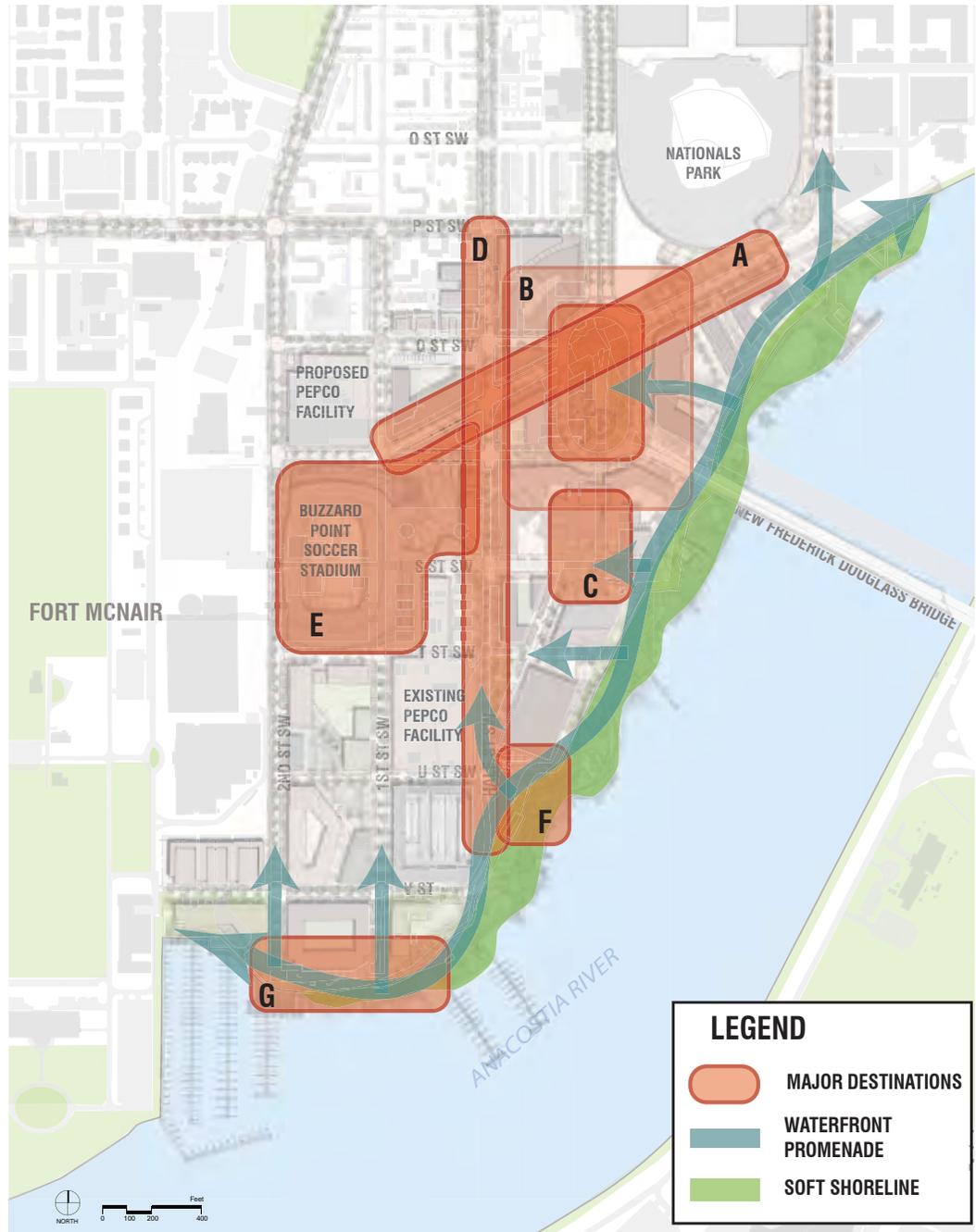
▲ **Retail Development**  
Shopping opportunities should be provided



▲ **Development**  
Dense development can be connected to public spaces to accommodate a mix of uses and activities

**Features of the Urban Design Concept**

The vision framework outlines how portions of Buzzard Point will function, as outlined in this graphic



- A** Potomac Avenue provides a gateway along a grand boulevard to Buzzard Point from the Capitol Riverfront
- B** Oval Park at South Capitol Street offers active and programmable recreation space and commemorative elements, ringed by a mix of uses framing the oval
- C** Waterfront Plaza terminates South Capitol Street with a node of activity focused on access to the Anacostia River and a cultural element, such as the Maritime Museum
- D** Half Street serves as the primary spine of Buzzard Point and as a linear park, with an activity node focused on the open space at the intersection with Potomac Avenue

- E** Buzzard Point Soccer Stadium hosts events year round and offers activities at its entry plaza
- F** Links from the existing community to the waterfront promenade expand access to and interpretation of the Anacostia River
- G** Southern waterfront provides marinas and links to the Anacostia Riverwalk Trail to emphasize the area's relationship to the water



### ▲ Boats and Buildings

Marinas help animate waterfronts by adding boat-related activities

## Animating the Streets

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

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

**Connecting the Uses** The street network within Buzzard Point imagines that different streets would possess distinctive characters. Potomac Avenue is envisioned as a wide boulevard that serves to link pedestrians to two sports facilities, the soccer stadium and Nationals Park, and a series of open spaces. Half Street should serve as a tree-lined pedestrian thoroughfare, and should be the primary north-south spine within Buzzard Point. The South Capitol Street corridor should serve as a transportation boulevard; however, its oval and the southern axis of the corridor at S Street should provide public gathering and open space.

## Mixed-Income Housing

Within Buzzard Point, existing inclusionary zoning (IZ) regulations apply to new residential development. The District's IZ regulations require the provision of affordable residential units within market rate projects to create mixed-income buildings. Inclusionary zoning requirements help to ensure new residential development projects further the District's goals of creating diverse, mixed-income neighborhoods. The vision for Buzzard Point encourages development that would exceed the minimum IZ regulations requiring eight percent of the residential gross floor area to be set aside for affordable housing.

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



### ▲ A Variety of Housing Types

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

The District could encourage the development of additional affordable and workforce housing in Buzzard Point through a variety of methods. The District should promote and support existing federal and District programs. Specifically, the District Department of Housing and Community Development (DHCD) and the District of Columbia Housing Authority (DCHA) should identify potential funding sources for residential development to accommodate a variety of income levels, including low- and moderate-income families and individuals. Furthermore, the District should encourage that residential units include a variety of sizes to accommodate both large and small households. The District should budget and dedicate a portion of value capture techniques such as Tax Increment Financing (TIF) to further affordable housing investment within the Buzzard Point Study Area itself.

The District should also consider tying future rezoning of land to a provision of affordability that goes beyond the minimum IZ standards.

### ◀ Inclusionary Zoning Expands Opportunities

Inclusionary zoning within the District will ensure that new development offers housing for a variety of income levels

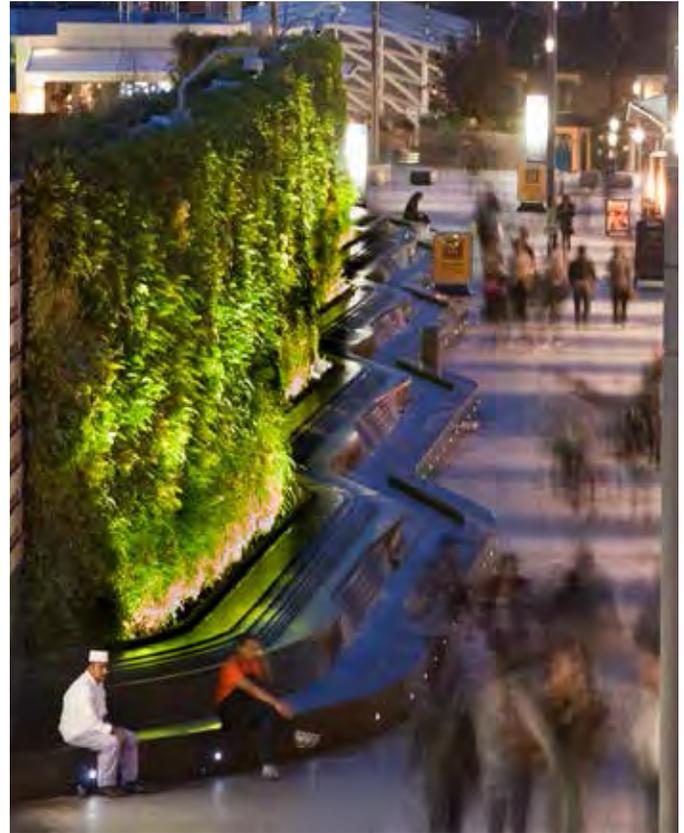
## Character and Integration of Urban Systems

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

### New Sustainable Utilities

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

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



#### ▲ Screening

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



#### ▲ Future Potential

An artistic rendering of artistic lighting options for treating utility facilities on Half Street that maintain an industrial character

## Continuing the Evolution of the Anacostia River

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

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



### ▲ Anacostia River

The waterfront will play a major role in the redevelopment of the area

## Strategies to achieve a vibrant mixed-use neighborhood

- New mixed-use development with a commercial focus should be concentrated around Oval Park to create a 'gateway' to the Capitol Riverfront area
- New mixed-use development with a residential focus should be concentrated in the southern portion of Buzzard Point to create a neighborhood near the waterfront
- Retail uses should be clustered in nodes, primarily around the plaza centered on South Capitol and S Streets, as well as the plaza located in front of the main entrance to the stadium, rather than scattered along corridors
- The area between Potomac Avenue and P Street should serve as a 'zone of transition' in land use and density to protect existing residential areas
- Land owners and the District should ensure basic pedestrian connectivity and accessibility in and around parcels awaiting development
- Property owners should consult with the DCOP to coordinate the design review process required under the CG overlay district
- Building heights should generally step down toward the river, consistent with existing zoning regulations that allow 80' and 100' building heights
- Building setback dimensions should be uniform to create a consistent urban design pattern and a strong street wall
- Building facades should be vibrant and ground floor uses should be active and/or publicly accessible, especially along primary streets
- Building entries and civic focal points should be highlighted with iconic features which contribute to neighborhood identity
- A free-standing, iconic building should be located at the waterfront on axis with South Capitol Street to recognize the monumental corridor and anchor the waterfront plaza
- The District should explore Value Capture techniques, which could be used to support affordable housing

# Dynamic Parks and Public Spaces

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

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

## Dynamic Parks and Public Space Goals:

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

**Connecting to Nature-** Install public facilities along the waterfront promenade that connect people to the water, such as viewing platforms and a kayak launch.

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

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

### ▼ Community Spaces

Mixing residential, retail, and recreational uses yields inviting community spaces



The physical improvements promote continuous public access to the waterfront, add a variety of public spaces and amenities for existing and new residents and employees, and provide environmental benefits by embracing the flow of runoff as an asset. Design of the streets, plazas, parks, and promenades should celebrate both the dynamic, multi-functional nature of the Anacostia River and make the waterfront legible far north and west of the shoreline. The river should define the Buzzard Point community identity and inspire design responses unique to this new neighborhood's geography, ecology, and history.

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



**▲ Connected Series of Waterfront Parks**

New open space destinations in Buzzard Point, connected along the waterfront by extending the Anacostia Riverwalk Trail and establishing linear waterfront park space

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

## The Waterfront Promenade

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

Overall, the waterfront promenade should be organized to maximize engagement with the river, as well as be designed to facilitate ‘through movements’ for bicycles and pedestrians. Working within the 75-foot corridor stipulated in the zoning code, the width of the promenade could step down in a series of layered terraces that support varying levels of mobility, viewing, gathering and flood mitigation. The upper terraces could support high volume local pedestrian flow adjacent to the development. The middle level should support the regional Anacostia Riverwalk Trail and bicycling route. The terrace closest to the water is imagined to be a network of boardwalks meandering through the wetland edge.



### ▲ Urban Seating

Seating benches enhance pedestrian routes and encourage interaction

### ▼ Urban Plaza

Plazas can be active and interactive destinations





### ▲ Moments of Recreation

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

## Connecting to Nature

The length of the promenade could be punctuated by viewing platforms at the intersecting streets. In between each extension, the promenade could become a series of distinct ‘harbors’ that each offers a different combination of riverfront amenities, such as a home to a marina, an event or fishing pier, a kayak launch, or a marshland wildlife observation area. While the in-water pedestrian structures would require coordination from the US Army Corps of Engineers, the new riverine vegetation would help facilitate approval.

## Waterfront Nodes

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

### ▼ Public Realm

Cafes activate the public realm and help create destinations



vehicular traffic and can intercept runoff prior to reaching the waterfront promenade. These gardens can become signature features where streets reach the river.

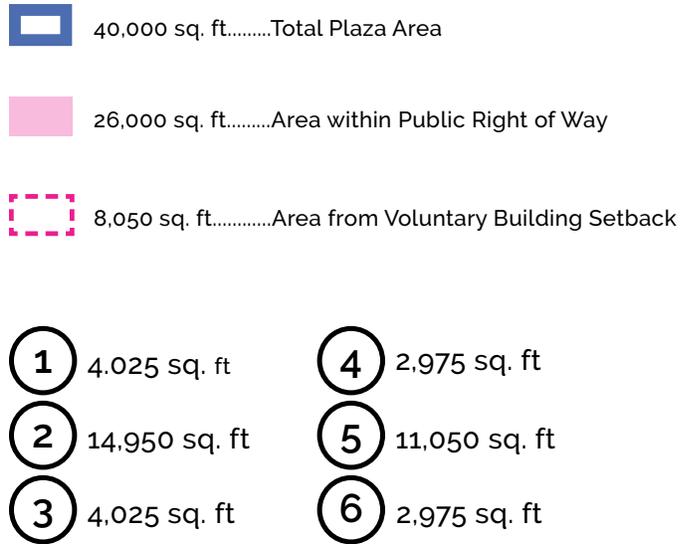
# Waterfront Plaza

The interaction of South Capitol Street near the Anacostia River’s edge is the ideal location for a new, primary gathering space, the Waterfront Plaza. To further increase its size, S Street should be treated as a linear park connecting Half Street eastward to the waterfront promenade. While vehicles could enter this nearly one-acre space, it should be a curbsless pedestrian-priority zone easily closed to vehicular traffic if needed. The end of S Street should engage the river in a deep-water dockage that could accommodate larger attraction-oriented vessels. The entire space would be a seamless arrangement of vibrant sounds, colors, and textures. The atmospheres of waterfront living, working, entertainment, culture, shopping, and dining should converge here.

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

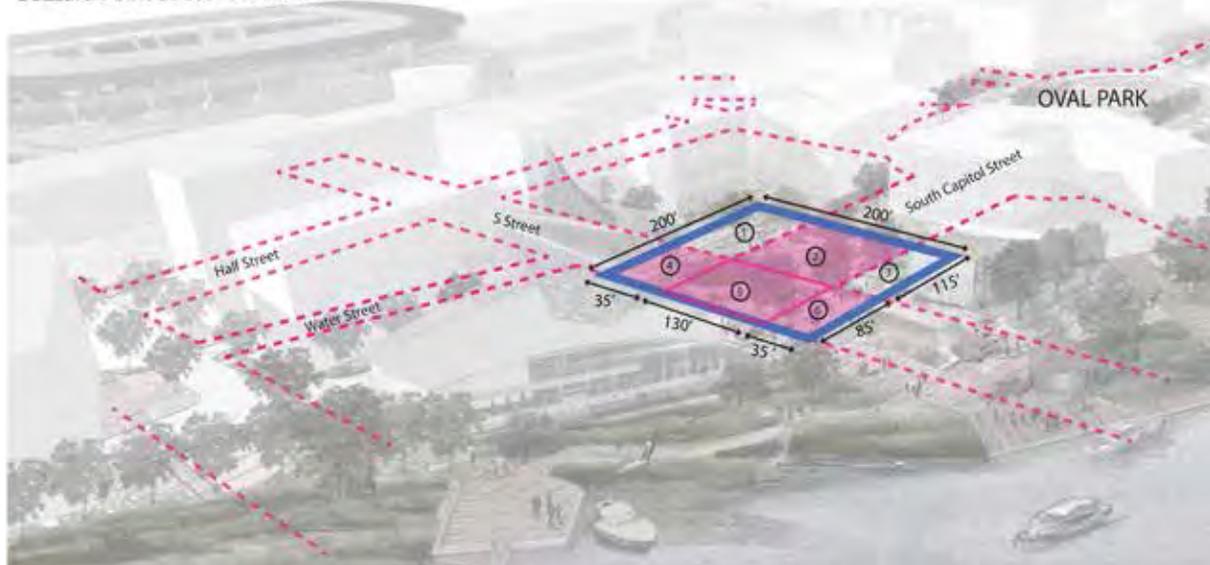


**▲ A Dynamic Waterfront Plaza**  
 Illustrative image showing how a new plaza at the waterfront could activate the area through a mix of public space, river access, and cultural destinations





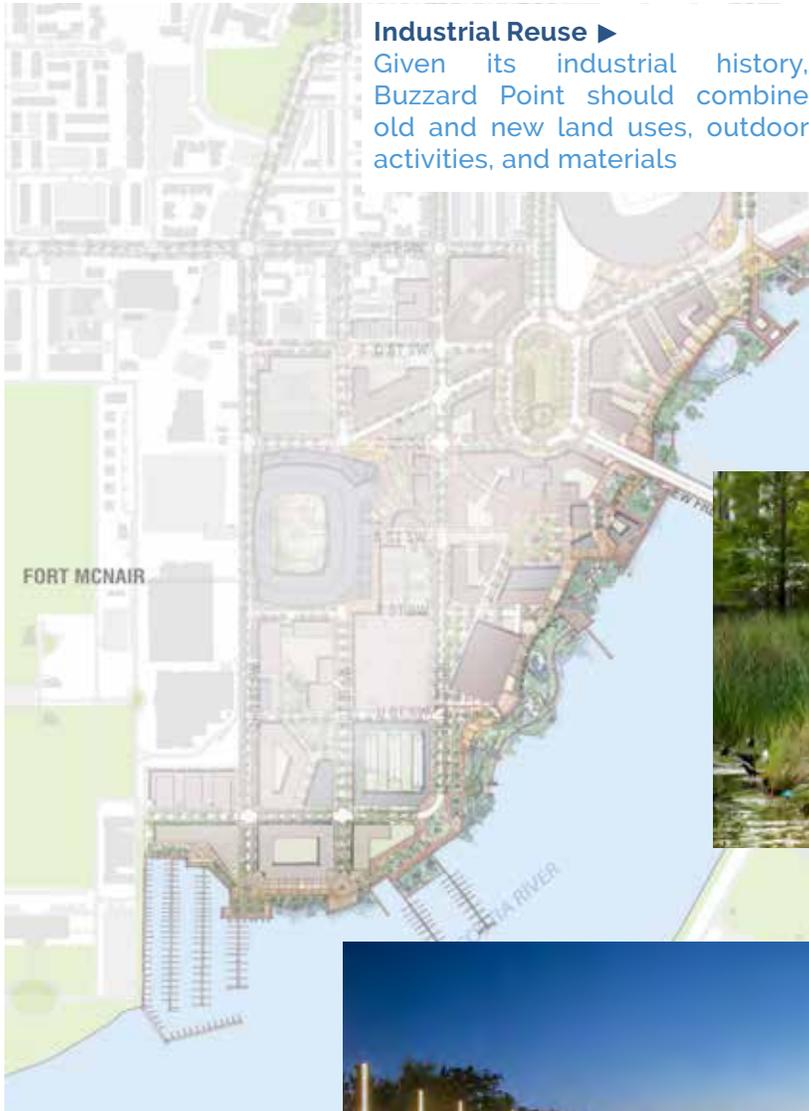
**Buzzard Point Soccer Stadium**



**▲ Plaza Dimensions**

Diagram demonstrating how a waterfront plaza could be created by the existing rights of way (ROW) and voluntary setbacks from adjacent property owners to create a 40,000 s.f. gathering space

# Concepts for Treating Waterfront Open Spaces



**Industrial Reuse** ▶  
 Given its industrial history, Buzzard Point should combine old and new land uses, outdoor activities, and materials



▲ **Soft Edge**  
 Green vegetation within the Anacostia River would soften the waterfront and help filter stormwater runoff

◀ **Formal Waterfront**  
 More formally designed open spaces along the waterfront would provide places for gathering



◀ **Maintain Access**  
 Public access should be maintained along the water's edge, even at marinas

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

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

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

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



**▲ Waterfront Node**

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

## Oval Park

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

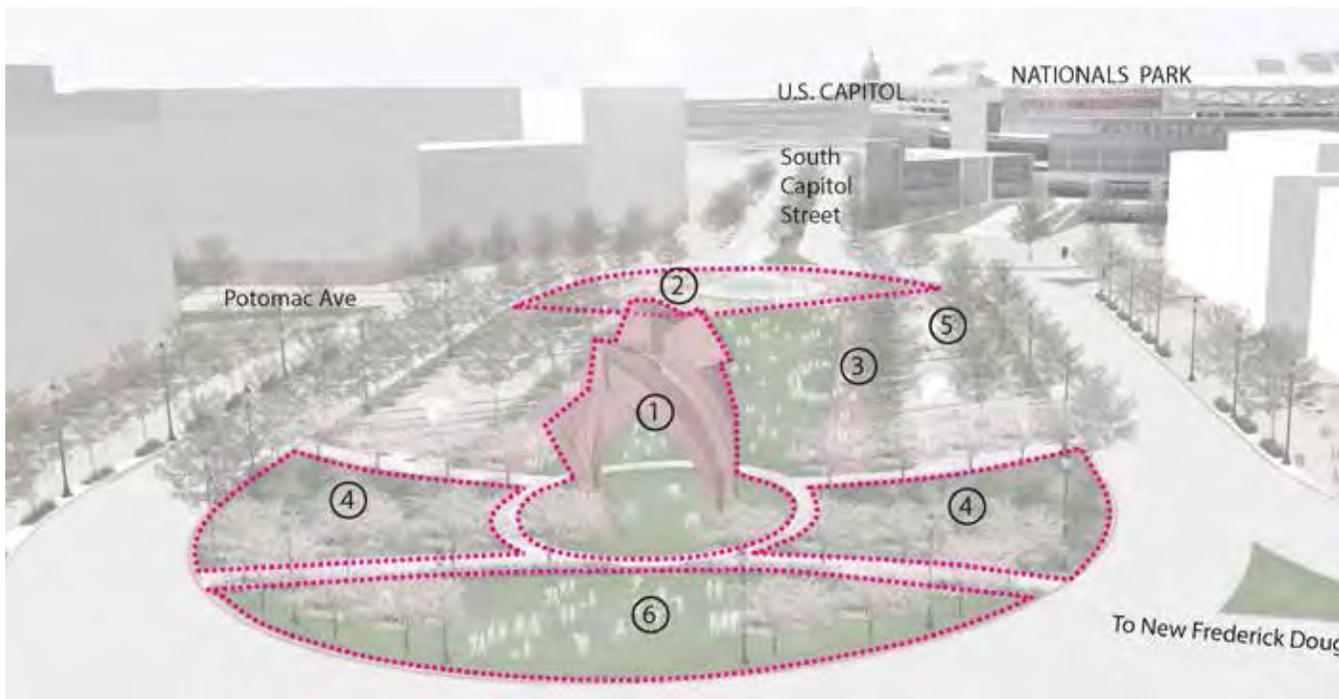
Oval Park will be designed during future planning stages of the South Capitol Street corridor project, in accordance with the Visual Quality Manual developed for that project. However, the park should include: potential sites for a future memorial; flexible spaces for events and activities programming; an urban 'feel' to slow motorists and encourage pedestrians; and features to promote pedestrian and bicycle accessibility. In addition to versatile, open, central spaces for gathering and play, potential design features should include smaller, more human scale settings for shaded seating, stormwater retention and filtration, ornamental gardens, and potentially kiosk-style pavilions with visitor amenities.



### ▲ South Capitol Visions

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

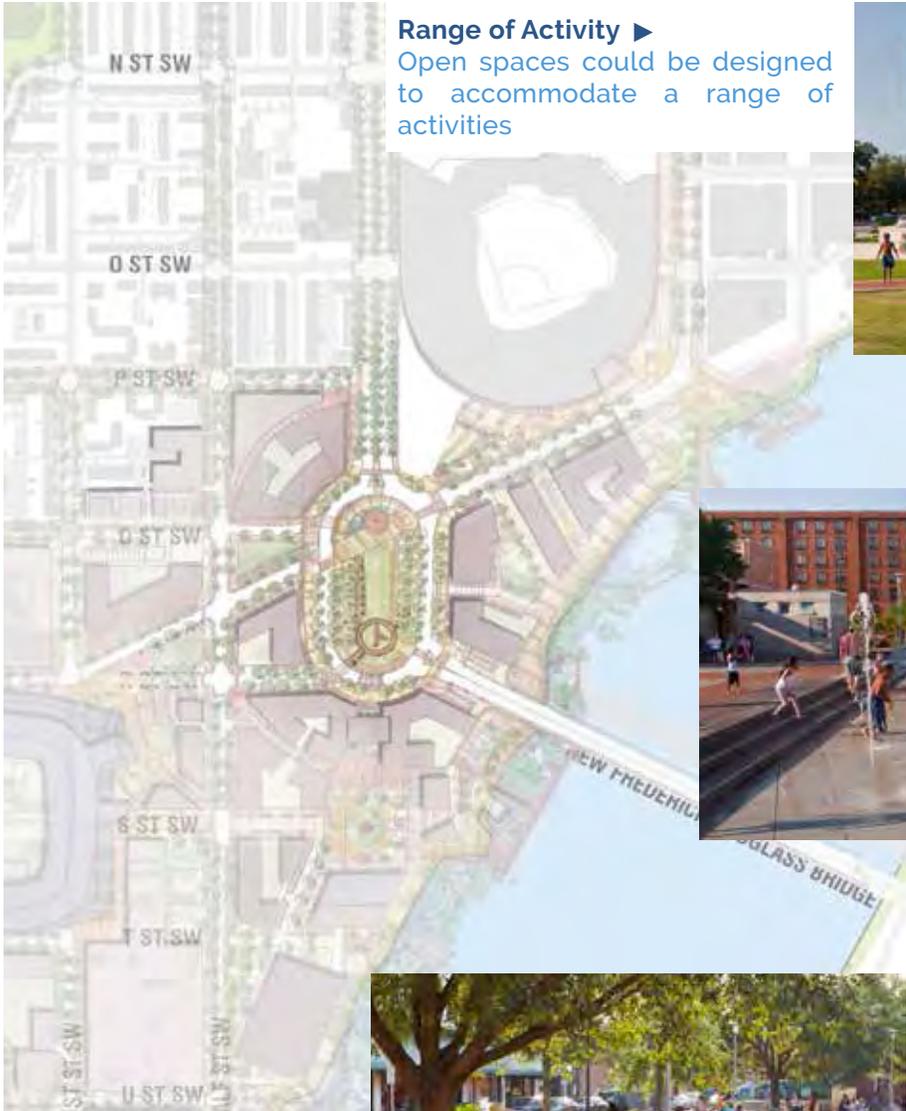
- 1 Vertical Art Element (Future Memorial Site)
- 2 Water Feature and Pedestrian Plaza
- 3 Flexible Staging Area
- 4 Stormwater Infiltration Areas
- 5 Food Pavilions
- 6 Activity Lawn



**▲ Accommodating Multiple Uses**

Although Oval Park will be designed as part of the south Capitol Street Corridor project, the oval could accommodate multiple uses and activities, as shown in this diagram

# Concepts for Programming within the Oval



**Range of Activity** ▶  
Open spaces could be designed to accommodate a range of activities



▲ **Water In Motion**  
Interactive water features could activate open spaces such as the northern part of Oval Park



◀ **Comforting Trees**  
Trees provide shade and comfort in gathering places such as Oval Park

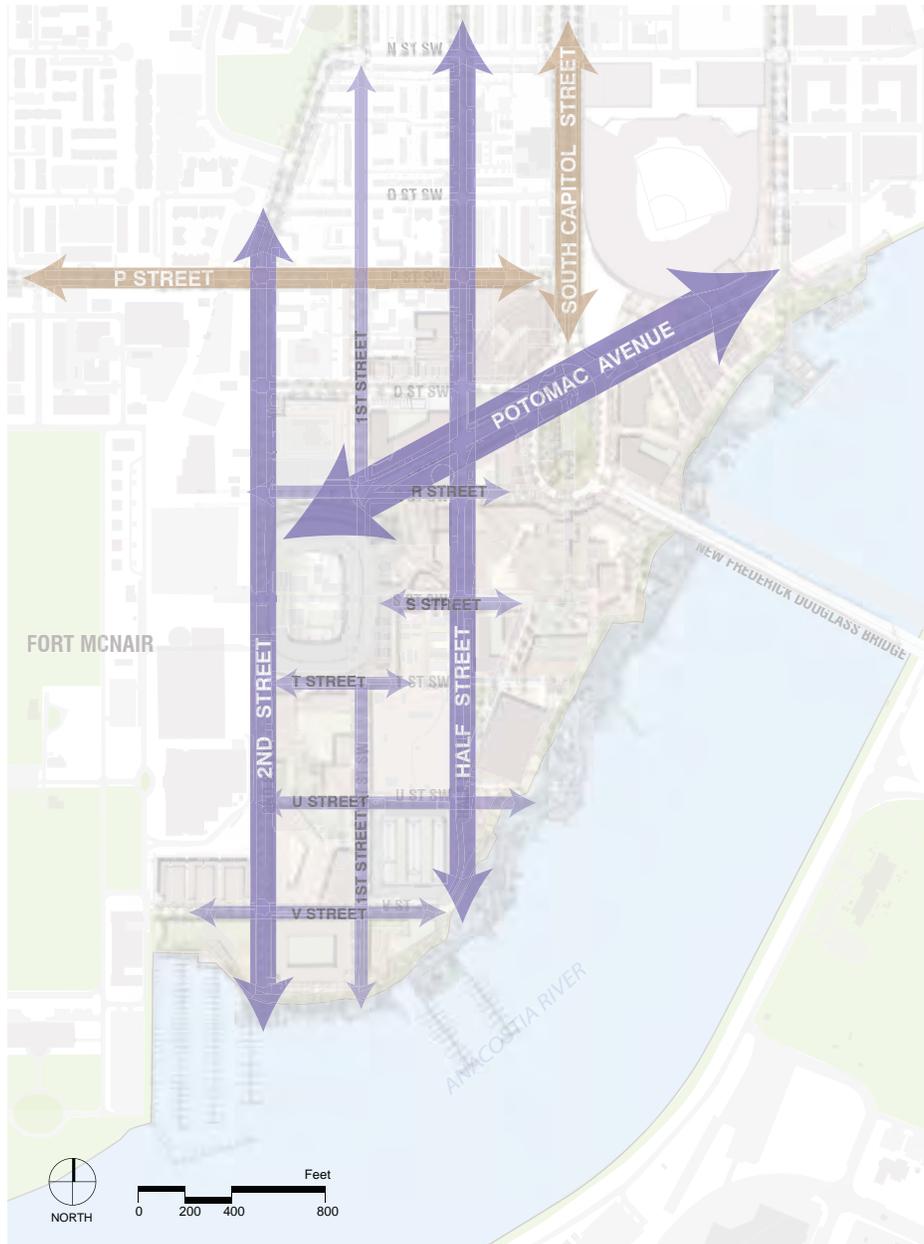


◀ **Inviting Parks**  
Larger parks could be made more inviting by using formal and informal elements to establish various activity areas in a range of sizes

## Streets as Vibrant Public Space

Because the area within Buzzard Point is very compact, streets and rights-of-way must perform multiple roles: public open space, transportation thoroughways, and environmental infrastructure.

Although the individual streets may not perform each of these services, the rights-of-way will combine to create an overall system that facilitates an active neighborhood, with sidewalks featuring LID measures and areas for outdoor seating serving as open space.



### ◀ Serving Multiple Functions

Streets not only provide connections, they also can offer amenities and serve as gathering spaces that enliven communities

### Potomac Avenue

Diagonal L'Enfant boulevard to serve as major gateway to the neighborhood and the stadium with vibrant streetscape and outdoor seating

### 2nd Street

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

### Half Street

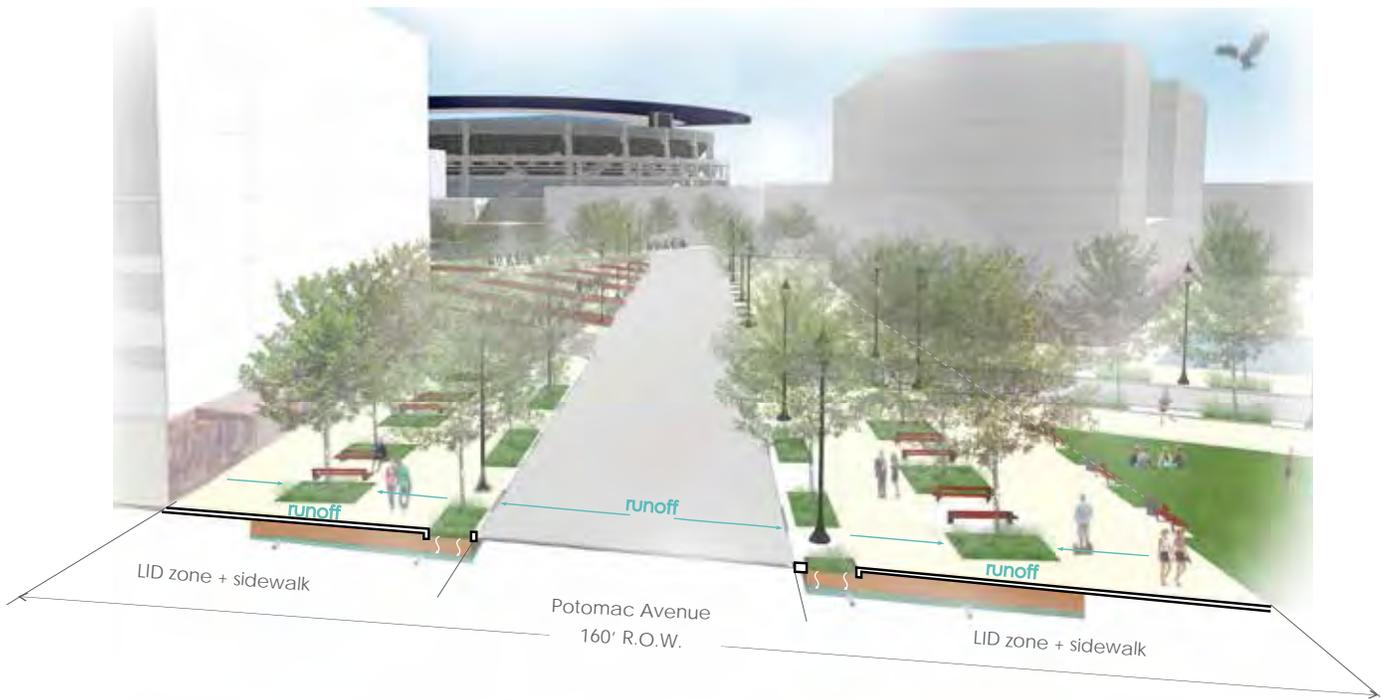
Central 'spine' of Buzzard Point and primary pedestrian link to neighborhoods to the north and to the river via a linear park experience

### East-West Streets

Smaller streets to offer access points to new development with smaller-scale, pedestrian amenities

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

**Half Street** Half Street should serve as the main north/south street for pedestrian and vehicular movement, with a concentration of activity at its intersection with Potomac Avenue near the soccer stadium. Trees and LID plantings would provide a green experience, while amenities such as benches would reinforce the linear park concept. This route should offer 12 to 15-foot sidewalks to the waterfront from throughout Buzzard Point and the Southwest neighborhood to the north, as well as connections to the ancillary stadium development.



**▲ Potomac Avenue as Public Space**

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

**First Street** First Street should provide necessary service and parking access to surrounding parcels and could be a conduit for future district-centric utility infrastructure. Additional street trees should be installed to emphasize potential pedestrian connections.

**2nd Street** 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. A dedicated regional bicycle path should parallel the roadway to provide access to the Buzzard Point Stadium and to connect the Anacostia Riverwalk Trail northward to P Street and eventually to the Southwest Waterfront. The streetscape should include street trees in order to offer shade and augment the non-vehicular experience.

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



**▲ Half Street as Public Space**

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

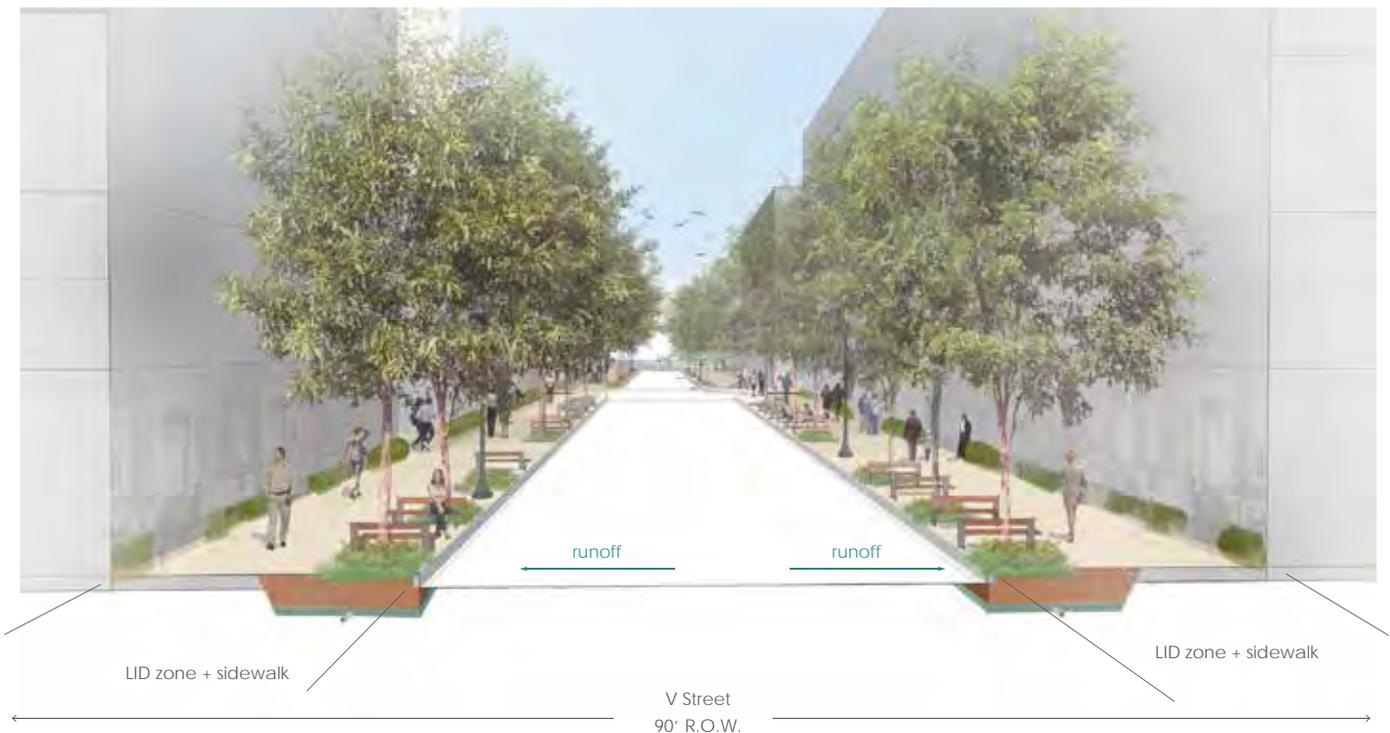


**▲ 2nd Street as Public Space**

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

**▼ East-West Streets as Public Space**

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



## Strategies to develop dynamic parks and public spaces

- Oval Park should be designed to acknowledge its role as a potential memorial site, consistent with the aesthetics plan for bridge project
- The open space within Oval Park should be programmed with activities and events to ensure that it is used as a public park
- Buildings on parcels adjacent to Oval Park should have entrances oriented toward the oval and should be located directly on the outer right-of-way line to frame Oval Park and establish an urban feel for motorists and pedestrians
- A waterfront plaza should be established at the intersection of South Capitol and S Streets to provide an animated destination within Buzzard Point, that could serve as a retail node. Given that the rights-of-way and roadway segments at this location are truncated, features of the plaza could include a curbsless street (designed with DDOT), a central fountain and outdoor seating, and connections between Buzzard Point, the stadium the river's edge, and the Capitol Riverfront area
- A public building, such as the proposed maritime museum, should be located on the southern side of the waterfront plaza and should include a vertical element to mark the South Capitol Street axis
- The Anacostia Riverwalk trail should continue from the Capitol Riverfront area through Buzzard Point and should extend the 75-foot waterfront esplanade established by the Florida Rock development project
- A series of waterfront open spaces should be located along the Anacostia Riverwalk Trail where roadways terminate at the river's edge
- Half Street should directly connect existing residential areas with the Anacostia River along a linear park-like setting of a continuous green space provided by consistent tree boxes, LID treatments, and other streetscape plantings; as the pedestrian spine of Buzzard Point, it should have 12-15' wide, tree-lined sidewalks and curb cuts should be prohibited, if possible
- The design and character of streets and adjoining public spaces should be scaled and treated to emphasize human use
- Community elements like street furniture, transit stops, bicycle storage, and light pole panels should be treated as signature features to provide a distinct identity for Buzzard Point
- Public art elements should be integrated into prominent locations, such as gateway open spaces, visual landmarks, and waterfront nodes

# An Improved Multi-Modal Transportation System

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

## Improved Multi-Modal Transportation System Goals:

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

**Bike** - Establish dedicated bicycle path along the riverfront and north-south streets to best connect Anacostia Riverwalk trail.

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

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

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

### ▼ Complete Streets

Multi-modal transportation networks link residents and visitors to destinations





In addition, existing PEPCO utility infrastructure prohibits full east-west connections along T and U Streets. Numerous metered parking spaces are available on 1st and 2nd Streets, while portions of many other streets scattered around Buzzard Point do not have parking restrictions. The inhospitable street infrastructure and disconnected circulation deter private investment and present safety concerns for pedestrians and bicyclists.

## Pedestrian and Bike

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

The new Buzzard Point neighborhood vision would also be a safe and welcoming environment for bicyclists. Planned bicycle facilities, such as bike lanes and protected bike lanes, along Half and 2nd Streets should link to the existing Anacostia Riverwalk Trail from P Street. Potomac Avenue could also incorporate bike facilities, as shown in the Anacostia Waterfront Initiative, and provide roadway connections across South Capitol Street.

A new esplanade, to be built as part of the South Capitol Street Corridor project, will accommodate broad pedestrian flow along the river's edge, and will be consistent with the 75-foot dimensions of the Anacostia Riverwalk Trail at Florida Rock. Bicycle racks installed along sidewalks could allow cyclists to park with ease at their destination, while new Capital Bikeshare stations would provide another option to reach destinations.



### ▲ Transit Choice

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

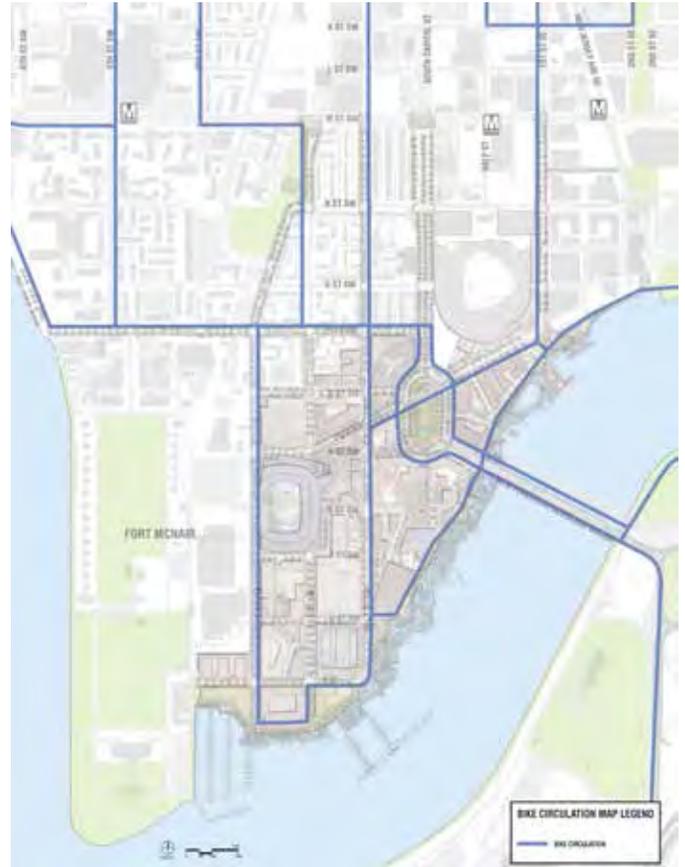


### ▲ Pedestrian Bridge

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

These goals should be met through the following design principles:

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



#### ▲ Bike Routes

Map illustrating bicycle circulation within Buzzard Point



#### ▲ Shared Use

A shared use path can be part of a multi-modal network

## Transit

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

In addition, as areas south of R Street lie over a half mile from the nearest Metro stations and bus routes, the extension of new transit services into the interior of Buzzard Point should be prioritized to coincide with major development south of R Street in order to reduce access challenges and vehicle trip generation. South Capitol Street, Half Street, and 2nd Street should each be evaluated as potential transit corridors linking neighborhoods on either side of the Anacostia River as Buzzard



### ▲ Transportation Modes

The DC Circulator increases connections and access

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

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



### ▲ Public Transit

Map showing public transit within Buzzard Point

## Traffic and Parking

The concept identifies a hierarchy of roadways to help avoid traffic in existing Southwest neighborhoods while improving connections to areas beyond Buzzard Point, including Nationals Park and the Capitol Riverfront. The stadium development will include some limited parking spaces, dedicated to DC United staff and not be open to the public. Streets should include curbside parking, which serves not only to provide easy access for vehicles, but also buffers pedestrians from moving cars and trucks. Expansion of performance-based parking management rules, such as those deployed successfully in the Ballpark District, could help to manage demand for parking, improve access, and encourage the use of travel modes other than the automobile.

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

- The *Buzzard Point Vision Framework* anticipates that the physical connections and the streetscape conditions in the area and roadway infrastructure would be designed to DDOT green infrastructure standards and encourages unique streetscape elements at important locations as per the AWI transportation standards.
- The main street network should connect Buzzard Point primarily via Half and 2nd Streets and Potomac Avenue to South Capitol Street, allowing access to Nationals Park and to the Yards.
- The roadway circulation network in Buzzard Point should build upon the South Capitol Street corridor improvements and provide a loop of two-way streets.

- Streets should include curbside parking, which serves not only to provide easy access for vehicles, but also buffers pedestrians from moving cars and trucks.
- Connections to South Capitol Street should occur through the planned traffic oval; if possible, service access to the buildings immediately south of the oval should be shared off of an alley connecting to R Street.
- Half Street should be the central spine of Buzzard Point, providing critical access to the disconnected east-west streets; buildings should front on Half Street to enhance its primary position; curb cuts should not be permitted.
- Potomac Avenue should be a symbolic boulevard and serve as the primary entry point to the neighborhood.



### ▲ Vehicular Access

Map showing vehicular access, including service access points, within Buzzard Point

- Previously closed streets should be reopened when possible, including U Street between Half and 2nd Streets, while other streets should be extended.
- Connections to the waterfront should be strengthened by reinstating portions of T Street.
- Secondary streets, such as Q, R, and S Streets, and portions of T Street, should provide opportunities for loading areas through a series of side streets and alleys.
- Loading docks and service access should be located in alleys or on less-visible side streets.
- The stadium development will include some limited parking and shared parking scenarios with proximate commercial development are encouraged.
- The District's development review process should explore the possibility of shared parking in new developments for uses that have different operating hours, and therefore parking needs and different times of day.
- The parking lots located to the north and east of Nationals Ballpark should continue to be used for soccer stadium event parking.
- If providing parking, new development should include underground parking in order to maximize developable space within the building height maximums permitted by the zoning code.



#### ▲ Waterfront Plaza Access

Map showing vehicular and service access to the Waterfront Plaza

## Strategies for an improved multi-modal transportation systems

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

# A Living and Sustainable Environment

Industry occupies much of the area within Buzzard Point, with few basic environmental control facilities in place. Public infrastructure does not adequately support best management practices in addressing environmental conditions.

Because of its scale, underutilized assets, destination proximity, and waterfront access, the redevelopment of Buzzard Point represents the greatest opportunity in the District to imagine what Washington neighborhoods can be in 2050 and map out the steps to get there. In concert with Sustainable DC, the plan outlines strategies that expect to reach that vision from the neighborhood's structures, streets, plazas, and open spaces. The approach mimics the flexible, opportunistic, multi-purpose, interconnected, and synergistic characteristics of natural processes.

## Living and Sustainable Environment Goals:

**Canopy-** Increase tree canopy coverage from less than 10% to greater than 80% within the public right-of-way to improve air quality and microclimate.

**Remediation-** Remove contaminants from previously industrial lands to improve environmental conditions within Buzzard Point

**Water-** Improve water quality through living shoreline, stormwater runoff filtration features and create flood resilient development.

**Energy-** Pursue net-zero energy through productive use of thermal assets such as the O Street Pumping Station, efficiency, and on-site generation.

## ▼ Runoff Treatment

Plantings along the river shoreline help treat stormwater runoff before reaching the waterway





### ▲ Interpreting the Environment through Infrastructure

Sustainable efforts like living shorelines can be enhanced by interpreting the surrounding environment to visitors and residents, such as through this manhole cover that describes the capacity of the underground cistern

## Remediation

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

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

Some of the key contaminants expected to be found in Buzzard Point include:

- Petro-hydrocarbons
- Benzene
- Arsenic
- Chromium
- Heavy Metals

However, the known concentrations of these elements is typical of redevelopment sites that previously housed light industry. In general, the redevelopment of the area would result in removal of contaminants and improved environmental health.

**Note:** *Site-specific plans and monitoring may be required for the removal of hazardous materials, including preparation for health and safety, soil management, and demolition.*

## Environmental Interventions

The urban design concept intends to improve environmental, economic, and social conditions through responsive infrastructure that creatively interconnects high performance buildings with new and existing energy, water and public realm assets. A sustainable approach could help avoid unnecessary capital expenditures for the District and developers. It could lower peak energy demands, avoiding the cost of peaking facilities in the energy grid and reduce overall greenhouse gas emissions associated with the thermal generation of electricity. This approach could also ensure that the public and private sector make the most productive use of public land as well as existing and future infrastructure and amenities.

The design of Buzzard Point can improve the environmental performance of Buzzard Point and the District as a whole. The following techniques should be used to achieve the numerous benchmarks identified in Sustainable DC.

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

**The Urban Forest** The street tree program proposed for the neighborhood aims to increase canopy coverage of the public realm from less than ten percent to more than 80 percent. Trees could sequester carbon, address air pollutants and counter the heat island effect while contributing to pedestrian comfort.

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

Current District regulations require that the lowest floors of residential structures be 1.5 feet above the 100-year flood elevation. In order to address potential hurricane storm surges, sea level rise, and changing insurance costs, the urban design vision anticipates maintaining first floor elevations above the level of the 500-year flood event for residential buildings. Furthermore, property owners on Buzzard Point should be encouraged to construct first floors and garage entrances of non-residential properties above the DDOE-designated flood threshold. This could be accomplished either through topographic manipulation to raise development pads and



**▲ Green Infrastructure**

Map showing locations for LID techniques, street trees, and ecological restoration within Buzzard Point

create compensatory storage or through pile-supported structural systems, although such systems must not impact adjacent properties. In order to eliminate human error, floodgates should be self-rising, rather than manually opened. Floodable first floor adaptation strategies should be considered where advantageous.

**Roofscapes**

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



### ▲ Soft Edge

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

**Remediation** The redevelopment of Buzzard Point should remove contamination and regenerate previously contaminated sites in accordance with existing regulations. Remediation activities within the study area would likely occur on a parcel-by-parcel basis as properties are repurposed for new uses and their existing industrial or commercial uses cease. As

part of future redevelopment, a Phase I and/or Phase II environmental site assessments of the affected properties would identify the presence of contaminants. As much of the site will be involved, a public-private partnership between the District and individual developers should be explored to leverage economies of scale in remediation. This could save time and cost and accelerate investigations and clean-up.



### ▲ Adapting to Floodplains

Varying heights from a series of terraces provide an engaging space and protection for areas subject to flooding

## Environmentally Responsive Infrastructure

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

**Runoff** Low impact development (LID) techniques include the installation of trees, drought-tolerant plantings, rain gardens, bio-retention planters, permeable pavers, green roofs, and underground

cisterns for capture and retention of both rain and storm water run-off. LID techniques integrate infrastructure, architecture, and landscape and can be applied to streetscape, public spaces, open spaces, and recreational spaces to enhance water quality and site design, and would meet applicable District regulations.

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

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

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



▲ **Streetscapes**

Low impact development (LID) streetscape elements provide environmental benefits and pedestrian amenities

▼ **Energy Generation**

Public space corridor provides connections to the river and opportunities for energy generation.

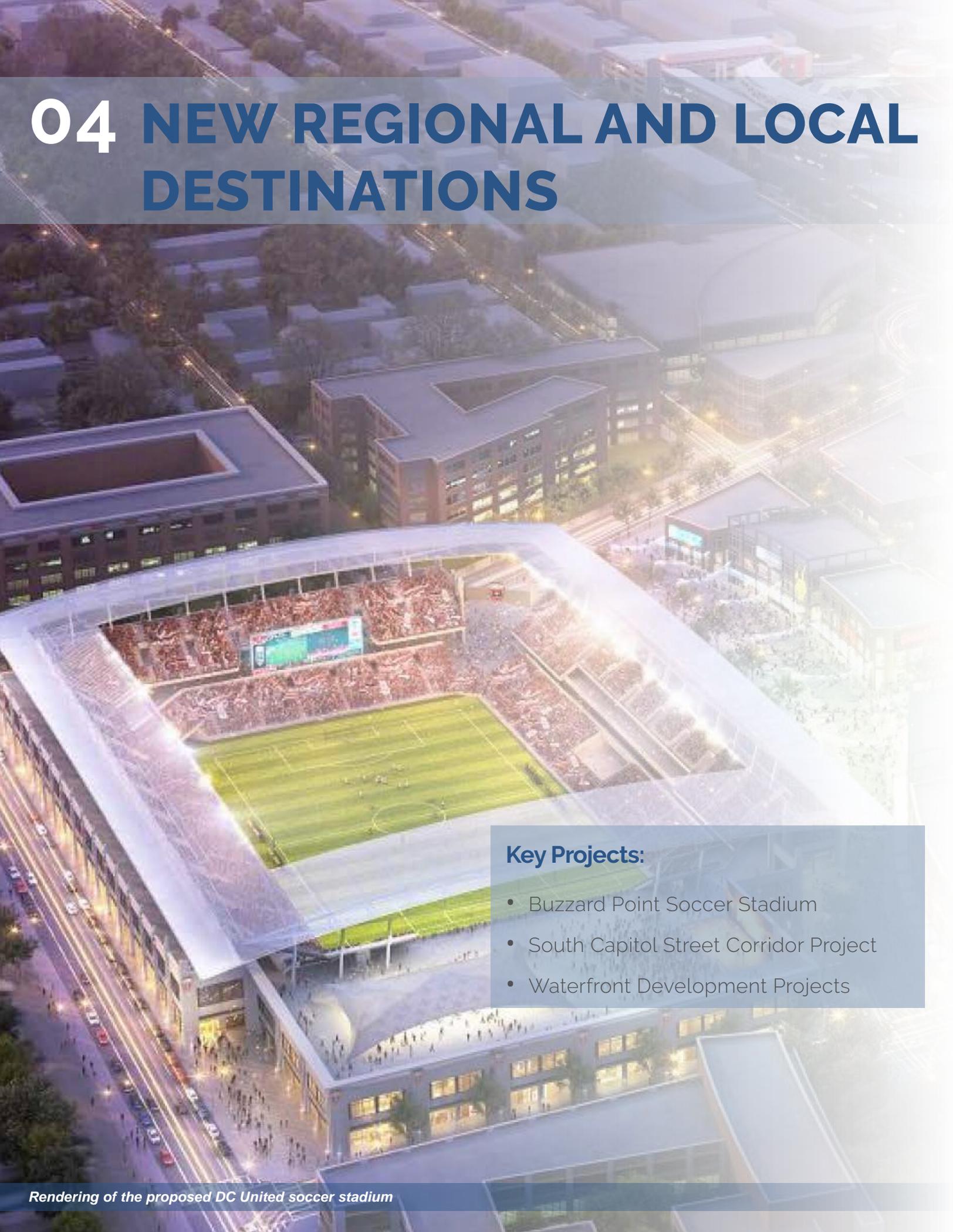


**On-site power** The Vision Framework anticipates significant opportunities for on-site energy harvesting and electricity generation either through photovoltaic systems, wind harvesting, or cogeneration facilities integrated into public space and private development. These techniques should be employed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

## Strategies to achieve a living, sustainable environment

- Healthy aquatic vegetation should be inserted into the Anacostia River along the shoreline to soften the river's edge and clean the water
- LID measures, such as permeable pavement, rain gardens, and/ or other infiltration systems, should be installed along north-south and key east-west streets to capture, detain, and filter stormwater runoff
- As the north-south roadway with the lowest topographic elevation, 2nd Street should be the primary corridor for water collection and detention
- Street trees should be installed along all roadways to increase the tree canopy of the Buzzard Point area and provide for shaded sidewalks
- Street tree wells should be densely planted with urban-tolerant native or naturalized plantings
- Buzzard Point should consider generating and sharing energy; the nearby O Street Pumping Station should be used as a source for waste heat energy
- Green roofs should be provided on all new or renovated buildings in the Buzzard Point area
- Celebrate buildings that share energy generation, utilize rainwater water harvesting systems, or recycle gray water
- Comply with existing guidance from DDOT and other regulatory agencies
- Development located within the floodplain should be constructed above the flood elevation and provide a series of smaller terraces down to the existing grade if necessary

# 04 NEW REGIONAL AND LOCAL DESTINATIONS



## Key Projects:

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

# New Regional Destinations

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

Within this context the District should act as the master developer, plan the common infrastructure, and coordinate public and private

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

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

actions. While facilitating capital projects in the short-term, the District should ensure that long-term improvements are not precluded.

### ▼ Regional Destinations

Regional destinations surrounding the Buzzard Point area



# The Buzzard Point Soccer Stadium

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

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

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

As mentioned above, the main stadium entrance will likely be at the terminus of Potomac Avenue, which links Buzzard Point to the Capitol Riverfront

## ▼ Soccer Stadium

[An aerial view of Buzzard Point and a soccer-specific stadium, looking northeast](#)



area and The Yards. This entrance offers the opportunity to have a signature open space, with an entry plaza and connecting features to Oval Park. The stadium entrance could feature a plaza that would be used for pre-game gatherings, open space during non-event days, and potentially retail kiosks. Similarly, north-south pedestrian access (near the current 1st Street alignment) will also be available at the site during non-game day to provide north-south connections through Buzzard Point.

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

As part of its agreement with DC United, the District will upgrade the site-adjacent streetscape and that of Potomac Avenue between the site



▲ **Existing Conditions for DC United**  
RFK Stadium, as seen from above (1988), serves as DC United's home venue

and South Capitol Street. It is anticipated that the streetscape along R, 2nd, T, and Half Streets would include sidewalks, landscape buffers, and stormwater management facilities. Along Potomac Avenue, the sidewalks would be lined with landscape buffers and stormwater management facilities.

### ▼ **Soccer Stadium**

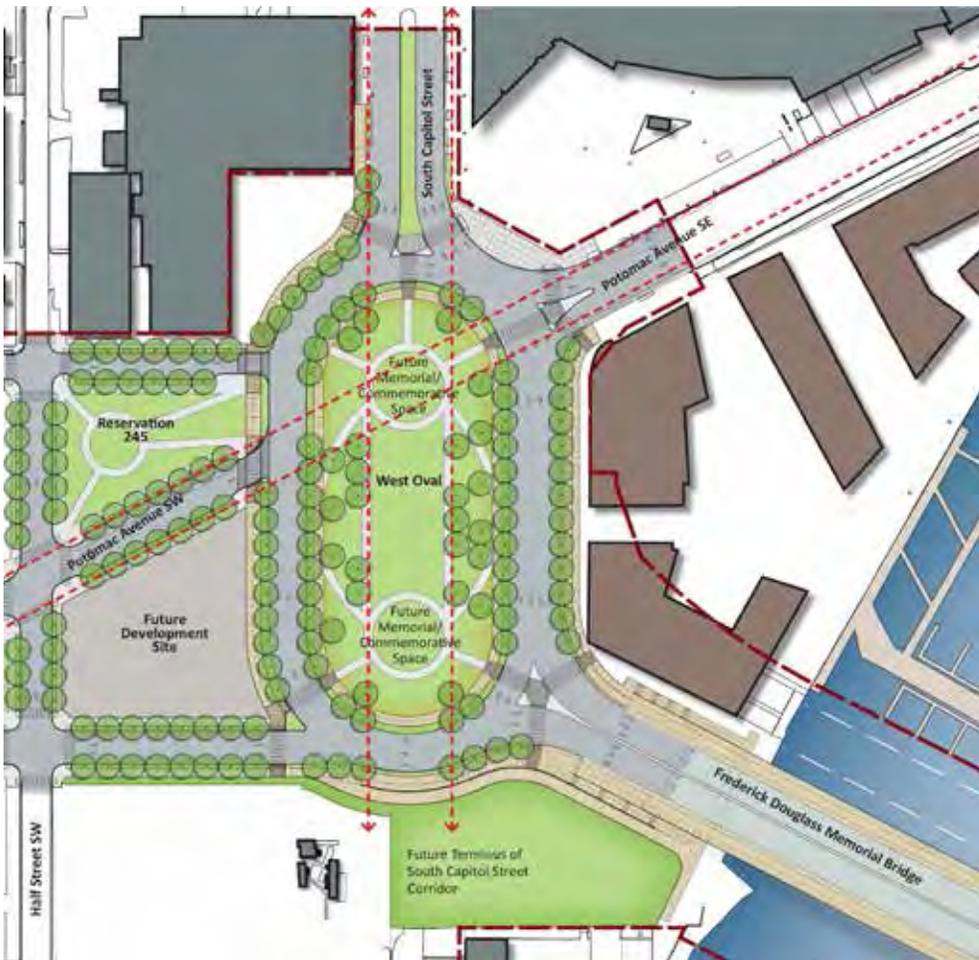
An aerial view of Buzzard Point, a soccer-specific stadium, and plaza, looking southwest



# South Capitol Street Corridor Project

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

The South Capitol Street Corridor Project includes the replacement of the Frederick Douglass Memorial Bridge and transformation of the city's southernmost entrance into a grand urban boulevard. It is one of a series of transportation, environmental, economic, community and recreation projects included in the District of Columbia's larger AWI Program. The elements of the first segment of improvements along the Anacostia River and the land areas immediately on the east and west sides of the river include the following:



## ◀ South Capitol Street Corridor Project

A map showing the alignment of the new South Capitol Street Oval

## South Capitol Street Corridor Project ▶

An aerial view of Buzzard Point and the existing Frederick Douglass Memorial Bridge

- The replacement of the Frederick Douglass Memorial Bridge with a six-lane, fixed-span bridge that is aligned parallel with the existing bridge
- Staircases and Americans with Disabilities Act (ADA)-compliant ramps that connect the bridge to the Anacostia Riverwalk Trails on the north and south sides of bridge
- New West traffic oval connecting South Capitol Street to the new bridge, Potomac Avenue, Q Street SW, and R Street SW
- New East traffic oval connecting South Capitol Street and Suitland Parkway to the new bridge, and providing access to Anacostia Park

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

The project will also improve the aesthetic quality of the corridor, which functions as a gateway to the Capital for foreign dignitaries and visitors from Maryland and other parts of the Mid-

Atlantic Region. The improvements will create a tree-lined boulevard and reestablish and rejuvenate pedestrian corridors and facilitates. The South Capitol Street Corridor Project will link neighborhoods through improved access to businesses and parks for both residents and visitors.

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

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



# Waterfront Development Projects

## The Wharf

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

## The Yards

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

### ▼ Ongoing Projects

Ongoing projects in and around Buzzard Point, including The Yards, the Capitol Riverfront, The Wharf, and South Capitol Street and 11th Street Bridges



## RiverFront (Florida Rock)

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

## PEPCO Waterfront Substation

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

## Anacostia Riverwalk Trail

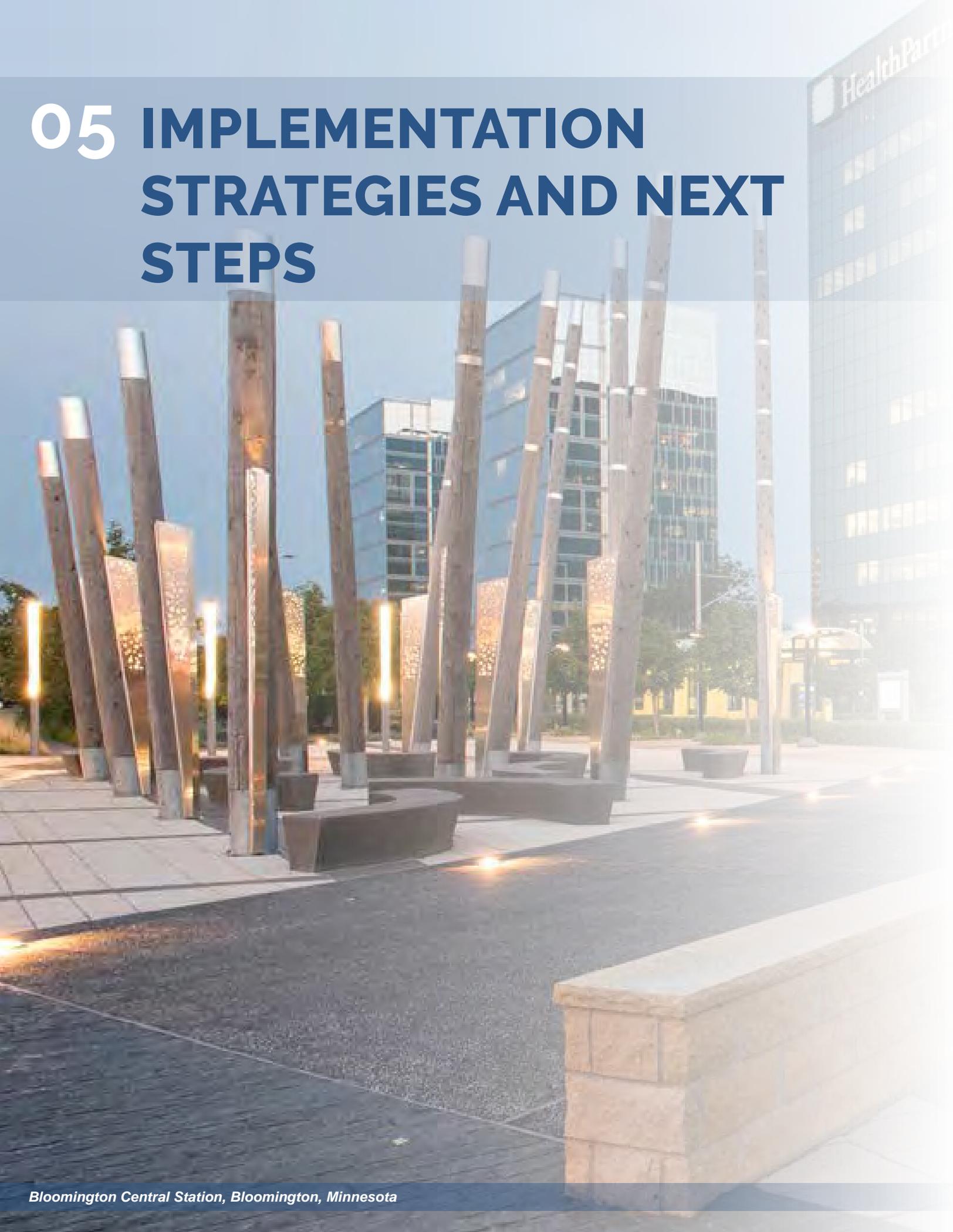
The Anacostia Riverwalk Trail is one of the projects included in the District of Columbia's larger AWI Program. The trail serves as a backbone of the Anacostia Waterfront and provides connections for residents, visitors, and communities to the river, one another, and commercial and recreational destinations. To date, 15 of the planned 28 miles

of trail are open, with additional segments to be constructed as part of the South Capitol Street Corridor, Buzzard Point and Oxon Run projects, various partner development projects or, in the case of the Arboretum segment, by the National Park Service. Upon completion, the trail will provide a pedestrian and bicycle connection along the river to the Fish Market, the Buzzard Point soccer stadium, Nationals Park, Historic Anacostia, RFK Stadium, the National Arboretum and 16 communities between the National Mall at the Tidal Basin and Bladensburg Marina Park in Maryland.

## Poplar Point

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

# 05 IMPLEMENTATION STRATEGIES AND NEXT STEPS



# Implementation

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

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

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

▼ **Cranes Leading to Redevelopment**

Numerous projects will be underway and under construction over the next 15 years as Buzzard Point evolves into an active neighborhood



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

**▲ Implementation Summary Table**

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

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

## Near-Term (0-5 years)

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

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

**N3: Create Urban Design Guidelines** Building on the urban design strategies included in this Vision Framework and the objectives of the Sustainable DC Plan, the stakeholders should, in collaboration with DCOP and DDOE, develop urban design and public realm guidelines for public space within Buzzard Point that would more specifically define its character. Such guidelines could create a harmonious experience for residents, workers, and visitors to Buzzard Point through the use of consistent materials, styles, and elements. The design guidelines could establish performance criteria for energy, water, and stormwater treatment throughout the neighborhood and define the treatment methods for the streetscape, including the green infrastructure. The guidelines

could also provide direction for the look and feel of Buzzard Point, such as the selection of lighting fixtures; develop a typology for street furnishings and signage based on the character of the area; define boulevard hierarchy for streets; specify site access requirements; and identify potential design elements that would add visual interest, such as public art, banners, or wayfinding signs. The guidelines could also identify ways to integrate the Anacostia River into the landscaping and streetscape in order to improve climate and water resiliency throughout Buzzard Point. The guidelines should utilize DDOT specifications and coordinate with the South Capitol Street Corridor project, the Capitol Riverfront, the Southwest Neighborhood Plan, and other adjacent areas (Lead Agency: DDOT; DCOP, DDOE, Capitol Riverfront BID).

### **N4: Establish and Implement Design Guidelines for Adjacent Building Frontages**

Buildings fronting the primary streets within Buzzard Point should achieve the highest level of design quality. Structures adjacent to Half Street should also be subject to design review, as are the buildings adjacent to South Capitol Street. Half Street should function as a linear park with ground floor uses that contribute to its activation. Buildings adjacent to the South Capitol Street oval should define Oval Park as an attractive open space with commemorative features, available for recreation and gatherings, rather than as a traffic island. In order to facilitate these defined character, the Capitol Riverfront BID, in coordination with DCOP, DDOE, and DDOT, should establish design guidelines for buildings along Half Street and Oval Park. Specific to Oval Park, this open space may be designed for multiple functions, including a cultural center and identity for the area, gathering place for residents, park space and connection to nature, and a highly functioning stormwater management or flooding treatment area. Additionally, DCOP should encourage the

maximization of lot coverage and density on public and private parcels with frontage on Half Street and Oval Park (Lead Agency: DCOP; DDOT, DDOE, Zoning Commission, Capitol Riverfront BID).

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

**N6: Establish the Soccer Stadium as a Catalyst for Redevelopment of Buzzard Point** The District of Columbia and DC United plan to establish a soccer stadium at Buzzard Point to serve as an attraction for soccer spectators, as well as attendees of other events, and to facilitate the redevelopment of Buzzard Point. The District will amend the zoning to provide for the new soccer stadium, as well as to include a required design review process with appropriate guidelines to

address design, public space, context, and access issues. The soccer stadium should be designed at the forefront of the high-performance building movement, with the possibility of net-zero energy and solar photovoltaic installation to contribute to a district energy system, or pursue Living Building Challenge certification. DC United shall design and construct the new stadium within the context of the *Buzzard Point Vision Framework* including treatment of S Street as an entrance to the stadium (Lead Agency: DMPED; DCOP, Zoning Commission, DGS, DDOE, DC United).

**N7: Ensure Public Facilities Support Mixed-Use Development** Several facilities that would support the city as a whole are planned for Buzzard Point, including the PEPCO Waterfront substation. The co-location of these facilities with non-industrial uses, such as residences or office space, is strongly encouraged. The development of these facilities should be harmonious with the neighboring community and should support the dynamic character envisioned for Buzzard Point. The District should work with property owners to incorporate design elements, such as setbacks consistent with adjacent properties and a minimally visible security presence, that enhance, rather than reduce, the vibrancy of Buzzard Point (Lead Agency: DCOP; DDOT, Private sector).

**N8: Design and Engineer the Anacostia Riverwalk Trail Extension along the Anacostia River** While it is anticipated that the Anacostia Riverwalk Trail extension along the Anacostia River would be implemented within Buzzard Point as redevelopment occurs, detailed planning and design efforts for the water's edge should begin prior to redevelopment. The design and engineering of the Anacostia Riverwalk Trail extension in Buzzard Point would be a crucial second step to making this broad effort a reality. For instance, the trail extension as proposed in this document includes a raised walkway above re-established wetlands. DDOT will design and

construct the trail within the footpath of the South Capitol Street Corridor project, but in order to implement the full concept, further design and planning of the trail will be the coordinated responsibility of private developers and the District. The District, in cooperation with private landowners, should develop a plan that identifies both the features of the wetland that would provide ecological function to help clean the river and the features desirable for the area to function as a park. The steps required to engineer such improvements should also be developed. It is also anticipated that environmental documentation would be included as part of the design and engineering effort. (Lead Agency: DDOT; DCOP, DDOE, Private sector).

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

**N10: Implement Sustainable DC Initiatives in Buzzard Point** The District's Sustainable DC identifies many strategies that are available for implementation within Buzzard Point in the short term. Planning now for deep efficiency would reduce risk and exposure to both the community and developers in the future. The goals of net zero energy, water and waste are often more easily accomplished at the district scale, and Buzzard Point represents an ideal site for district-based solutions. As the stadium and its related infrastructure are built, these sustainability strategies should be implemented. Strategies to generate energy and/or connect to new energy generation initiatives, such as waste heat recovery

(and sewer waste heat) or sharing within Buzzard Point, should be designed for implementation and coordinated construction at the same time as the larger infrastructure improvements. Working with DDOE, funding should be pursued for a sustainability planning charrette including all stakeholders. Also, the District should work with developers to identify strong guidelines for green roof installation (including those that could serve as additional open space), urban agriculture locations, coordinated infrastructure, and performance requirements (Lead Agency: DDOE; DCOP, DDOT, Private sector).

**N11: Identify Potential Funding Mechanisms**

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

**N12: Support Mixed-Income Housing Development**

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

### **N13: Coordinate Construction Activities in and around Buzzard Point**

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

### **N14: Identify Private Sector Contributions**

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

### **N15: Identify Historic Resources within Buzzard Point**

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

## **Mid-Term (5-10 years)**

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

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

### **M2: Support Transit Connectivity**

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

### **M3: Fulfill Further Sustainable DC Initiatives in Buzzard Point**

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

**M4: Implement and Connect to Energy Generation Facilities**

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

**M5: Establish Pier for Large Ships**

The establishment of a Maritime Museum within Buzzard Point offers a cultural anchor for this new community. As a first, step, the District should work with the private sector to encourage the development of a pier for the docking of ships in conjunction with the construction of a permanent Maritime Museum (Lead: Private sector).

**M6: Support Maritime Museum and/or Cultural Anchor**

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

**M7: Construct Anacostia Riverwalk Trail Extension along the Anacostia River**

As mentioned previously, the construction of the Anacostia Riverwalk Trail extension along the Anacostia River is a critical project with many steps. Building on the initial planning, environmental documentation, and design and engineering efforts, the realization of the concept would include the construction of the Anacostia Riverwalk Trail Extension as a nature walk and new ecological habitat (Lead Agency: DDOT; Private sector).

**M8: Enhance Marinas**

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

**M9: Program Open Spaces**

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

## Long-Term (10-15years)

### **L1: Enhance Connections to Poplar Point**

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

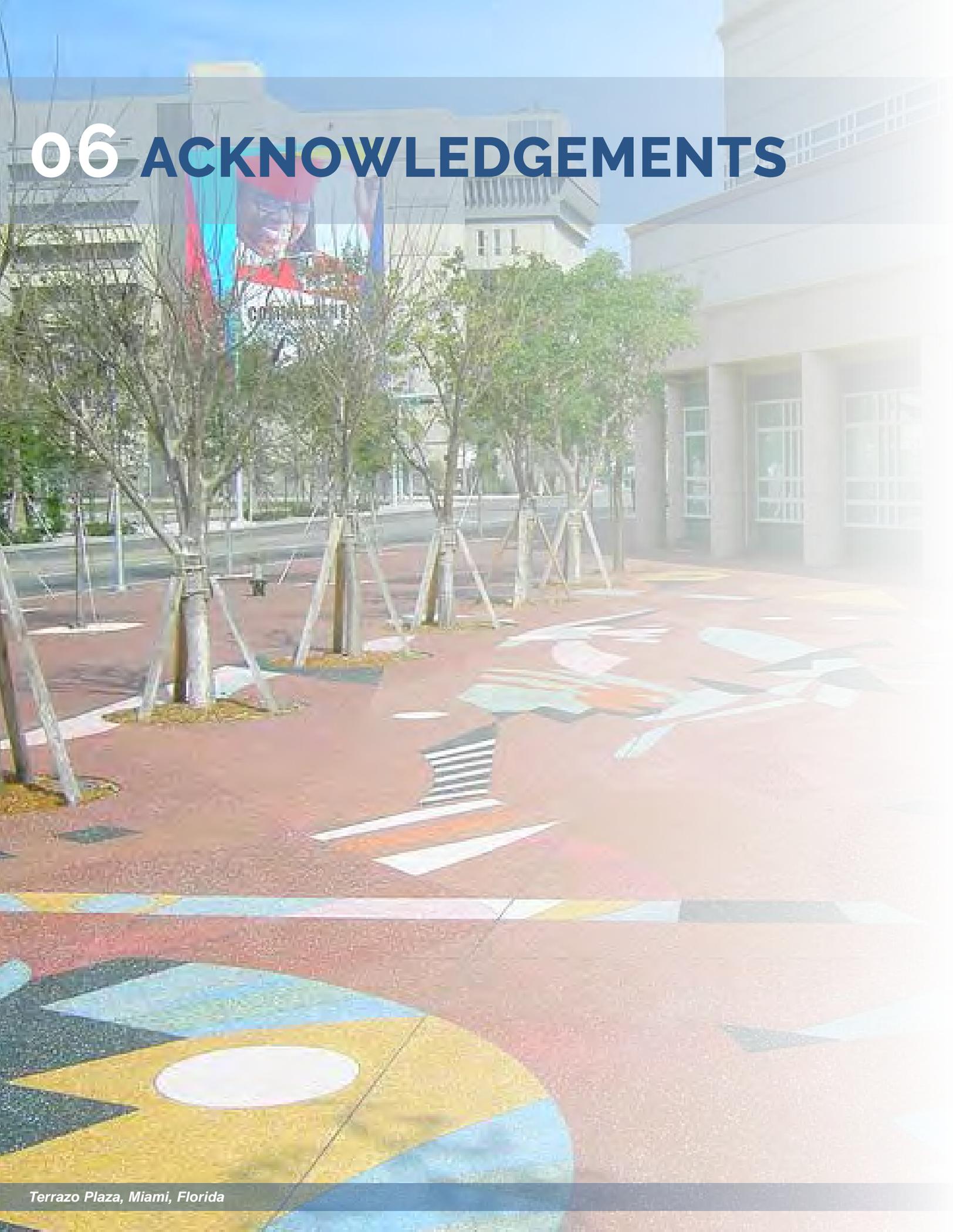
### **L2: Encourage Redevelopment of Infill Properties**

Over the long term, most properties within Buzzard Point would have redeveloped from industrial to residential or commercial uses. However, experience in other areas of the District indicates that some gaps will remain, especially with small or irregularly shaped parcels. Therefore, the District should work with the remaining property owners to encourage their redevelopment (Lead Agency: DMPED; DCOP, Private sector).

### **L3: Integrate the Buzzard Point Community with Fort McNair**

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

# 06 ACKNOWLEDGEMENTS



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Elisa Vitale, Development Review Specialist, Development Review  
David Maloney, State Historic Preservation Officer  
Ruth Troccoli, City Archaeologist  
C. Andrew Lewis, Senior Historic Preservation Specialist

## **Department of General Services**

Jonathan Kayne, Interim Director  
Cassidy Mullen, Project Manager  
Allam Al-Alami, Operational Manager

## **Department of Transportation**

Leif A. Dormsjo, Director  
Greer Gillis, Deputy Director  
Sam Zimbabwe, Associate Director, Policy, Planning & Sustainability Administration  
Jamie Henson, Manager, Project Review  
Jonathan Rogers, Transportation Planner  
Ejigneh Simie, Civil Engineer  
Muhammad Khalid, Bridge Engineer

## **Department of the Environment**

Tommy Wells, Director  
Yohance Fuller, Principal Deputy Director  
Bill Updike, Interim Deputy Director, Urban Sustainability Administration  
Jay Wilson, Program Analyst

## **Previous Administration**

Allen Lew, City Administrator  
Scott Burrell, Senior Legal Counsel

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## **Consultant Team**

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# 07 APPENDIX



# **BUZZARD POINT**

## **VISION FRAMEWORK + IMPLEMENTATION PLAN**

***Public Draft***

# **APPENDIX**

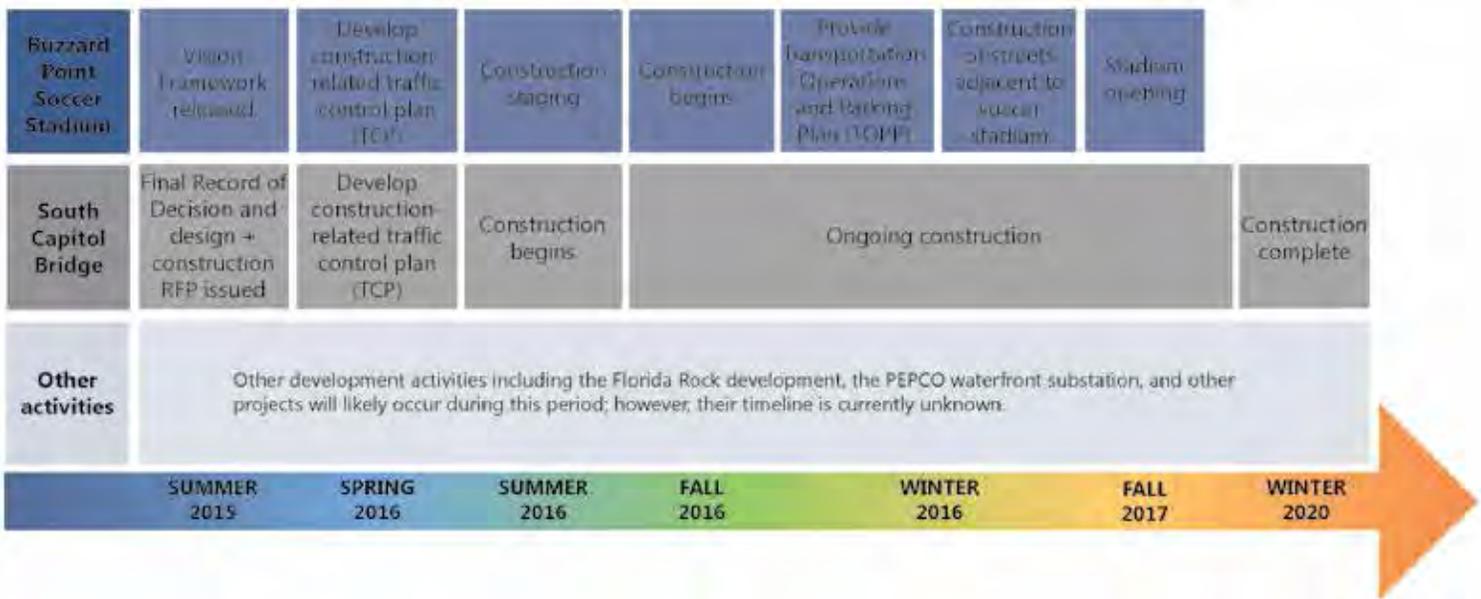
**Construction Coordination + Transportation  
Transportation Operations During Stadium Events**

**i  
iv**

# Construction Coordination + Transportation

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

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



## ▲ Anticipated Timelines

A timeline showing anticipated construction and transportation coordination

## Construction Transportation Operations

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 public space 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 of each TCP. To assist with achieving this goal, a DDOT point of contact will be identified to coordinate the Buzzard Point TCPs.

**DDOT Public Space Inspections Schedule**

Inspection Phase	General Development Timeframe	Anticipated Buzzard Point Soccer Stadium Timeframe
<b>Pre-Inspection/ Permit application review</b>	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 in Buzzard Point
<b>Pre-Construction Meeting</b>	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 Buzzard Point Soccer Stadium
<b>Ongoing Monitoring</b>	During construction; ensures traffic control is consistent with the construction phase	Communicate with DDOT and facilitate site inspections
<b>Final Inspection</b>	Conducted once all public space construction is completed	Conduct once soccer stadium and associated public space are complete

Several guiding principles will be applied to TCP development:

- Develop a coordinated communications and outreach strategy to communicate temporary traffic control information for the multiple related 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 on construction sequencing;
- Employ curbside management strategies to protect the resource for existing communities;
- Maintain vehicular and pedestrian access to properties; and
- Maintain fire and rescue access.

TCPs will be evaluated at an individual and collective level for their compliance with these principles.

## Traffic Control Standards & Approach

Temporary traffic control plans range in scope, and the degree of detail in a plan depends on the nature and complexity of the project. DDOT's Temporary Traffic Control Manual: Guidelines and Standards, 2006 edition, provides uniform standards and additional guidance for temporary traffic control during construction, maintenance operations and special events on DC streets and highways. The Manual notes that the best traffic controls for a specific worksite will vary and their selection is dependent on a number of factors, including the phase of the construction process, nature of the activity, type of roadway, traffic volume and speed, and location and duration of the work. In addition, as construction sites regularly evolve, TCPs are monitored on an ongoing basis and must be updated and re-submitted to DDOT every 6 months in order to reflect current conditions.

While the Manual provides guidelines for design and application of traffic control devices, traffic controls will be designed and engineered on a project-by-project basis. For example, the Manual recommends that the needs of, among others, all road users (motorists, bicyclists, and pedestrians); abutting property owners, residents and businesses; and commercial vehicles such as buses and large trucks be assessed and appropriate accommodations made. In Buzzard Point, this recommendation would help to accommodate nearby residents and the commercial and industrial traffic servicing existing businesses such as the rock plant, as well as deliveries related to the stadium construction.

A summary of the temporary traffic control standards included in the Manual is listed below.

- 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)
- Public relations/communication/outreach (provide advance notice, clearly define alternate paths, publicize temporary traffic control zones through the news media, assess and address needs of: abutting property owners/residents/businesses, emergency service providers, commercial vehicles and buses; coordination with other projects).

# Transportation Operations During Stadium Events

A Transportation Impact Analysis (TIA) was conducted and included in the Buzzard Point Soccer Stadium Environmental Mitigation Study (EMS) to identify and analyze the amount of additional transportation activity expected during game-days. The Buzzard Point Draft Transportation Management Plan (TMP) builds on the detailed analysis in the TIA and EMS and outlines recommendations for each mode of transportation for accommodating game-day transportation needs and strategies to manage demand. It is intended to be the guiding document that outlines strategies for other transportation efforts and actions that follow. Therefore, the operational recommendations in the TMP form a preliminary list of measures for inclusion in the stadium's Transportation Operations and Parking Plan (TOPP), to be developed closer to the stadium's opening. TOPP development usually occurs in the year leading up to the stadium opening.

The TOPP acts as a game day "how to" operations manual and details special measures on game days, 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.

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.

## TOPP example sections

- 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

The operational recommendations in the TMP, summarized below, form a preliminary list of measures for inclusion in the stadium's eventual TOPP.

## Buzzard Point Soccer Stadium Draft TMP - Operational Recommendations

	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
Vehicular routing	Install additional temporary way-finding signage	Explore later kick-off times (8:00 PM) during week days to avoid afternoon peak hour traffic
	Coordinate with DC Police 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	
Transit	Discuss need for shuttle for handicap access to site	Develop app to include transit information
	Expand bus service to Buzzard Point on game days	Coordinate scheduled service disruptions with Metro
Pedestrian Recommendations	Install additional temporary way-finding signage	
	Coordinate with DC Police to employ traffic control officers at adjacent intersections pre- and post-game	
	Place cones/jersey barriers along access routes to direct traffic	
Bicycle	Install additional temporary way-finding signage	Provide "bottomless" Capital Bikeshare corral during home games
	Coordinate with DC Police 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	



# Government of the District of Columbia



Deputy Mayor for Planning and Economic Development



Department of Transportation



Department of General Services



Department of the Environment



Office of Planning

