**Land Use**

- Emphasizes commercial development on large sites, with special emphasis on creating a consolidated "Riverside" site east of the Douglas Bridge.

- Residential use is 20 percent of base development (6.5 FAR) but only 10 percent of that amount would be built in Buzzard Point/Capitol Gateway area. Residential sites are not designated.

**Transportation**

- Potomac Avenue is closed, so P Street, S.W./S.E. becomes main entry street. A new street is proposed along the Southwest waterfront from M Street, S.W. to connect with P Street, S.W.

- New ramp connections proposed between Frederick Douglas Bridge and P Street, S.W./S.E.

**Urban Design**

- Design draws on Beaux Arts concepts of large open spaces and monumental buildings.

- Potomac Avenue vista eliminated. Emphasis on creating large new parks.

**Implementation**

- Create a new Buzzard Point/Capitol Gateway Zone District, to be used with open space plan and development district financing.

- Provide bonuses for a variety of uses, allowing development up to 10.0 FAR on some sites. Allow transfer of development rights (TDRs).

## IMPLICATIONS FOR THE FUTURE

- The three planning proposals (Anacostia Master Plan, Buzzard Point Master Plan (BPPA) and Buzzard Point/Capitol Gateway Group) present different views of how the Buzzard Point area south of P Street should develop.

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- Both the Anacostia Waterfront Plan and the Buzzard Point/Capitol Gateway Group treat the Capitol Gateway area in a somewhat diagrammatic manner. The concept for that area will have to be revised in light of the decision to proceed with expansion of the Southeast Bus Garage on Square 700 and part of 702.

- As a practical matter, the main comparison of the three plans should focus on the proposals for the Buzzard Point area, south of P Street.

- The Office of Planning (OP) will continue to refine a concept for the Buzzard Point area, utilizing some concepts from one or more of the three proposals. OP will utilize community discussion of these proposals in refining a concept for the Buzzard Point subarea.

- OP has concerns about two proposals in the Buzzard Point/Capitol Gateway Plan. The first proposal is for a new road along the Southwest waterfront, connecting Maine Avenue with P street, S.W. OP is concerned about this concept because of impacts on the Southwest neighborhood and the feasibility of funding. OP is also concerned about the proposal for eliminating Potomac Avenue in the Buzzard Point/Capitol Gateway Plan.

- Several key elements remain to be decided for the Buzzard Point area.

    1) The form of the waterfront. OP supports the concept of continuous open space along the waterfront. The question involves the size, design and method of acquiring this open space.

    2) The land use mix, especially the amount of residential development and how it is located, needs to be decided.

    3) The design of the overall street system and the design and location of new open spaces must be decided.

    4) Implementation mechanisms need to be decided. A decision is needed on how the residential requirement is to be applied in the Buzzard Point subarea.

## COMPARISON OF PLAN PROPOSALS

The three plans (Anacostia Waterfront Master Plan, Buzzard Point Planning Association Plan and Buzzard Point/Capitol Gateway Group Plan) are compared and evaluated in the following table, based on a series of evaluation criteria.

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Background** | | | | |
| Reason for Plan | Plan resulted from concern of public/private leaders that west bank of Anacostia River was developing in uncoordinated manner. | Plan resulted from desire of major property owners in Buzzard Point area (south of P Street) to outline coordinated plan for area. | Plan resulted from decision of major property owners in Buzzard Point/ Capitol Gateway to outline alternative planning/zoning concepts for area. | District government urged comprehensive approach and provided some funding for Phase I of Anacostia Waterfront Study. |
| Preparation of Plan | Planning work began in 1987. Federal City Council (FCC) asked to coordinate plan preparation. FCC contracted with Wallace Roberts Todd (lead consultants, with other consultants on team). Technical Committee of District, federal, private and community members guided study. Anacostia Waterfront Master Plan publised an November 1988 (Now called Phase I). | Planning work began in 1987. Major planning/ design work by Keyes, Condon Florence with zoning/implementation work by Wilkes Artis Hedrick Lane, plus other consultants for transportation, economics and engineering. Overall plan management by JBG Companies. | Planning work began in 1991. Zoning/implementation work by J. Kirkwood White of Dunnells, Duvall and Porter. Planning/design work by Davis Buckley. | OP and other District agencies have been involved in planning efforts for Buzzard Point area since 1987 (for most recent studies). Contact and consultation has been maintained with different groups. |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Plan Detail | Most comprehensive of plans in overall approach. Proposals for Buzzard Point are less detailed than BPPA Plan. | Most detailed of three plans for the Buzzard Point area. | Plan concept outlines new approach, with less detail than BPPA Plan. Plan presented to Zoning Commission in memorandum form, September 5, 1991. Zoning concepts revised in November 8, 1991 letter. | OP launched Buzzard/ Point/Near Southeast/ Vision 2020 planning effort an early 1992. OP will prepare small area plan, with zoning recommendations drawing on other plans as applicable. |
| Status | Phase II work began in fall 1990, was completed in early 1992. Phase II work focused on transportation and infrastructure. Wallace, Roberts and Todd was lead consultant with Grove/Slade Associates (transportation), Parsons Brinckerhoff Quade and Douglas, Inc. for infrastructure, plus other consultants. | Presented to Zoning Commission in January 1989, (Zoning Case 89-1). Plan remains pending before Zoning Commission. BPPA team has worked with OP to outline a somewhat revised urban design concept in 1991. | BP/CGG has provided some supplementary information and raised issues about relocation of industrial uses. | These existing plans/ proposals provide an array of ideas for development of parts of BuzzardPoint/Near Southeast area. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Plan Subareas** | | | | |
| Capitol South Carrollsburg/ Arthur Capper | Not Included | Not Included | Not Included | Buzzard Point/Near Southeast: Vision 2020 Plan will include Capitol South and Carrollsburg/Arthur Capper areas. |
| James Creek | Policy is to protect James Creek neighborhood and allow development in existing commercial strip along South Capitol Street. Also includes portion of Southwest neighborhood south of M Street, S.W., but no changes are recommended. | Not included in basic planning area, but plan includes references to housing improvement and measures to address traffic impacts. | Plan drawing indicates major development sites between South Capitol Street and Half Street, S.W. | OP strongly supports protecting James Creek neighborhood, allowing appropriate commercial development in present commercial strip. |
| Capitol Gateway | Included in plan. Half Street, S.E. is spine street from Metrorail station to waterfront. Housing centered on Half Street. | Not included in plan | Included in plan with schematic indication of development sites. Half Street, S.E. leads to waterfront. | Decision to expand Southeastern Bus Garage on Squares 700 and 702 requires review of earlier plan concepts. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Navy Yard, Southeast Federal Center, Fort McNair | Included in plan, incorporating policies of updated master plans. | Not included in plan but relationships with Fort McNair important. | Not included in plan. Fort McNair is important source of design ideas. | All plans explicitly or implicity assume these federal areas being developed as planned. |
| Features outside Buzzard Point/ Near Southeast Planning Area | No specific features outside planning area except shuttle buses. | No specific features outside Buzzard Point area except for off-site housing, shuttle buses, etc. | Plan indicates a new roadway along the Southwest waterfront connecting Maine Avenue and P Street, S.W. Supplemental drawing shows a pedestrian bridge across Washington Channel connecting Southwest waterfront to East Potomac Park. | |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Plan Philosophy** | Guided by need to implement public development policies outlined in Comprehensive Plan. | Attempts to equalize land values, recognize exististing development rights, and achieve coordinated development of site. | Seeks to maximize commercial density in Capitol Gateway area, near Navy Yard Metrorail Station and on "Riverside" site on waterfront, south of P Street, S.E. and east of Douglas Bridge, and to simplify zoning. | Vision 2020 program seeks to balance the concerns of government, neighborhoods, business, and developers, each of whom would benefit from an orderly, fair, and purposeful development process. |
| **Land Use** | | | | |
| Land use pattern | Location of commercial and residential uses specified in schematic fashion. | Mixed use pattern is proposed. Specific locations of uses are not specified. | Mixed use pattern is implied but locations of uses are not specified. | |
| Mix of land uses | 25-30% residential, 65-75% commercial. Build-out floor area of approximately 23 million square feet (Capitol Gateway and Buzzard Point). Approximately 5,900 new residential units. | 80% commercial 20% residential. Approximately 3,500 residential units. | 80% commercial, 20% residential of original FAR. On sites where all bonuses can be used, residential declines to 13 percent of total FAR. | The mix of residential and commercial land use is a major consideration for zoning. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Non-residential (office, retail, institutional) | Commercial component lower then in other plans. Retail, institutional and hotel sites indicated on waterfront but not detailed. | Commercial is primary use under new zoning. | Commercial is primary use. Plan stresses achieving high commercial density in Capitol Gateway and on "Riverside" site. Riverside seen as destignation, but retail component not specified. | Commercial land use creates maximum land value. |
| Residential | Significant use in designated residential areas. Implementation mechanism not indicated. Predominent residential areas along Half Street, S.E. and Second Street, S.W. and bordering Half Street,S.W., facing the waterfront. | Secondary use scattered through plan area. Up to 25% of housing requirement may be built or renovated outside the plan area. Approximately 3 million square feet of residential development in Buzzard Point (3,300 units). | Minor use, location not specificed. Half of required housing to be built in plan area, other half in nearby Southwest/Southeast. | Important to locate all new housing in plan area in order to provide a critical mass of housing and establish a new neighborhood. Requirements needed to ensure housing is built. |
| Type of housing | Goal that housing be provided for all income groups within study area. Precise mix and methods to achieve mix of housing are public policy decision. | Market rate (though mix may be achieved through other public programs). Maximum of 25% of residential requirement may be satisfied by constructing or renovating low/moderate housing in nearby areas. | 20% of 6.5 FAR (1.3 FAR) required for housing, half of that in Buzzard Point/Capitol Gateway, half must be as aid to low/moderate housing in surrounding area. | OP favors maximizing new housing in Buzzard Point/Capitol Gateway area, using special programs to obtain mix of housing. |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Industrial Uses (continuation of industrial uses and new production and technical employment [PTE] uses) | Not specified. Long-term land use plan does not show industrial in core area. Washington Gas Light area east of 11th Street, S.E. is indicated industrial. | Allows existing industrial uses to remain and expand, prohibits some new industrial uses. | All existing industrial uses are matter-of-right, may be improved, or replaced. New industrial uses may be introduced, subject to environmental, noise and screening requirements. | Equitable process must be provided for existing industrial uses to continue while structuring long-term transformation of area. |
| Height of buildings | 55 to 130 feet. | 65 to 130 feet, lower height at perimeter, rising to full height of 130 feet in center of Buzzard Point. | 65 to 130 feet, maximum height allowed by 1910 Height Act to be achieved, except for properties on waterfront and adjacent to Fort McNair. | |
| Floor Area Ratio (FAR) | Average FAR of 5.5. | 6.29 FAR Average. | 6.5 FAR base with bonus up to 10.0 FAR. | |
| Consistency of land use mix with comprehensive plan | Generally consistent, has highest residential component. | Generally consistent except 20% residential seems low. | Low amount (maximum 10%) of housing to be built in Buzzard Point/Capitol Gateway areas seems inconsistent. | |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Transportation** | | | | |
| Highway access improvements | No additional improvements proposed for capacity into area. New ramps shown between South Capitol Street/ Douglas Bridge and Potomac Avenue. Need for additional study. | No additional improvements for capacity into area. New ramps shown between South Capitol Street/ Douglas Bridge and Potomac Avenue. | New ramps shown between Douglas Bridge and P Street, S.W./S.E.<br><br>New road proposed along Southwest waterfront to extend Maine Avenue from M Street to P Street, S.W. proving new western access into area. | New ramps between Douglas Bridge and Potomac Avenue (or P Street, S.W./S.E.) shown in all proposals. Additional transportation and urban design study is needed.<br><br>OP has concern about new Southwest waterfront road in term of neighborhood impacts and cost. |
| Internal Street system | Builds on current street system. Potomac Avenue, S.E./S.W. and First Street, S.E. are principal streets. Potomac Avenue extended east to connect with New Jersey Avenue (extended) and Southeast Federal Center waterfront road. New circle at Potomac Avenue and First Street, S.W. | Potomac Avenue is principal street into Buzzard Point area, First Street S.W. is symbolic entry into center of Buzzard Point area, south of Potomac Avenue. Potomac Avenue extended east to Southeast Federal Center. U Street, S.W. reopened. New circle at First and U Street, S.W. | Potomac Avenue eliminated, U Street S.W. reopened. No new circles or triangles. Large scale grid street system results. P Street is main distribution street into the area. | OP does not support elimination of Potomac Avenue. |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Public transit | Primary reliance on Waterfront and Navy Yard Metrorail Stations, Metrobus and future shuttle bus system. | Primary reliance on Waterfront and Navy Yard Metrorail Stations, Metrobus and future shuttle bus system. | Local shuttle bus loop, south on Half Street, S.E. to "Riverside" complex, west on P Street, north on 4th Street, S.W. | Shuttle bus system will be essential to extend accessibility from Metrorail Stations. |
| Water transportation | Water commuter dock proposed in Phase II report (though water transport not significant). | Not included | Not included | Water transport likely to be more important for recreational use then for commuter traffic. |
| Pedestrian circulation | Improvement of sidewalks, new spaces along waterfront important to create sense of place and encourage walking from Metrorail stations through area. Half Street, S.E. is "spine" street, connecting Navy Yard Metrorail station and waterfront. | Pedestrian movement system along streets, through spaces and along waterfront is important to development concept. First Street, S.W. is important "spine" in Buzzard Point. Additional emphasis on connections through buildings in large squares. | Pedestrian paths follow street pattern. Half Street, S.W. south of M Street is important because it leads to "Riverside" complex, with interior galleries (conceptural). | Integrated pedestrian network is key to new sense of place and encouraging additional walking from Metrorail Stations. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Transportation Demand Management (TDM) Program | Major TDM program recommended in some detail. Only about 50 percent of total development can be supported by highway system without TDM program. This plan has focused more on TDM than other plans. | Focus on use of Metrorail and strong TDM program (called transportation system management, or TSM in the report). Institute TDM actions at beginning of development. | Not specifically addressed in proposal except for shuttle bus proposal. | Whatever the final plan, a strong TDM program for the area will be necessary, with some measures starting in first development phases. |
| Traffic impacts on adjacent areas | Transportation management essential to protect adjacent neighborhoods. Curb parking should remain in place. | Protection of adjacent neighborhoods from traffic imparts is important. Potential measures include narrowing streets at entrances to neighborhood, street restrictions on through traffic, four way stops and possibly speed bumps. | Not specifically addressed in proposal, except that new road connecting to P Street is intended to channel through traffic around Southwest and James Creek neighborhood. | A number of small scale legal and physical actions are necessary to protect adjacent neighborhoods from traffic impacts. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Urban Design** | | | | |
| Design Philosophy | L'Enfant plan concept re-established, new urban spaces are created and key streets emphasized, urban design concepts are conceptural. | Plan draws from heritage of L'Enfant Plan to create a strong design framework with a "urban" character, utilizing street pattern and open spaces with related buildings, with emphasis on links back to adjacent areas. Urban design concepts more defined than other plans. | The urban design influenced by Beaux Arts campurs design of McKim, Mead and White for Fort McNair, concepts of McMillian Commission. Plan is more monumental than urbanistic. Key buildings are important landmarks. | Establishing a strong sense of place and linking developing areas back to the city is important. Building on L'Enfant Plan helps establish Washington design character. |
| Street Pattern | Potomac Avenue shown as main street, extended east from First Street, S.E., to connect with New Jersey Avenue extended and terminating in new circle at First and R streets, S.W. Half Street, S.E. and First Street, S.W. are main spine streets. U Street, S.W. opened, Water Street, S.W. remains and is extended from S Street to South Capitol Street. | Potomac Avenue becomes new "main street". First Street, S.W. becomes north-south spine street in Buzzard Point, with new circle at U Street, S.W. South Capitol Street strengthened as design element south of Potomac Avenue, S.W. U Street, S.W. opened. Water Street eliminated. | Potomac Avenue eliminated, grid street pattern emphasized. Emphasis on creating large squares for development. U Street, S.W. opened. | Potomac Avenue is important design feature of area, part of L'Enfant plan design vocabulary. |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Open Urban Spaces (See also water-front) | New defined urban spaces include new square at Half and N streets, S.E., spaces along Potomac Avenue, S.E./ S.W., new circle at First Street and Potomac Avenue, S.W., smaller spaces at First and V streets, S.W., at tip of Buzzard Point and at U and Water streets, S.W. | New parks along Potomac Avenue, new circle at First and U streets, S.W., major new square at South Capitol and S streets, S.W., related to water-front. | Two new large squares: 1) bordered by Q, 1st, R and 2nd streets, S.W. 2) bordered by S, Half, T and First streets, S.W. (site of PEPCO com-bustion turbines), open space on east side of Douglas Bridge, north of R Street. | New urban spaces are im-portant in providing sense of place. Spaces need to be related to land uses that promote activity. Urban square proposed at Half and N streets, S.E. needs restudy as result of bus garage expansion. |
| Streetscape | Potomac Avenue upgraded to landscaped boulevard. Streetscape treatment for other streets. | All streets to be improved in accordance with street-scape guidelines. Potomac Avenue right-of-way nar-rowed from 160 to 130 ft., given special treatment. | Neighborhood streets enhanced. | Streetscape design will be important in defining sense of place. |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Waterfront | Major public use, public accessible park, and hard edge from Southeast Federal Center to Douglas Bridge (adjacent to proposed retail/ hotel site).<br><br>Minmum width, 50 feet. South of Douglas Bridge, larger naturalistic park (site for special use, such as aquarium or public performance facility). Open space continues around tip of Buzzard Point. Lower building heights along the waterfront. | Continuous urban waterfront promenade, 65 foot wide, bordered by buildings, providing public access; opens to larger spaces at South Capitol Street square. Park at U and Half Street and at southern tip of Buzzard Point. Lower building heights (65 feet) along the waterfront. | Naturalistic waterfront park of varying width from P Street to Fort McNair, including a plaza for the "Riverside" site between P Street, S.E. and the Douglas Bridge and a large formal open space at tip of Buzzard Point. Building height limitation on waterfront mentioned but not specified. | Continuous waterfront open space, accessible to public, should be a key component of Buzzard Point/Near Southeast Plan. Buildings along waterfront should be designed to shape waterfront space and provide space for waterfront related uses. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Building Size, Square Sizes | Schematic plan indicates various building sites in each square. | Plan introduces some new streets to break up square size. Numerous buildings on each square. Provision for interior passageways, to create small-grained urban structure. | Schemtic site plan indicates large building complexes on each square, with benefits seen from having large floor plate sizes. (However, squares could be developed in sections). Major purpose of eliminating Potomac Avenue is to consolidate "Florida Rock Corporation" properties east of Douglas Bridge into one large development site (named "Riverside"). | |
| Building Features | Building design concepts not shown. | Schematic drawings show various building features (towers, domes, portico) to help define spaces streets. | Schematic drawings show towers, domes on key buildings. | Building design concepts schematic at this stage. Important to think of future development in three dimensional terms. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Social/Economic Factors** | | | | |
| Employment opportunities for District residents | Not specifically addressed. | Not specifically addressed. | Not specifically addressed. | Comprehensive Plan economic development policies call for the creation of new jobs for District residents as well as new tax revenue from large-scale new development. |
| Community facilities/social services | Site at east end of Potomac Avenue and First Street, S.E. is site for major institutional/public use, such as aquarium or performance stage. | Development of the three public reservations along Potomac Avenue with public-oriented buildings such as galleries, small museums or community buildings should be considered. | Not specifically addressed. | Locating public and semi-public uses is important for providing services and sense of community. |
| | Social services not specifically addressed. | Social services not specifically addressed. | Social services not specifically addressed. | |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Citywide Economic Development | This is last and largest area in city capable of supporting major new commercial and residential development. "Once in lifetime opportunity" to meet District and federal needs. | Development of presently underutilized sites will have positive effect on District economy. Development (from rezoning) will produce construction jobs, supports jobs after construction, and additional customer base for existing and future local businesses. | Not specifically addressed. | Development in Buzzard Point/Near Southeast area can provide economic benefits to local area and on citywide basis. |

BUZZARD POINT/NEAR SOUTHEAST VISION 2020
PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| **Implementation** | | | | |
| Zoning | Create new zone which addresses special issues and opportunities of area, based on master plan. Permit a mix of uses throughout area while requiring minimum amount of uses within subareas. Use transfer of development rights (TDRs) to aid market forces. | Create new "Buzzard Point Special Development District" for Buzzard Point area (outlined in detail in text and accompanying maps with 1989 zoning petition). Zoning Commission shall adopt a development plan as well as new zoning district. Development district includes detailed maps and open space design requirements and standards for interim and final improvements. Zoning includes provision for transfer of development rights (TDRs). Zoning district does not mandate specific location of uses. Existing industrial uses allowed to continue. | Create a new Buzzard Point/Capitol Gateway (BP/CG) Zone District covering all of Buzzard Point and Capitol Gateway. Zone district to be used with an open space plan and development district financing. Requirements include housing, water oriented infrastructure, special height limits for waterfront and near Fort McNair. Base FAR of 6.5, with up to 3.5 FAR in bonuses, up to 10.0 FAR. Bonuses for land swaps for public use, residential support services, additional housing, water related uses and development within 1500 feet of Metrorail station. Existing industrial uses allowed to remain. | New special zoning will be necessary, especially south of M Street and must be tailored to special opportunities of area. Total development must be related to transportation plan. |

# BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Urban Design | New zone should articulate standards for meeting urban design guidelines such as height and others to be developed, in clear and consistent manner. | Property owners grant easements to create new street ROW's and adjacent public open spaces as adjacent properties are developed. Controls include "build-to lines," top floor setbacks, parking, loading access, streetscape and landscaping.<br><br>Sixty-five foot strip along waterfront donoted by adjacent owners in exchange for 25% bonus density (calculated on land donated by owners. Land for two large spaces (square and circle) donated by adjacent landowners. Water Street closed, some land exchanged with National Park Service. | Some mandatory requirements. Less concern with "end-state" urban design plan, more flexibility for individual architects.<br><br>Closing of Potomac Avenue and Water Street creates two major new parks. Some waterfront land requires public purchase. | Essential to adopt urban design requirements/ standards to achieve new physical environment as well as mix of uses. |
| Capital Improvements | Outlines variety of funding options, involving all "players," including tax increment financing, public funds and developer payments. Capital improvements program is $138 million in 1991 dollars. | Private owners donate streets and open spaces and undertake many improvements major street improvements and waterfront bulkhead financed by public sector. | Funding approach not fully outlined. A development district with tax increment financing required before housing requirement would take effect. | Formulating a workable District/federal/private public improvements program is critical. Up front improvements needed. No projects in area are now in District's Capital Improvements Program. (CIP) |

## BUZZARD POINT/NEAR SOUTHEAST VISION 2020
## PLAN COMPARISON/EVALUATION

| EVALUATION CRITERIA | ANACOSTIA WATERFRONT | BPPA | BP/CG GROUP | OP COMMENTS |
|---|---|---|---|---|
| Management Entity | Public private management entity recommended. main options include: 1) Congressionally chartered area development corporation, or 2) District chartered corporation. | BBPA has participated in discussions of management entity possibilities in Anacostia report, and supported the concept of a management entity with strong local participation. | Proposes development district, but operation not fully addressed. | Management entity important. Strong role for District government is essential. |
| Staging of Development | Phase II report outlines development estimates in terms of year 2000 and year 2010 + (i.e. 2020). Estimates indicate development occuring in different subareas. Areas near M Street and Potomac Avenue, plus Southeast Federal Center develop first. Phase I public improvements to include reconstruction of Potomac Avenue, S.E./S.W., First Street, S.E. from M Street to Potomac Avenue, Half Street, S.E., from M Street to Potomac Avenue, Half Street, S.W. from P Street to Potomac Avenue and First Street, S.W. from P to T streets, S.W. | Illustrative staging discussions indicate first development along Potomac Avenue, S.W./S.E., followed by development near tip of Buzzard Point and final filling in of overall pattern. | Special importance placed on "Riverside site" but staging proposals are not outlined. | Development will likely occur first north and south of M Street, S.E., near Navy Yard Metrorail Station and along Potomac Avenue, plus Southeast Federal Center. Important to maintain existing uses, and interim uses, over lengthy development period. |

# V. RESPONSES TO COMMUNITY QUESTIONS

## INTRODUCTION

As the Buzzard Point/Near Southeast planning process has proceeded, a number of questions have been raised by members of the "community". The Office of Planning (OP) uses community in the broad sense; meaning residents, businesspersons, property owners, citywide organizations and public officials. Many questions were raised at the March 7 and May 16 community meetings and smaller meetings, and in written communications to OP. These questions, and responses, are outlined in this chapter. Multiple questions or issues dealing with the same subject have been combined.

OP believes that the questions outlined below generally encompass the issues that have been raised. Thinking about these issues has helped prepare a framework for moving on with the next stage of Buzzard Point/Near Southeast planning work. Community questions and responses prepared by OP and other District agencies have been grouped into 11 categories.

1. Planning Process
2. Land Use
3. Southeast Metrobus Garage
4. Transportation
5. Housing
6. Public Facilities
7. Impacts on Existing Neighborhoods and Surrounding Areas
8. Urban Design
9. Waterfront Development
10. Economic Development and Fiscal Impacts
11. Implementation

## QUESTIONS AND ANSWERS

### Planning Process

**QUESTION:** Should there be other participants in the planning process?

**ANSWER:** OP welcomes the participation of everyone interested in the development of the Buzzard Point/Near Southeast area.

Participants in the process include a wide variety of individuals and organizations, including residents, community groups, businesspeople, property owners, developers, planners and designers, citywide groups and public agencies. Advertisement and notification of meetings is designed to encourage broad-based participation.

**QUESTION:** Where will future meetings be located? Can some meetings be held in Southeast?

**ANSWER:** The first community meeting was held March 7, 1992, at St. Matthew's Lutheran Church, 222 M Street, S.W. The second community meeting was held May 16, 1992, at St. Matthew's Baptist Church, 1105 New Jersey Avenue, S.E. Future meetings will be held at convenient locations in Southeast and Southwest (including the same two churches, if available) in order to involve area residents to the maximum extent possible.

**QUESTION:** What is the involvement of the National Park Service (NPS)

**ANSWER:** NPS administers federal land in the Buzzard Point/Near Southeast area (including land operated as the James Creek and Buzzard Point marinas) and a strip of parkland along the Anacostia River east of the 11th Street bridges. OP has consulted with NPS and expects it to be an important participant in the area's development. NPS is especially interested in the coordinated development of the shoreline as a wide promenade linking major parks or other public amenities.

**QUESTION:** Can existing plans be compared and analyzed?

**ANSWER:** OP has developed a comparison matrix for the three proposed plans that have been developed for portions of the core planning area by the Federal City Council (the Anacostia Waterfront Study), Buzzard Point Planning Association and the Buzzard Point/Capitol Gateway Group (See Chapter IV). The analysis is a comparison of the plans that is based on applicable objectives contained in the Comprehensive Plan.

Adopted federal master plans for the Southeast Federal Center, Navy Yard and Fort McNair are summarized in Chapter III. The implications of these plans for the future of Buzzard Point/Near Southeast are indicated.

Land Use

**QUESTION:** What will be the mix of commercial and residential uses in planned development for the area?

**ANSWER:** The Comprehensive Plan designates Capitol South for medium-high density commercial use, and the Capitol Gateway and Buzzard Point areas for a mix of medium-high density commercial, high density housing and production and technical employment (PTE) uses. The commercial/residential mix in the Capitol Gateway and Buzzard Point subareas is still under study.

The Southeast Federal Center will have a major increase in federal office space, and some retail space, in new and recycled buildings.

The James Creek and Carrollsburg/Arthur Capper areas will remain residential, with improvements to protect and improve the existing residential character. Some commercial development and improvement is expected east of 7th Street, S.E.

**QUESTION:** How long will it take for the Buzzard Point/Near Southeast area to develop?

**ANSWER:** Development of the area will extend over the next 20-30 years, perhaps longer, depending on trends in commercial/residential markets and availability of public funds for infrastructure improvements. The program name, "Vision 2020," is an indication of the time frame.

First major development is most likely to be the new public buildings in the Southeast Federal Center. Private development will likely occur first along M Street, S.E. near the Navy Yard Metrorail station, with first private development in Buzzard Point probably focused along Potomac Avenue, S.E./S.W.

**QUESTION:** What is the potential for future neighborhood retail and "festive (destination) retail" development?

**ANSWER:** There will be potential for new retail development to serve future employees, residents and visitors. Retail potential will increase gradually over a 20 to 30 year period in response to employment and residential growth. However, that potential will primarily be generated within Buzzard Point/Near Southeast. The area is unlikely to attract large numbers of people from the rest of the city or region for basic shopping. Southwest residents may remember optimistic retail projections for Waterside Mall which proved to be unrealistic.

There is some potential for "festive" (festival retail) development which would draw from a larger area (city and regional) and would also attract out-of-town visitors. The plan for the Southeast Federal Center proposes some festive retail space. Other potential locations include the Capitol Gateway and Buzzard Point waterfronts. Festive retail (restaurants, shops, entertainment) should be on or linked to the waterfront.

**QUESTION:** What will be the land use relationships along the eastern and southern borders of the James Creek neighborhood?

**ANSWER:** On the east, between M and N streets, S.E., there is a narrow, 45 foot-wide strip of commercially zoned land between South Capitol Street and the rear yards of the rowhouses facing Carrollsburg Place. The strip's limited width cannot accommodate anything beyond small-scale strip commercial development. The "buffer" function of this strip should be used to shield the James Creek neighborhood from traffic on South Capitol Street. The strip is wider from N to O streets, S.W. (79 feet) and additional development might be accommodated at that location.

To the south of the James Creek area, there must be a transition in scale and use in the area between P and Q streets S.W. to buffer existing low-rise medium-density apartment buildings to the north from higher-density, taller commercial/residential development to the south in the Buzzard Point area.

**QUESTION:** Where can the existing concrete/asphalt and oil storage uses relocate?

**ANSWER:** The future of existing industrial uses from the Capitol Gateway and Buzzard Point areas is a major concern because of the limited amount of industrially zoned land within the city. Sand, gravel, concrete and asphalt operations which are grouped on or near the Anacostia Waterfront are especially important for the city's construction industry. It is anticipated these uses are likely to remain for the next 5-10 years, perhaps longer. This continued operation should be allowed, perhaps subject to some traffic movement and screening requirements as adjacent areas develop. At some time, the owners of the industrial property will want to develop their properties for more intensive and compatible uses. Planning for Capitol Gateway and Buzzard Point needs to consider where these uses may relocate in the future.

<u>Southeast Metrobus Garage</u>

**QUESTION:** How can the planned expansion of the Southeast Metrobus Garage be incorporated into the physical fabric of the redeveloped Capitol Gateway area The new bus garage is to include all of Square 700 and most of Square 702, except for the properties facing O Street, S.E.

**ANSWER:** The District continues to work with the Washington Metropolitan Area Transit Authority (WMATA) to ensure a facility whose visual and functional impact on adjacent uses will be limited. Design measures might include setbacks on M Street S.E. to allow retail/commercial frontage development.

**QUESTION:** What is the history of the bus garage study?

**ANSWER:** Consideration of a bus garage to serve the area began when WMATA acquired the property in 1974. Because the facility, built in 1939, was functionally obsolete and in deteriorated condition, WMATA and the city began investigating potential relocation sites. This major site search reached a milestone in 1987 when WMATA completed an environmental impact assessment which recommended the Washington Gas Light

(WGL) site at 12th and M streets S.E. However, the site was later found to contain subsurface petrochemical contamination. Fearing prohibitive clean-up and insurance liability costs, WMATA declined to acquire the site.

Since 1974, the city and WMATA have investigated approximately 40 proposed relocation sites for the Southeast Metrobus Garage throughout the District and even in adjacent Prince Georges County, Maryland. All of these sites have been rejected due to unavailability, potential environment impacts or uneconomical/inefficient location vis-a-vis the service area assigned to that garage (Far Southeast Washington and southern Prince Georges County, Maryland). Whatever assumptions were used in these analyses, one result was common to all of them. The District's extensive bus service needs can most efficiently be met if there is a modern, full-capacity transit bus facility very close to the present location of the Southeastern Metrobus division. The proximity to major arterials and thoroughfares, the ease with which buses can reach both the downtown and major bus service areas east of the Anacostia River, and the proximity to the bridges over the Anacostia River all combine to make the present location of the Southeastern bus garage operationally suitable for minimizing the District's $100,000,000 annual bus service subsidy to WMATA.

In 1991, after 40-odd sites had been studied and rejected for various reasons, the District and WMATA decided to reconstruct and expand the bus garage at its current location. On April 22, 1992, WMATA held a public hearing on its plans to acquire land for the expand bus garage. A public hearing on the design of the expanded bus garage site will be held in January 1993 after the Environmental Assessment process is completed.

**Transportation**

**QUESTION:** What traffic impact will new development cause?

**ANSWER:** New development will generate additional trips to, from, and within the study area. To the extent that the regional transportation network is already congested during the peak hours on most corridors leading to the study area, the additional trips caused by new development will result in longer peak periods.

**QUESTION:** Will shuttle bus service be used to serve the area?

**ANSWER:** It is clear that shuttle bus service will be used in the area. The Anacostia Waterfront Study and Buzzard Point Planning Association plans have recommended shuttle bus service for their respective planning areas. The Southwest Federal Center and Navy Yard plans also call for shuttle bus service. Shuttle buses would run from the Waterfront and Navy Yard Metrorail stations into adjacent employment and residential areas in order to extend Metrorail accessibility. Routes could shift in response to changing development patterns.

**QUESTION:** What about general transportation access to the area?

**ANSWER:** The Buzzard Point/Near Southeast area has relatively good highway access but moving from regional freeways (Southeast Freeway and South Capitol Street) into and out of the area is a problem. The area has good transit access through the Waterfront and Navy Yard Metrorail stations and through Metrobus lines, especially the P series (50s, 70s and 90s) which operate through the area. Phase II of the Anacostia Waterfront Study proposes capital improvements to further enhance transportation access to the area, including ramps between South Capitol Street and Potomac Avenue.

**QUESTION:** What will be the impact of the Intermodal Surface Transportation Efficiency Act (ISTEA) on the Buzzard Point/Near Southeast area?

**ANSWER:** The Intermodal Surface Transportation Efficiency Act of 1991 provides authorizations and funding for highways, highway safety and mass transportation nationwide for the next six years (through FY 1997). ISTEA also extends the national Highway Trust Fund (including its Mass Transit Account) through FY 1999. The impact of this federal legislation on the Buzzard Point/Near Southeast area will be indirect, at best. Projected city Capital Improvement Program (CIP) financial shortfalls through 1997 for already approved projects may absorb any additional ISTEA funds. However, ISTEA provides funding flexibility and may provide some funding for improvements in this area.

**QUESTION:** What about parking impacts in the area?

**ANSWER:** The Anacostia Waterfront Study estimated that by 2010 (more likely by 2020), its study area (Near Southeast and Southwest between M Street and the waterfront) would gain an additional 102,000 employees, of whom approximately 56,000 would commute by private automobile and vans. The study projects 25,600 parking spaces. The plan also recommended an extensive transportation demand management (TDM) strategy to limit automobile use by workers within the area. The city will work with major employers in the area to implement selected TDM measures within the area and to limit parking spillover into adjacent neighborhoods.

**QUESTION:** What is the feasibility of helicopter and water transportation to serve the area?

**ANSWER:** Helicopter service is now being provided by a private company (Air Pegasus) from a site near the Frederick Douglas Bridge, using a previous permit. Zoning revisions would be necessary to allow full operation. Helicopter service would serve relatively few people. Its impact on the community must be considered.

The Anacostia Waterfront Phase II study proposes a ferryboat docking facility. River boats are likely to be more important for recreational purposes than for commuter traffic. Community impacts need to be addressed.

**QUESTION:** What about access to the Frederick Douglas Bridge from P Street and Potomac Avenue?

**ANSWER:** The Anacostia Waterfront Study and the Buzzard Point Planning Association plans recommend new access ramps to connect the Frederick Douglas Bridge with Potomac Avenue and P Street. However, the proposed ramps are not in the District's current Capital Improvement Program (CIP). Further study of the engineering and financial feasibility of these ramps is needed.

**QUESTION:** What about traffic impact on First Street S.W.?

**ANSWER:** The potential impact of development-generated traffic on First Street S.W. through the James Creek area and the other residential areas adjacent to the core development area (Capitol South, Capitol Gateway and Buzzard Point) is a major concern to the city. Appropriate regulatory measures to discourage through traffic in residential areas will be necessary to avoid this impact. Through traffic should not filter through the James Creek neighborhood to reach the Buzzard Point area, First Street, S.W. would be a major access street into the Buzzard Point area south of P Street, S.W.

**QUESTION:** Can the Frederick Douglas Bridge be replaced with a tunnel?

**ANSWER:** Replacing the Frederick Douglas Bridge with a tunnel would result in prohibitive construction costs and significant environmental impacts to the Anacostia River and the areas where the suggested tunnel entrances would be located. The city has no plans to pursue this option.

**QUESTION:** What is the width of the public right-of-way of Half Street S.E. and Half Street S.W.

**ANSWER:** Half Street S.E. occupies an 80-foot right-of-way that includes a 32-foot roadway. Half Street, S.E. has been envisioned to serve as on important "pedestrian oriented" street connecting M Street, S.E. and the waterfront. Half Street S.W. also occupies an 80-foot right-of-way, but the roadway varies from 30 to 60 feet in width.

**QUESTION:** How can transportation access be provided to new development without disruptive impacts on adjacent neighborhoods?

**ANSWER:** The Anacostia Waterfront Phase II report contains a number of recommendations for improved transportation services in areas where new development is likely to occur. However, access will have to be provided using the existing street system (though improved). The Buzzard Point/Capitol Gateway Group has proposed an extension of Maine Avenue S.W. to connect with P Street, S.W. However, this proposal would impact existing residential areas in Southwest.

The District is aware of the potential traffic impacts of new development on adjacent neighborhoods. Major traffic flows need to be kept out of James Creek and Carrollsburg/Arthur Capper areas. Transportation demand management (TDM) measures will be important.

**QUESTION:** The Southeast Freeway/Conrail transportation corridor acts as a functional and visual barrier to linkages with Capitol Hill. Is there any way to soften its impact or improve linkages through this barrier?

**ANSWER:** The freeway/rail corridor presents a major design challenge because of its permanence, its size and the limited number of streets that permit access to areas north of the corridor. The Office of Planning assumes that the Southeast Freeway and rail corridor will remain in its present configuration at least through the planning period (the year 2020). Because of the city's limited capital budget resources, there are no plans to add additional crossings. It will be important to address how new development relates to freeway/rail corridor and how design features and landscaping may softer its impact.

**QUESTION:** What will be the interior traffic circulation pattern within the Buzzard Point and Capitol Gateway areas?

**ANSWER:** First Streets S.E., First Street S.W. and Potomac Avenue S.E./S.W. are the primary collector streets within these two areas. Potomac Avenue is particularly important because it links Buzzard Point with Capitol Gateway. The Office of Planning expects these streets to retain their functional importance as future development occurs in these areas. As previously noted, the major need is to allow access to the Buzzard Point area through First Street, S.E., and P Street and Potomac Avenue, S.W./S.E. without having traffic go through the James Creek neighborhood.

**QUESTION:** How will major street reconstruction in the area be undertaken.

**ANSWER:** The streets in Capitol South, Capitol Gateway and Buzzard Point areas are in very poor condition because of limited maintenance and heavy truck traffic. Total reconstruction or

major rehabilitation of most streets is needed.However, major improvements for these streets are not included in the current Capital Improvements Plan (CIP) due to budget constraints. The city is assessing alternate financing mechanisms for necessary public improvements in Buzzard Point/Near Southeast.

**Housing**

**QUESTION:** Will housing be provided for middle-income families?

**ANSWER:** There should be a range of housing in Capitol Gateway and Buzzard Point. The Capitol South area is indicated in the Comprehensive Plan as all commercial. The D.C. Department of Housing and Community Development (DHCD) has established a housing policy that promotes and supports homeownership to meet the needs of current and future District residents. Although DHCD has no land holdings in the designated area, it encourages all developers who request funding from one of its programs to provide as much low- to moderate-income housing as is economically feasible.

**QUESTION:** What about public housing for low-and moderate-income families?

**ANSWER:** The Department of Public and Assisted Housing (DPAH) administers 1,588 public housing units in the Buzzard Point/Near Southeast area. These units house almost 4,000 low and moderate income District residents. There are no plans at the present time to increase the number of public housing units in the area.

**QUESTION:** Should one-third of new development be residential?

**ANSWER:** Existing land use mix proposals for the Buzzard Point/Capitol Gateway areas range from 30 percent (Anacostia Waterfront study) to ten percent or less percent (Buzzard Point/Capitol Group). The mix is still under study. The Office of Planning believes that housing should be a major component of new development.

**QUESTION:** What are the boundaries of the James Creek area?

**ANSWER:** The boundaries of the James Creek area are M Street S.W. on the north, South Capitol Street on the east, P Street S.W. on the south, and Canal, N and Delaware Avenue S.W. on the west.

**QUESTION:** Will the housing stock in the Arthur Capper/Carrollsburg and James Creek neighborhoods be improved?

**ANSWER:** Existing housing in the Carrollsburg/Arthur Capper and James Creek will remain. Preservation and improvement of housing in the Arthur Capper/Carrollsburg and James Creek areas, along with planning for the improvement of their physical environment, are important components of the Buzzard Point/Near Southeast Vision 2020 Plan. The Carrollsburg/Arthur Capper neighborhood is almost entirely made up of two public housing developments--Carrollsburg Dwellings and Arthur Capper Dwellings. The James Creek neighborhood has a mix of public and private housing (See Chapter II).

**Public Facilities**

**QUESTION:** What about school and recreation needs?

**ANSWER:** D.C. Public Schools (DCPS) is currently conducting a physical conditions assessment of all of its facilities within the city. No expansion or modernization of school facilities is currently scheduled to take place in the Buzzard Point/Near Southeast area.

Additional recreation facilities will be required with the substantial increase in population. Since the District does not own large tracts in study area, recreation development will depend on agreements with developers or new land purchases. The land area needed for parks and recreation facilities will depend on specific densities approved in each section of the study area.

**QUESTION:** What about the park system in the area?

**ANSWER:** The Department of Recreation and Parks (DRP) operates several facilities in the area but there is little open space for purely park purposes in the Buzzard's Point area under DRP's jurisdiction. As with the development of new recreation facilities, park development will require land donations and other mechanisms. The waterfront linear park east of 11 Street, S.E. is in NPS jurisdiction. Achieving greater depth of open space along the shoreline is the most critical need for park development in this area. Increasing public access to the Anacostia River at appropriate locations is important.

**QUESTION:** What public facilities/programs will be necessary to serve new residents/employees.

**ANSWER:** The city has not yet determined what public facilities or programs will be necessary to serve the future needs of the core development area's future residents and employees. However, expanded counseling services, health and family care programs, and job training and placement programs are among the types of services that will be required. OP is continuing to work with District agencies to address facility and program needs.

Impacts on Existing Neighborhoods and Surrounding Areas

**QUESTION:** What relevance will the Buzzard Point/Near Southeast Plan have for existing local residents?

**ANSWER:** Major change will take place in the Buzzard Point/Near Southeast area over the next 20-30 years. Creation of an attractive new commercial/residential neighborhood can be beneficial to existing neighborhoods and provide economic development opportunities. The plan will also include provisions for improving existing neighborhoods. Residents should recognize that improvements will take place gradually over the next 30 years.

**QUESTION:** How will adjacent areas be affected by street construction, especially in terms of access?

**ANSWER:** Temporary detours around street construction sites may be necessary in some cases. The city will take steps to minimize these disruptions.

**QUESTION:** How will new development affect churches in the area?

**ANSWER:** OP expects existing churches in the area to remain and benefit from new development in terms of an improved setting, a larger residential population and increased economic opportunities for members of their congregations.

**QUESTION:** What about displacement of current residents and existing businesses?

**ANSWER:** Some existing businesses may relocate to new or renovated space in the area. Other businesses may relocate outside of the area. A business improvement program is needed to address the concerns of existing businesses in the area. James Creek and Carrollsburg/Arthur Capper housing will remain. The limited amount of existing housing in the core area will likely be removed before new housing is built.

**QUESTION:** Who will benefit from the planned development?

**ANSWER:** Development of the now-underutilized core area (Capitol South, Capitol Gateway and Buzzard Point) should benefit the city, residents and existing businesses in the areas, and future residents and businesses in the area. Landowners and developers will benefit from increased land values and development opportunities.

**QUESTION:** What will be the scale and density of development: How many cars? How many people?

**ANSWER:** The Comprehensive Plan designates the core area (Capitol South, Capitol Gateway and Buzzard Point) for a mixture of high-density commercial and residential uses and PTE (light industrial) uses. The Anacostia Waterfront Phase II study projects a possible additional 5,880 residential units and 102,000 net new employees for the study area (south of M Street).

**QUESTION:** What are the potential impacts of the Southeast Federal Center development on adjacent areas?

**ANSWER:** The city is working closely with the General Service Administration (GSA) to avoid negative impacts on adjacent areas from new development at the Southeast Federal Center (SEFC). "Eliminating the wall" along M Street, S.E. will help integrate the SEFC with adjacent areas. New employment opportunities will be created for area residents. The redeveloped SEFC should encourage new private development in the core area to the west.

**QUESTION:** How can established neighborhoods be protected from development pressures?

**ANSWER:** The Buzzard Point/Near Southeast Plan will include neighborhood conservation policies to protect and improve existing residential neighborhoods. It must be clear that James Creek and Carrollsburg/Arthur Capper areas are to be protected.

Urban Design

**QUESTION:** Should new buildings have frontage on streets or be oriented to internal courtyards?

**ANSWER:** OP believes that new buildings in the Buzzard Point/Near Southeast area should generally front on streets. Development in the area should have an "urban" character. However, exceptions should be expected in the case of buildings along the waterfront or on new squares.

**QUESTION:** What will be the scale of new buildings?

**ANSWER:** Based on Comprehensive Plan guidelines and proposed recommendations currently under consideration, new buildings in the planning area would be larger than most existing buildings in the area. Building heights would range from 60 to 110 feet, with 130-foot heights permitted in some locations. Overall floor area ratio (FAR) would range from 4.0 to 7.0. This scale of development would be similar to that of new development in the West End. However, some variations might occur along the waterfront and in the transition area from P to Q streets, S.W.

**QUESTION:** Should the city's existing street grid system be extended into the area?

**ANSWER:** The Comprehensive Plan stresses the importance of preserving the city's historic urban design character, including the L'Enfant Plan street grid. It is important to link the Buzzard Point/Near Southeast area as much as possible with adjacent areas. However, existing residential areas need to be protected from through traffic. New development should incorporate characteristics of the L'Enfant Plan, such as avenues, squares and circles.

**QUESTION:** How can a "Washington design character" be established?

**ANSWER:** A traditional "Washington design character" is needed to establish a "sense of place" on the part of new development in Buzzard Point/Near Southeast. The design of buildings, streetscapes and public open spaces should draw on the Washington design vocabulary. At the same time, since that the area will be developing well into the 21st century, allowance will have to be made for new design expressions.

**QUESTION:** How can the area be linked back into the rest of the city?

**ANSWER:** The Buzzard Point/Near Southeast area must be linked back to the rest of the city by improving physical links such as M Street, New Jersey Avenue S.E. and South Capitol Street. In addition, the public's knowledge of the area needs to be increased through publicity campaigns, promotion materials and events to inform District residents and visitors about the area's location and waterfront-oriented attractions. A marketing and promotion campaign for the area is needed.

**QUESTION:** What historic or architectural features should be preserved?

**ANSWER:** There are relatively few features within the nonresidential portions of the Buzzard Point/Near Southeast area that have historical or architectural significance. The 1906 Beaux Arts sewage pumping station is one example. Existing churches

and portions of the existing street grid are additional examples. A new design framework for the area needs to be created that incorporates those features that are to be retained. In addition, historic sections of the Southeast Federal Center, Navy Yard and Fort McNair will remain.

**QUESTION:** What will be the form of public space pedestrian networks? How will they be established?

**ANSWER:** The transportation and urban design elements of the plan should together establish the pedestrian network. The network will consist of walkways (especially along the waterfront), pedestrian-oriented streets (Half Street S.E. has been suggested for this treatment), and pedestrian-friendly streetscape treatment on local and arterial streets. Existing open spaces and pedestrian walkways should be enhanced and new open spaces added as part of the overall pedestrian network. The proposed urban square in the Southeast Federal Center is one example. Ideally, some portions of the network should be built ahead of development to establish a design framework and encourage pedestrian movement. Urban spaces and adjacent development should be designed with public safety in mind.

Waterfront Development

**QUESTION:** What will be the character of future waterfront development?

**ANSWER:** The Navy Yard and Southeast Federal Center plans call for a hard-edged waterfront character related to the industrial heritage of the Navy Yard, but with significant landscaping. The Buzzard Point Planning Association (BPPA) plans calls for an "urban waterfront." The Buzzard Point/Capitol Gateway Group proposes a more open, naturalistic waterfront treatment. OP favors an urban treatment. Additional design studies are needed.

**QUESTION:** Will there be meaningful waterfront access?

**ANSWER:** There is general agreement on the desirability of a continuous waterfront access from Fort McNair through the Navy Yard and on to the east. Achieving full waterfront development will take many years as individual sections are completed. Major access improvement will come first in the Southeast Federal Center and Navy Yard Waterfront sections.

**QUESTION:** Will there be public or private development at the water's edge?

**ANSWER:** There should be continuous public access along the waterfront. This may be public land or private land with open space easements. There will be public development in the Southeast Federal Center and Navy Yard and primarily private development along the Buzzard Point waterfront. The composition of development along the 1,000-foot Capitol Gateway waterfront (between the Southeast Federal Center and Buzzard Point) has not yet been determined.

**Economic Development and Fiscal Impacts**

**QUESTION:** Will a special assessment district be needed (to finance public improvements)?

**ANSWER:** A special assessment district organized as a business improvement district (BID) could be used to generate revenues to help supplement the public cost of constructing the public infrastructure improvements. The BID revenue could be used to supplement basic infrastructure costs by paying for a higher quality level of streetscape improvements such as special sidewalk pavements, benches, tree grates, signage, information kiosks and riverfront promenade improvement.

**QUESTION:** What is the potential for public/private partnerships?

**ANSWER:** Some type of coordinated public/private partnership will be necessary in the Buzzard Point/Near Southeast area to implement and guide development. The form and responsibilities of such a partnership will have to be determined. This entity will need to provide for District, federal, private and community membership. Smaller scale public/private development might involve the redevelopment of District owned property in the area.

**QUESTION:** What is the city prepared to do regarding economic development?

**ANSWER:** The District is prepared to use a wide range of strategies to encourage economic development in the Buzzard Point area. These strategies include, but are not limited to, the following:

- issue lower interest District-backed industrial revenue bonds (IRBs) to finance development construction for large, institutional organizations that choose to locate in Buzzard Point area;

- low cost loans to retail and service businesses locating in Buzzard Point area;

- zoning provisions to encourage preferred retail and community services, serving both Buzzard Point and neighboring areas, to locate in Buzzard Point and to encourage development of waterfront as a public promenade.

**QUESTION:** What are the alternatives (for development)?

**ANSWER:** No plans have yet been prepared for the Capitol South area, and limited work has been done on plans for the Capitol Gateway area. These areas are included in the core development area for which OP is currently preparing proposed plans.

Three plan alternatives have been prepared for Buzzard Point (see the separate plan evaluation matrix in Chapter IV and the discussion of next steps in Chapter VII).

**QUESTION:** What are the economic benefits from development (jobs, income and businesses) for existing area residents

**ANSWER:** Existing area residents will benefit from the Buzzard Point/Near Southeast development in the following ways:

- Retail and service businesses established to serve the new developments in Buzzard Point can also serve area residents.

- Job opportunities will be created by the development construction, by large government and private employers moving into Buzzard Point, and by new service and retail businesses opening to serve the new development. Because most jobs require some education and technical training, the job opportunities will result in actual jobs for area residents only to the extent the area residents have the education and training needed for the jobs.

- Increased employment and residential population will provide opportunities for existing and new businesses.

- The economic development component of the Buzzard Point/Near Southeast area should include programs to achieve development benefits for local residents. Job training to enable residents to qualify for future construction and permanent jobs as part of new development will be important.

**QUESTION:** Is there tourism development potential in the Buzzard Point/Near Southeast area?

**ANSWER:** There is considerable potential for tourism in the Buzzard Point/Near Southeast area because of its proximity to the U.S. Capitol (within one mile of that major attraction). The potential comes primarily from opportunities for waterfront festive marketplace and hotel development. Placement of some museums and monuments in the area would attract more visitors.

**QUESTION:** What about tax revenues from new development?

**ANSWER:** Property tax revenues will increase as development proceeds. New residential development will generate new income taxes and retail development will generate taxes.

**QUESTION:** What will be the impact of development on local taxes, especially property taxes?

**ANSWER:** Property taxes on Buzzard Point developments in the core area will increase as a direct result of the development construction.

**QUESTION:** What will be the impact of rezoning on residential taxes?

**ANSWER:** Where neighboring residentially-zoned areas remain unchanged, there will be no direct impact (increase in residential property taxes) from commercial rezoning in the Buzzard Point area. Increase in residential property values and property taxes may come indirectly as a result of more people wanting to live near the Buzzard Point development area.

**QUESTION:** Who will pay, residents or those who can afford costs (of new development)?

**ANSWER:** Developers in the core area will pay for new private development, including some public improvements. The city must determine what level of public improvements will be needed in order to spur private development.

**QUESTION:** What will happen to land values?

**ANSWER:** Land values will increase as a result of the Buzzard Point development with the greatest increase coming in commercial/retail use of the land. A smaller increase in land values would result from a higher percentage of mixed use developments being built.

**QUESTION:** What type of development offers greatest revenue benefit to the city?

**ANSWER:** Commercial/retail development could possibly offer greater revenue benefit to the District. However, total revenue from housing use of site may exceed commercial use when revenue from residents income tax and sale tax is taken into consideration (in addition to real estate taxes). Possible increased revenue from all commercial development has to be weighted against the negative side effects of this kind of development. Areas with only commercial development and little else tend to become deserted areas in the evenings and on weekends.

A mix of office, residential and retail uses generally offers the best relative benefit to the city. Determining the appropriate mix of uses is one of the key issues in the study area. A balance is needed between maximizing tax revenues and creating attractive and productive residential and business communities.

**Implementation**

**QUESTION:** How will proposed development be phased?

**ANSWER:** Phasing is still under study and is also subject to changes in the local development market. Since development of the area is expected to take 20-30 years (until the year 2020 or later), not every part of the area will be developed immediately. Development will occur first in the Southeast Federal Center. Some private development will also likely occur in the 1990s north and south of M Street S.E. near the Navy Yard Metrorail Station. The new Southeast Metrobus Garage will be built. First development in Buzzard Point will probably occur along Potomac Avenue, including the Capitol Point site. It will be important to provide for short-term improvements. Some infrastructure improvements need to be made early in the development process to spur future development.

**QUESTION:** What zoning will be proposed?

**ANSWER:** Zoning for the core areas (Capitol South, Capitol Gateway and Buzzard Point) is a key implementing feature of the plan. Zoning recommendations are still under study. Zoning south of M Street, S.E. (Capitol Gateway and Buzzard Point) will call for commercial and residential mixed-use development in order to implement the Comprehensive Plan. Capitol South will be zoned for medium-high density commercial development.

**QUESTION:** What design guidelines are necessary?

**ANSWER:** Design guidelines will be needed for key design features (major roads, open spaces and waterfront development) and the streetscape treatment for all streets and pedestrian walkways. Additional building design and landscaping guidelines may be needed for key locations.

**QUESTION:** How will public improvements be financed?

**ANSWER:** Infrastructure improvements must be financed both through public agencies (District and federal) and by private developers. Determining the amount and phasing of public improvements remains to be done. The Anacostia Waterfront Phase II study outlines a proposed capital improvements program for part of the Buzzard Point/Near Southeast area.

**QUESTION:** How can transportation system management measures be implemented and financed?

**ANSWER:** A coordinated approach to transportation demand management (TDM) is necessary in order to realize the full development potential of the area. The Anacostia Waterfront Plan Study (Phase II) recommends establishing a transportation management association which would rely on voluntary assessments on developers and employers and public sector funding.

## IMPLICATIONS FOR THE FUTURE

The number and scope of the community questions about development of Buzzard Point/Near Southeast indicate both interest, enthusiasm and concern about the future. A continuing consultation process is needed to continue to address questions that need more attention.

# VI. PROPOSED PLANNING POLICIES

## THE PROCESS

The Vision 2020 planning program for Buzzard Point/Near Southeast provides an opportunity to stretch our imaginations, to think about the opportunities to create a new working/living community, conceived in the last decade of the 20th century that comes to life in the first decade of the 21st century. Achieving such a new community requires many actions:

- Create a process for continuing community involvement of the individuals and groups with an interest in Buzzard Point.
- Create an overall policy framework to guide development and design while allowing for evolution and flexibility over the next 30 years.
- Make a special effort to ensure that the various subareas are considered together.
- Address social-economic needs as well as physical development.
- Develop short-range programs as well as a long-range 30 year plan.
- Adopt zoning regulations that insure that future development is not inconsistent with the Comprehensive Plan and ward plans.
- Establish a public/private management entity to guide development of Buzzard Point/Near Southeast.

This section outlines draft policies for shaping the future plan. It is not a plan in itself. Concepts are outlined in terms of plan elements and in terms of the nine subareas of Buzzard Point/Near Southeast.

## PLAN ELEMENTS

This section outlines draft policies for the Buzzard Point/Near Southeast area in terms of major elements of a plan. At this stage, these policies are in the "idea" stage, grounded in past planning work by the Office of Planning and others. These are "draft" policies, designed to stimulate discussion and thought. They may be amended, rewritten or discarded. New policies may be added. These "functional" planning policies are grouped by the elements used in the Comprehensive Plan.

Land Use

- Develop a land use mix for the core area reflecting the provisions of the Comprehensive Plan: mixed use residential/commercial and production and technical employment (PTE) development south of M Street in Capitol Gateway and Buzzard Point and commercial development north of M Street in Capitol South.

- Provide for and encourage retail services to serve the needs of local residents, including food, convenience and auto services.

- Encourage hotel development at appropriate locations near the Navy Yard Metrorail Station or the waterfront.

- Encourage location of major or institutional uses as anchors of new cultural development.

- Provide for continuation of existing industrial uses as the area is developing.

Economic Development

- Provide job training programs, in or out of the community, to provide residents with needed skills, with emphasis on jobs that will be available in the area.

- Develop "first source" employment agreement programs for District residents.

- Improve educational programs in the area's schools so that students are prepared for job opportunities when they graduate.

- Encourage the federal government (GSA) to lease space in new core area private office buildings.

- Carry out a promotion program to enhance the public awareness of the area for visitors and prospective residents and employers.

- Develop and implement a business retention and attraction program.

**Housing**

- Increase the housing supply and provide a range of housing (rental and ownership) in the community for different income and age groups.
- Retain and improve existing housing in the James Creek and Carrollsburg/Arthur Capper areas.
- Plan for an appropriate number of community based residential facilities.
- Develop programs to transfer some public housing units to home ownership.

**Environmental Protection**

- Encourage low pollution forms of transportation: walking, bicycling and use of electric cars.
- Design the new community to encourage efficient energy consumption.
- Design the new community to encourage recycling.
- Identify and eliminate any hazardous materials found during development of the area.
- Upgrade water and sewage systems.

**Transportation**

- Improve access into the area from regional highways (South Capitol Street and the Southwest/Southeast Freeway).
- Reconstruct or improve streets in the area, integrating design and traffic features.
- Maximize public transit use for access to the area.
- Implement a transportation demand management (TDM) system.
- Develop a shuttle bus system to serve the area, connecting with the Navy Yard and Waterfront Metrorail stations and, eventually, with the Capitol Complex and the Union Station/North Capitol Street area.

- Encourage innovation transportation service to reduce auto dependency, including special taxi service, rental cars and delivery services.

- Restrict through traffic in existing residential neighborhoods.

- Provide for and encourage water transportation for recreational use and, if feasible, for commuter travel.

**Public Facilities**

- Plan for community facilities to serve the Buzzard Point/Near Southeast community at full development.

- Integrate community facilities with new development.

**Urban Design**

- Establish a design framework that builds on the Washington design tradition (L'Enfant Plan and later plans) by establishing strong street lines and new urban spaces (circles, squares).

- Improve physical connections with the surrounding fabric of the city.

- Create a unique sense of place for Buzzard Point/Near Southeast.

- Develop an open space system that links together streets, new and existing spaces and recreation spaces.

- Develop continuous open space along the waterfront from Fort McNair through the parkland east of 11th Street, S.E.

- Adopt streetscape standards for the area.

- Incorporate art works into buildings and landscape to help create a special cultural landscape.

- Encourage local and national monuments to be located in the area.

- Protect views of national buildings and monuments across the area from the east bank of the Anacostia River.

Preservation and Historic Features

- Protect historic and architectural resources, including streets, buildings, places and districts.
- Integrate historic and architectural resources with new development.
- Undertake research on the history of the area and develop an overall program of exhibits, markers and interpretation to explain the historical development of Buzzard Point/Near Southeast.

Human Services

- Develop an improved health care program for the community, including adequate facilities and services.
- Encourage a range of child day care services in the community.
- Provide a range of cultural facilities and programs.
- "Wire" the community so that a full range of telecommunication services are available to residents, businesses and visitors.
- Encourage a range of youth facilities and programs.
- Encourage a range of facilities and programs for senior citizens.
- Design the area with a concern for public safety and provide a range of security services to limit crime and drug use.
- Foster community spirit.

## PLAN ELEMENTS BY PLANNING AREA

Buzzard Point/Near Southeast is comprised of nine subareas. This section outlines proposed policies by planning areas.

### The Core Area

#### Capitol South

Capitol South, the area north of M Street S.E., has received limited planning attention in the past. There is an opportunity to shape a special new area, adjacent to the Navy Yard Metrorail Station and just south of the Capitol Complex. Proposed policies are:

- Develop the area as a medium-high density commercial area, as indicated in the Comprehensive Plan.

- Provide for an appropriate amount of retail services, primarily to serve employees in the area and adjacent residents, with ground floor level retail near the Metrorail entrance.

- Adopt a streetscape and open space plan for the area with special emphasis on M Street, S.E., and New Jersey Avenue.

- Develop a new urban space at or near the intersection of Half and K streets, S.E. to serve as a focal point for the area.

- Require a setback of buildings along M Street, S.E., near the Navy Yard Metrorail Station entrance, to alleviate the problem of narrow sidewalks and create a special sense of place at the Navy Yard Metrorail Station entrance.

- Encourage location of cultural facilities and other visitor attractions.

- Develop special transportation services for the area, including linkages with the Capitol Complex to the north.

- Encourage relocation of the Department of Public Works (DPW) functions from Square 739 in order to provide space for new development (provided that suitable relocation space can be found).

- Develop the public space at Second Street, from M Street to I Street, S.E., as a new linear park.

**Capitol Gateway**

The Capitol Gateway area is important because it is the link between M Street, S.E. (and the Navy Yard Metrorail Station), on the north and the Anacostia River waterfront to the south.

The construction of the expanded Southeast Bus Garage provides a needed new facility but also complicates the development of this area. Additional work is needed to ensure future joint development opportunities at the bus garage site and to design the link from M Street, S.E. to P Street, S.E. (and on to the waterfront). Special work in also needed to determine the future use of the DPW O Street Yard and to coordinate waterfront development and street extensions at that point. Proposed policies are:

- Develop the area as a mixed use commercial/residential/industrial production and technical employment (PTE) area, as called for in the Comprehensive Plan.

- Develop retail space along M Street, S.E.

- Provide for widened sidewalks along M Street, S.E. near the Navy Yard Metrorail Station and develop a special sense of place at the Metrorail entrance.

- Develop a design for the Metrobus Garage that provides for safe and efficient operation, while shielding the garage from adjacent areas, limiting impacts and providing for staged joint development of the site.

- Design a connecting "spine" street or pathway from M Street, S.E. to the Anacostia waterfront, with appropriate design features and related uses.

- Prepare a program for improvement of the DPW O Street Yard, including waterfront development, street connections, relationships to the Southeast Federal Center, protection of utility needs, improvement of facilities and, if possible, transfer of DPW functions to another site in order to allow other use of part of the site (except for the two sewage pumping stations that will remain).

**Buzzard Point**

The Buzzard Point area south of P Street, S.W./S.E. is the most complex portion of the Core area and has received the most planning attention. Even so, important decisions remain to be made about the mix and pattern of development and the design of public spaces. Proposed policies are:

- Develop a area as a mixed commercial/residential/industrial production and technical employment (PTE) area as called for in the Comprehensive Plan.

- Allow existing industrial uses to continue as the area develops, with appropriate screening and traffic requirements.

- Work with existing industries on a relocation program.

- Develop a continuous waterfront open space along the Buzzard Point waterfront from First Street, S.E. to Fort McNair, with special emphasis on open space at South Capitol Street and at the tip of Buzzard Point.

- Develop a series of open squares and special streets within Buzzard Point, drawing on the Washington design tradition and connecting Buzzard Point with adjacent areas.

- Study and, if feasible, construct ramp connections between the Frederick Douglas Bridge and Potomac Avenue.

- Encourage entertainment, festive retail and water-oriented use along the waterfront.

- Provide for a transition of building scale and use (residential to commercial) in the two squares between P and Q streets, S.W. from Half Street, S.W. to Second Street, S.W.

## Residential Areas

### James Creek

James Creek is a residential community that is basically in good condition. It needs to be improved and enhanced and protected from future impacts of increased traffic. Proposed policies are:

- Encourage and program housing renovation, including Syphax Dwellings.

- Implement a program of home ownership for some public housing units.

- Improve sidewalks and open space.

- Improve community facilities.

- Allow for an appropriate level of commercial development along South Capitol Street from M to O Streets, S.W. that will not impact adjacent residential areas.

- Incorporate art works into the area.

- Use traffic management programs and devices to limit through traffic in the community.

- Implement an increased program of social/economic services for area residents.

**Carrollsburg/Arthur Capper**

Carrollsburg/Arthur Capper consists almost entirely of public housing in the two housing complexes. The commercial/residential area east of Seventh Street, S.E. needs additional attention. Proposed policies are:

- Renovate and maintain housing in the Carrollsburg and Arthur Capper housing complexes.
- Encourage renovation of the limited amount of private housing in the area.
- Improve sidewalks, streets and open spaces.
- Incorporate art works into the area.
- Improve community facilities.
- Use traffic transportation management programs to limit through traffic.
- Encourage appropriate commercial/or mixed use development, with retail services, on vacant parcels in Squares 769 and 800, along M Street, S.E. between Second and Fourth streets, S.E.
- Implement an increased program of social/economic services for area residents.
- Give additional planning attention to the commercial/residential area east of Seventh Street, S.E.
- Improve physical and social-economic linkages with the Southeast Federal Center.

**Federal Areas**

**Southeast Federal Center**

Proposed policies are:

- Support implementation of the Southeast Federal Center Master Plan.
- Work with the General Service Administration (GSA) to address design and development relationships between the District's O Street Yard (Capitol Gateway) and the Southeast Federal Center, including land for the urban square, waterfront open space connections, street connections and utility needs.

- Encourage increased federal outreach to adjacent communities, especially the Carrollsburg/Arthur Capper neighborhood north of M Street.

**Navy Yard**

Proposed policies are:

- Support continued development and improvement of the Navy Yard, in accordance with the Navy Yard Master Plan.

- Increase promotion of attractions at the Navy Yard.

- Encourage public access along the Navy Yard portion of the Anacostia Waterfront, consistent with Navy security requirements.

**Fort McNair**

Proposed policies are:

- Support continued improvement of Fort McNair.

- Support public access to the waterfront, consistent with Army security requirements.

**11th Street Bridge Area**

**Washington Gas Light**

The Washington Gas Light area is on the eastern end of the planning area and includes the properties owned by Washington Gas Company, the Steuart Petroleum Company and the National Park Service (NPS). Recommended policies are:

- Complete the environmental cleanup of the Washington Gas site so that the land is available for reuse.

- Maintain the private land in an industrial use category, as called for in the comprehensive plan.

- Consider the use of the area for relocation of some industrial and public uses from the core area.

- Develop public access along the waterfront and encourage development of NPS land for recreational use and appropriate related uses on a lease basis.

# VII. NEXT STEPS

## RECENT PROGRESS

In early 1992, the Office of Planning (OP) began the Vision 2020 program to plan for Buzzard Point/Near Southeast. Two major community meetings were held (March 7 and May 16, 1992). Smaller meetings have been held with public and private individuals and groups concerned with the area, including a District Government Working Group.

OP has undertaken a range of planning studies of Buzzard Point/Near Southeast and has drawn on other work by public organizations, private groups and community organizations. The results are summarized in this report.

## IMMEDIATE NEXT STEPS

**Receive Community Comments**: This report is being distributed to individuals, organizations and agencies interested in the Buzzard/Point Near Southeast area and will be presented and discussed at a Saturday, November 7, 1992 meeting at St. Matthew's Baptist Church (1105 New Jersey Avenue, S.E.) and at a Saturday, November 14, 1992 meeting at St. Matthew's Lutheran Church (222 M Street, S.W.). Comments will be requested at the meeting and in writing after the meeting. The Office of Planning would like to receive written comments by December 31, 1992.

**Complete Business Survey**: In August 1992, OP sent a business survey questionnaire to approximately 65 businesses in the Buzzard Point/Near Southeast area. Completed questionnaire are being received. OP will tabulate the results and use them in preparing short-range planning and business development recommendations. A summary report will be prepared.

**Prepare Buzzard Point/Near Southeast Plan Report**: Based on this background work and comments received, the Office of Planning will prepare a draft plan for Buzzard Point/Near Southeast, including zoning recommendations. This planning report will be presented at a community meeting.

**Report to the Zoning Commission**: Based on discussion of the plan report, OP will prepare a zoning report to the D.C. Zoning Commission and recommend that a hearing be scheduled to rezone the area to make zoning consistent with the Comprehensive Plan. The Office of Planning expects the Zoning Commission to schedule and hold hearings on rezoning Buzzard Point/Near Southeast in 1993.

## MID-RANGE PLANNING/DEVELOPMENT PROGRAM

OP expects a number of major planning decisions to be made, and rezoning of the Buzzard Point/Near Southeast area to be completed in 1993-94. However, the process of plan refinement, design and development of Buzzard Point will continue for many years. The major focus in 1993 will be on the Zoning Commission hearings and decisions on rezoning Buzzard Point. A number of other actions will be necessary over the next several years, including actions listed below.

**Management Entity**: Additional study is needed of a management entity or public/private development corporation to guide development of Buzzard Point/Near Southeast. This effort should build on the work done in Phase II of the Anacostia Waterfront Study and this report.

**Continuing Community Involvement**: A structured process is necessary to allow for continued community involvement in planning and development, including the involvement of the appropriate Advisory Neighborhood Commissions. After January 1, 1993, both ANC 2-D and ANC 6-B will be concerned with the development of Buzzard Point/Near Southeast.

**Coordination with Federal Projects**: The District government will continue to coordinate with federal planning and development projects in the area, including the Southeast Federal Center (General Services Administrative), the Navy Yard (Navy Department), Fort McNair (Department of the Army) and national park lands (National Park Service). Coordination will also be maintained with the National Capital Planning Commission and the Architect of the Capitol.

**Traffic Demand Management System**: Additional public/private effort is needed to establish a traffic demand management (TDM) system so that traffic management procedures are in place in 1996, when the first new federal building in the Southeast Federal Center is occupied.

**Improvement of Existing Communities**: The planning proposals for improving the existing James Creek and Carrollsburg/Arthur Capper communities must be refined so that implementation programs can begin. This includes physical improvement programs and social economic programs. The existing special programs of the Mayor's Empowerment Program for Buzzard Point/Near Southeast will continue.

**Joint Development Studies with WMATA**: The District will work with the Washington Metropolitan Area Transit Authority (WMATA) to undertake joint development studies for WMATA properties related to the Navy Yard Metrorail Station and the Southeast Metrobus Garage. The Office of Planning and the D.C. Department of Public Works will coordinate with WMATA on these studies.

**District Facility Studies**: Additional study must be made of the future of District government facilities in Buzzard Point/Near Southeast, especially the Department of Public Works' former trash transfer facility on New Jersey Avenue, S.E. (Square 739 in Capitol South) and the O Street Equipment Yard in Capitol Gateway. The District Government Working Group on Buzzard Point/Near Southeast will continue its work and help to refine the overall plan as well as addressing community facility and program needs.

**Industrial Use Study**: Some of the industries in the Buzzard Point/Near Southeast have special locational needs, especially the water-related industries in the Buzzard Point subarea (sand and gravel, concrete, asphalt, oil terminals). Additional study is needed of how these uses may be accommodated or where they may relocate as the area develops.

**Environmental Issues**: Additional study is needed to determine possible environmental problems in the area as a result of past or present uses.

**Historical Study**: A study should be made of this historical development of the Buzzard Point/Near Southeast in order to provide an overall view of historical evolution and to identify historic resources.

**Transportation and Infrastructure Improvements**: Additional study is needed of the feasibility, implications and cost of some transportation improvements, such as the proposed access ramps from South Capitol Street to the Frederick Douglas Bridge. Further study is also needed with respect to scheduling and funding street and utility improvements.

**Waterfront Development**: Further study is needed of the design and implementation of waterfront improvements. Coordination is needed with plans for the Southeast Federal Center and the Navy Yard, as well as the National Park Service properties in Buzzard Point.

**The Role of the Arts**: The Office of Planning has asked the D.C. Commission on the Arts and Humanities to help address the role of the arts (fine arts and performing arts) in both the short-term and long-range development of Buzzard Point/Near Southeast. We expect that this program will identify ways that the arts can help define the area and provide a special sense of place.

**Promotion and Special Events**: As Buzzard Point/Near Southeast begins to develop, it is important that community residents, District and metropolitan residents, developers and investors know about the area. A program to increase the "civic image" of Buzzard Point/Near Southeast is needed, including information in a variety of forms, tours, signing and special events. An annual "Buzzpo" festival could be developed to draw people to the area. A self-guiding tour booklet should be prepared to help residents and visitors explore and understand the area today, and how it will evolve in the future.

In summary, a range of actions is needed to continue the development of Buzzard Point/Near Southeast. The immediate need is to complete a plan for the area and move forward with rezoning.

## ACKNOWLEDGMENTS

The Office of Planning (OP) would like to thank all the members of the Buzzard Point/Near Southeast community (residents, businesspersons, property owners, institutions, developers, citywide organizations and public officials) who have thus far participated in the Buzzard Point/Near Southeast: Vision 2020 program. OP hopes this participation will continue. We especially appreciate the participation of members of Advisory Neighborhood Commission 2D. We also thank St. Matthew's Lutheran Church and St. Matthew's Baptist Church for allowing use of their community rooms for the Vision 2020 meetings.

OP acknowledges the use of considerable information from other studies, including the Anacostia Waterfront Master Plan (coordinated by the Federal City Council), the Buzzard Point plan proposed by the Buzzard Point Planning Association (BPPA) and the proposal outlined by the Buzzard Point/Capitol Gateway Group (BP/CGG). Plans and information developed for Southeast Federal Center, Navy Yard, Fort McNair and the National Park Service have also been incorporated in this report.

Work has involved a number of District agencies, especially agencies on the District Government Working Group on Buzzard Point/Near Southeast. A number of staff members of the Office of Planning have contributed to this report.

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