BUZZARD POINT/CAPITOL GATEWAY

NEAR SOUTHEAST MASTER PLANS OVERVIEW

The Buzzard Point/Near Southeast study area is generally bounded by M Street on the north, the Washington Channel on the west, the Anacostia River on the south and southeast, and the Southwest/Southeast Freeway on the east. Two master plans were previously prepared for the study area: the Buzzard Point Planning Associates Plan (revised November 1991) and the Federal City Council's Anacostia Waterfront Master Plan (November 1988). **These two plans solely consider the Buzzard Point area.** While the specific recommendations of the plans differ in some respects, they generally resemble one another in intent and goals, with the exception being the BPPA plan which specifically addresses zoning as to the commercial and residential usage and puts forward a formula by which this use is mixed and phased to the year 2020; BPPA's plan is site specific as to the commercial and housing usages of each square and lot. The Buzzard Point / Capitol Gateway Group (BP/CGG) considered the merits of these plans, such as the need to create green public space along the waterfront and the need to protect the view corridors, existing industrial usage, residential neighborhoods and historic Fort McNair, and in particular, the near term impact on existing industrial usage in the study area. The BP/CGG responded by submitting a plan to the Zoning Commission who referred it to the Office of Planning for consideration. Unlike other plans of the area, the Capitol Gateway group (BP/CGG) considered as part of the plan, the Capitol Gateway, near southeast area which includes squares 700 and 702, the subject of the April 22, 1992 WMATA public hearing for a bus maintenance facility.

CASE No. 96-3/89-1
EXHIBIT No. 64

All plans for the most part agree that the continuation of the area's zoning -- C-M-2; M; R-4 and unzoned -- would not allow future development of commercial and residential uses in compliance with the goals of the District of Columbia's Comprehensive Plan (April 10, 1984 and March 16, 1985). The BPPA study, for instance, relies exclusively on the transfer of development rights (TDR's) to achieve its zoning goals.

ZONING COMMISSION
District of Columbia
CASE NO.96-3
EXHIBIT NO.64

It also requires that 20% of total development be devoted to residential uses and believes that the current zoning is correct in some parts of the study area. The BPPA plan additionally recommends the establishment of a new zone for the Buzzard Point area that would permit a mixture of uses throughout this area while limiting other uses within defined sub-ares. Specifically, the BPPA plan effectively down zones waterfront properties while at the same time increasing density on interior properties contiguous to Potomac Avenue, and has no provision for existing industrial use relocation.

BP/CGG asked the Zoning Commission to consider a departure from the transfer of development rights concept for the study area and suggests a simplified approach that applies a combination of existing test proven zoning designations that have been effectively employed previously, along with specific density bonus provisions for waterfront usage and the Capitol Gateway area. BP/CGG also recommends consideration of a tax increment financing and/or land subsidy program(s) that have been effectively employed in two successful redevelopment areas: Battery Park City in New York City and the Docklands in London, and the requirement that an industrial relocation policy and plan be initiated prior to action being taken by the District of Columbia Zoning Commission on rezoning the area.

All plans, however, create new open spaces and recommend alterations to the existing street pattern. The BPPA study creates a series of open spaces that are axially linked and integrated into the City's existing infrastructure and a 65 foot wide landscaped, two-tiered urban waterfront promenade extending from 1st Street, S.E. south to Fort McNair. It also enhances the importance of Potomac Avenue and upgrades and landscapes it; originally, a half-mooned park at its termination at Fort McNair was envisioned. This half moon park was eliminated from BPPA's plan as a result of the Zoning Commission granting approval for a Planned Unit Development on Squares 602 and 604 (Capitol Point, W-1, W-3 zoning category).

Additionally square 665, owned by Pepco, is now precluded from Development as it will need to be in use for combustion turbines through the year 2020 or longer (revised BPPA plan, November 1991).

The FCC maintains that their plan for Buzzard Point is conceptual and does not address commercial and residential zoning, however, they have suggested that 25% to 30% of the total development should be dedicated to housing usage. The FCC study recommends development of a publicly-accessible park along the entire waterfront with a minimum easement and the creation of three new public squares. This study also re-aligns Potomac Avenue. Their creation of a large circular park at its termination makes the statement that Potomac Avenue overshadows South Capitol Street in its importance.

The BP/CGG plan recommends that at least 4 parks be created along with a wide waterfront promenade for Buzzard Point. The plan makes a departure from the other two in its view that Potomac Avenue's importance in the street system of Buzzard Point/Near Southeast study area has been over-emphasized. It only extend the length of several blocks within the study area and its continuity is broken by an overpass and a bridge. The BP/CGG plan shows restoring the original orthagonal grid system in the area and preserving the importance of South Capitol Street as the major means of access to the area. Additionally it suggests that development (phasing) occur initially within the Capitol Gateway area to waterfront properties along the Anacostia, and then to the interior squares of the study area. The interior of Buzzard Point would then be developed during the Final phase of development so as to coincide with the relocation of Pepco's existing combustion turbines located on square 665.

The BP/CGG plan therefore calls for extensive commercial development within the Capitol Gateway

corridor and along the waterfront in order to encourage development and usage of this area as well as to stimulate and enhance future waterfront usage. It also requires that as an integral part of the planning process that a relocation plan for existing industrial users be prepared as an initial step in the planning process and such economic incentives such as tax abatement, relocated expenses and the like be provided and allocated in the near term so that existing industrial usages will not be adversely impacted. The BP/CGG group which owns 600,000 SF of property in the area has a combined development potential in the Capitol Gateway area of over 3,000,000 square feet.

However, prior to proceeding with rezoning, the following is needed

- An industrial relocation policy and relocation plan be prepared by the Office of Planning and Office of Business and Economic Development.
- Environmental Impact Statement be prepared by WMATA.
- Assessment of bus maintenance facility impact on economic development of the Capitol Gateway, Near Southeast Area
- Plan and Environmental analysis and assessment as to the viability of the Washington gas light company site for combined industrial relocation site for Capitol Gateway, Buzzard Point industrial users and WMATA bus maintenance facility.
- WMATA prepare studies of alternate site options for the bus maintenance facility.
- WMATA prepare a Traffic Impact study for the bus garage (square 700 and 702) prior to proceeding with the property acquisition.
- District of Columbia hold in abeyance rezoning the Capitol Gateway area until such time as further impact studies are prepared analyzing the impact on existing industrial usage.
- The Office of Planning consider a C-3-C zoning reclassification for squares 700 and 702 as the most appropriate category as so as not to preclude joint development of those square.

Urban Design

Overview - This response to the District of Columbia Office of Planning, Vision 2020 Draft Background Report has been prepared by the Buzzard Point / Capitol Gateway Group (BPCG). The Buzzard Point / Capitol Gateway Group is the largest active planning group with ongoing business in the study area; several members, in fact, have operated their businesses here for over fifty years, many vital to the City's economy. This group has a long term interest in the planning and rezoning of the area and as property owners, the group is uniquely positioned to contribute to the implementation of a plan for the area while concurrently maintaining operations of their existing light industrial uses.

Necessary to future development of the Buzzard Point / Capitol Gateway area is the need to make decisions as to a comprehensive relocation plan for existing industrial companies to be displaced, particularly those companies that require access to the Anacostia River for barging materials. Then, consideration of the plan geometrics and finally the appropriate levels of development usage within each planned subarea must be determined.

Plan - Within a comprehensive urban design plan, the Buzzard Point / Capitol Gateway Group has categorized the study area into three sub areas: the **Metro impact area** (MIA), the **Douglass Bridge impact area** (DBIA), and the **Housing Priority area** (HPA). These three subareas were established based upon their proximity to Metrorail and future capacity of existing roadway arterials. For instance, as a guiding design principal, those squares closest to Metrorail such as the MIA and/or major roadways as in the DBIA are appropriately assigned the highest level of development density and intensity of usage; squares farther away from traffic corridors, such as within the HPA, have a lower development density and intensity of usage.



MIA - Immediately adjacent to the Southeast Federal Center, Capitol Gateway provides much needed commercial office and retail usage and will be the primary employment subarea, served by the Metrorail. Metrorail ridership projects that 40% of persons employed in the study area will use Metrorail. Capitol Gateway will also serve as the primary receiving area for Transferring Development Rights (TDR's) from subareas B and C. Here building heights would be regulated in accordance with the Height Act of 1910. The greatest level of commercial development density would occur within this subarea. It straddles South Capitol Street, north of the Frederick Douglass Bridge, between Half Street SW and First Street SE. From the Metro Station at M Street and First Streets SE, it runs south along a commercial spine that encompasses both sides of Half Street, to "Riverside", a destination commercial/retail development complex fronting the Anacostia River.

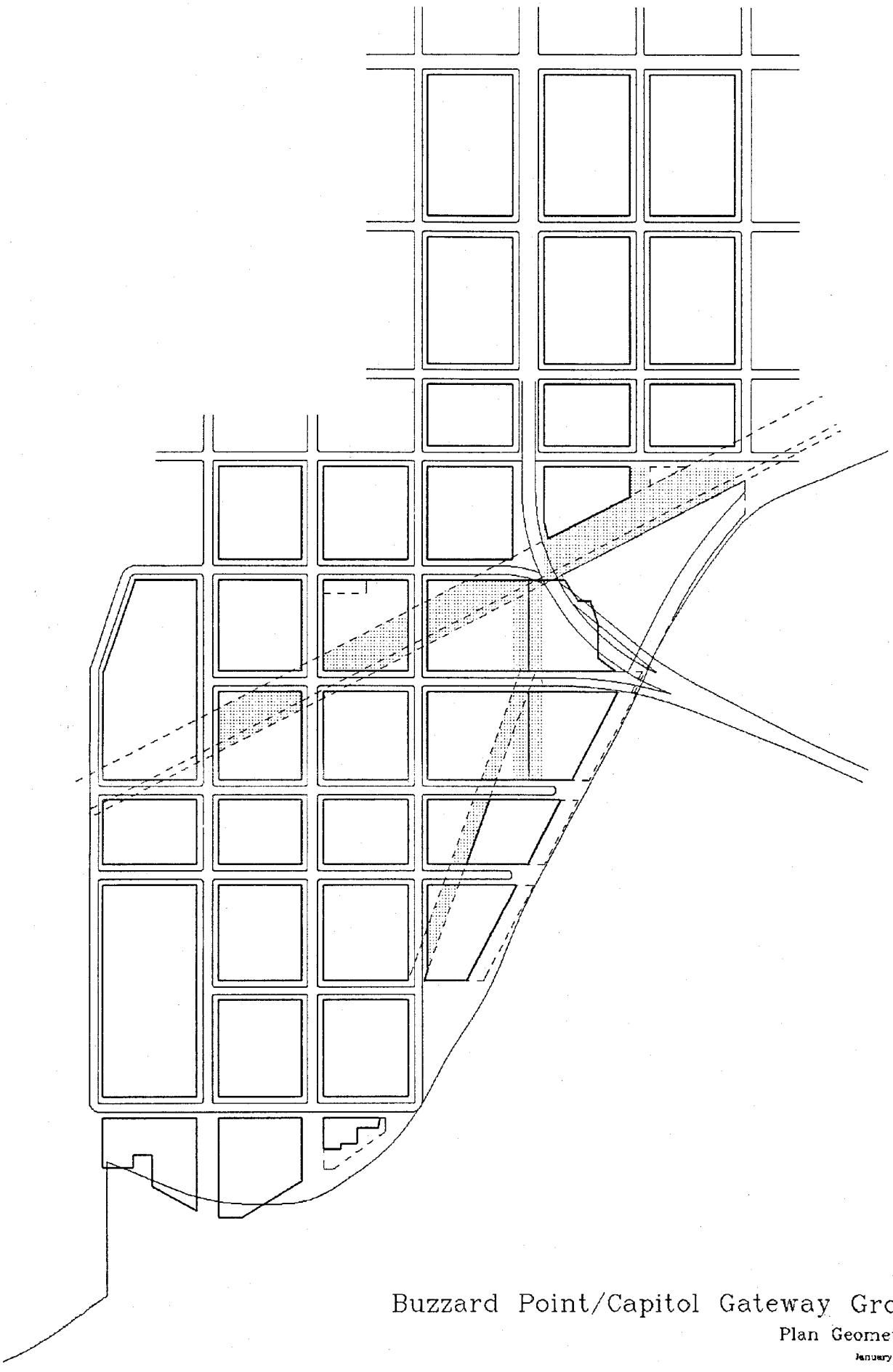


DBIA - Within this commercial subarea, building heights vary from 130' to 65' as commercial development moves from the Douglass Bridge impact area towards historic Fort McNair. Primary traffic access to the Buzzard Point area will be vehicular, using dedicated directional ramps to and from the Douglass Bridge. Secondary vehicular access will be accommodated by P Street extended, with additional access from eastbound M Street to southbound Half Street SW into Buzzard Point. The transition from commercial usage to housing will occur at public parks where adjacent squares are equally mixed residential and commercial uses. BP/CGG recommends that at least two interior parks be created through the closing of Potomac Avenue by land exchange, FAR bonus incentives, and/or purchase agreements with area property owners; these parks will enhance the overall urban design character of the area, and facilitate development linkage with the existing residential neighborhoods, north of P Street.



HPA - The housing priority area is located adjacent to historic Fort McNair; here building heights are limited to 65'. Pedestrian oriented, the area is farthest from the higher commercial development of subarea A and B and is the TDR sending subarea for MIA. Direct access to the waterfront park system invites and encourages residential community activities and recreation. This park system will link the residential areas to Hains Point, by means of a pedestrian bridge across the Washington Channel, to Fort McNair, to a community boating facility located on National Park Service property and eastward along waterfront parks to "Riverside" and the Southeast Federal Center. With the proposed conversion of the existing Pepco building, "Power House", to a cultural arts, retail and community activities complex, it is anticipated that both "Riverside" and "Power House" will be complimentary destination commercial / retail complexes, thereby enriching the quality of life for residents, workers and visitors to the area.

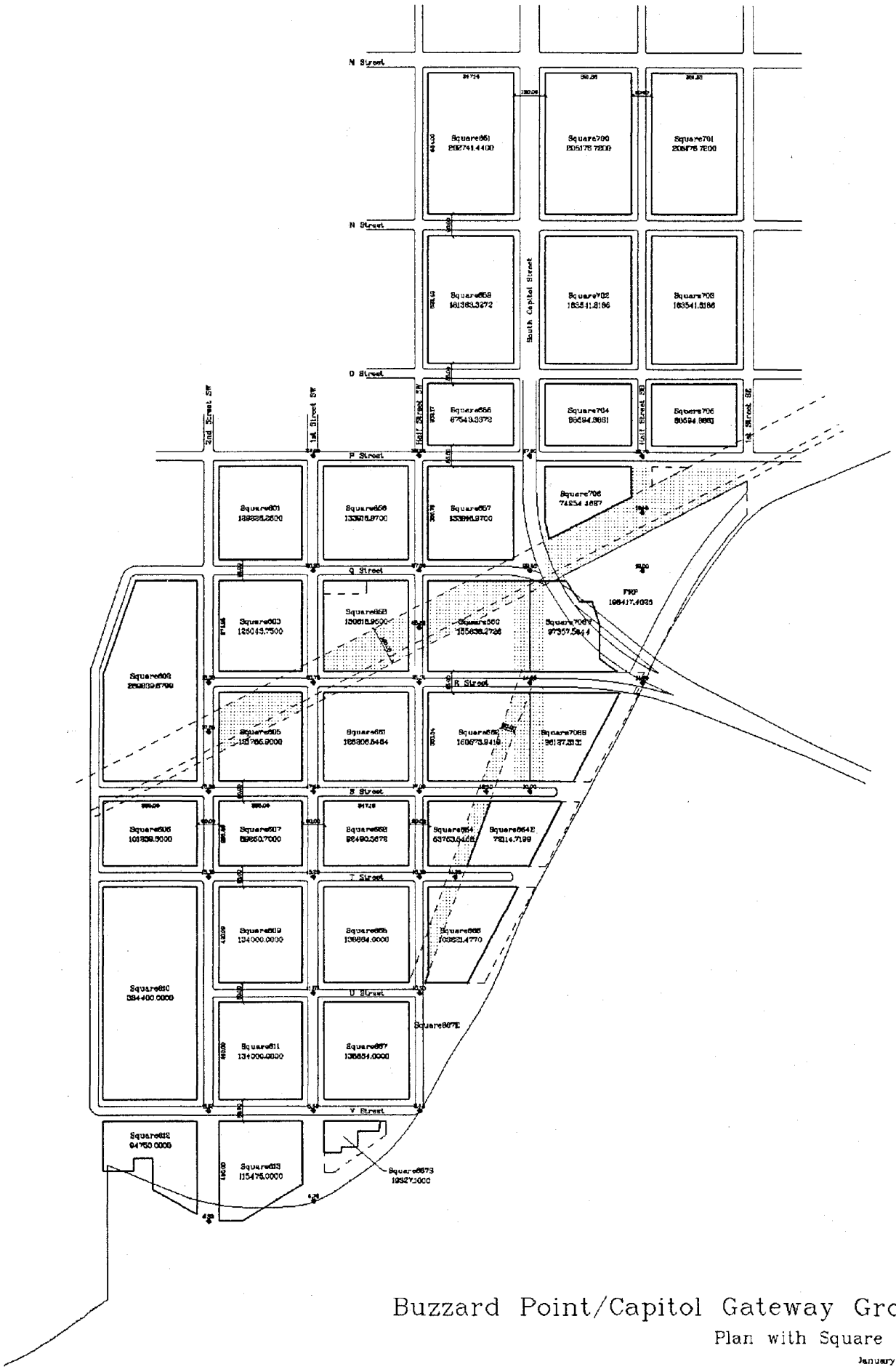
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Buzzard Point/Capitol Gateway Group

Plan Geometrics

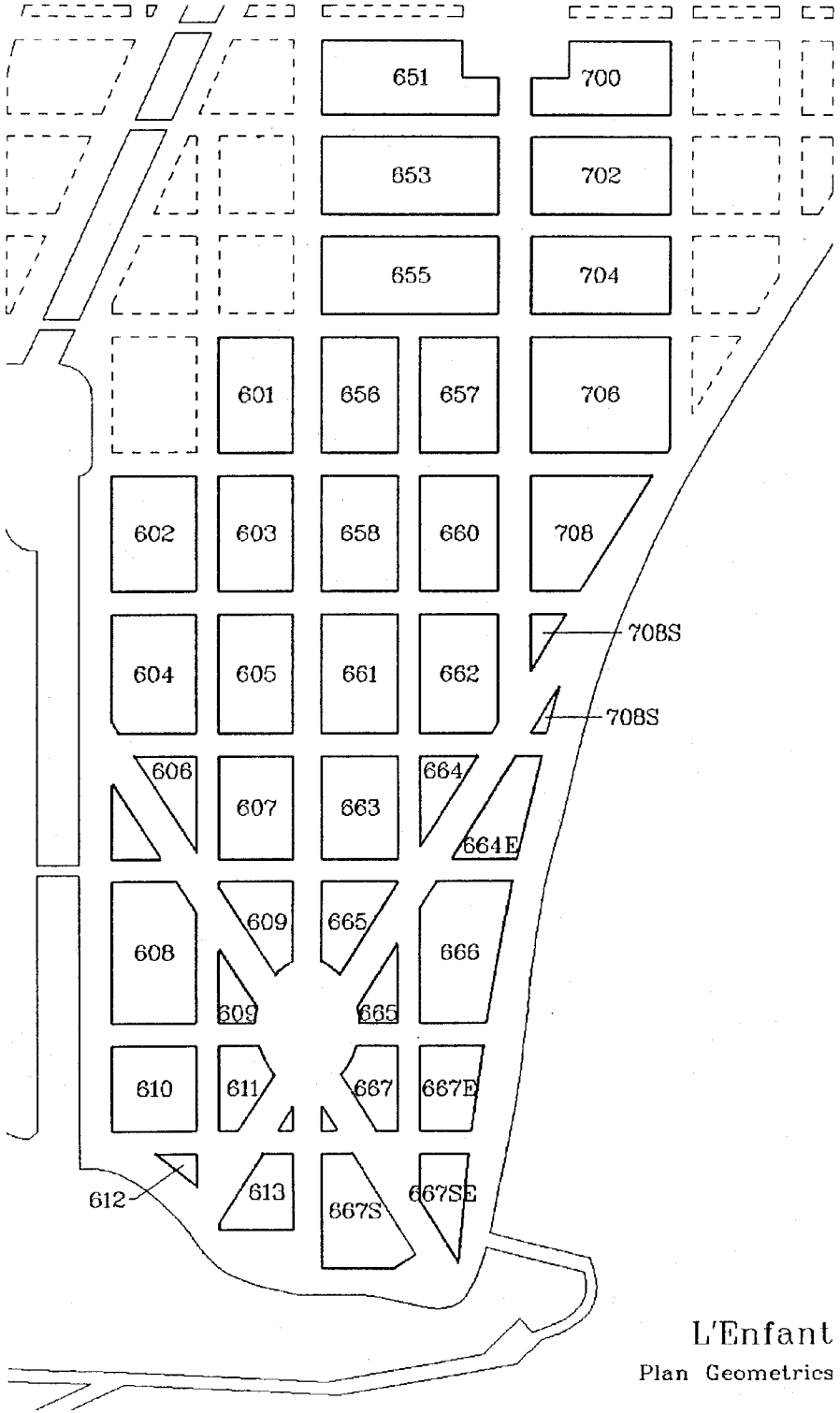
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Buzzard Point/Capitol Gateway Group

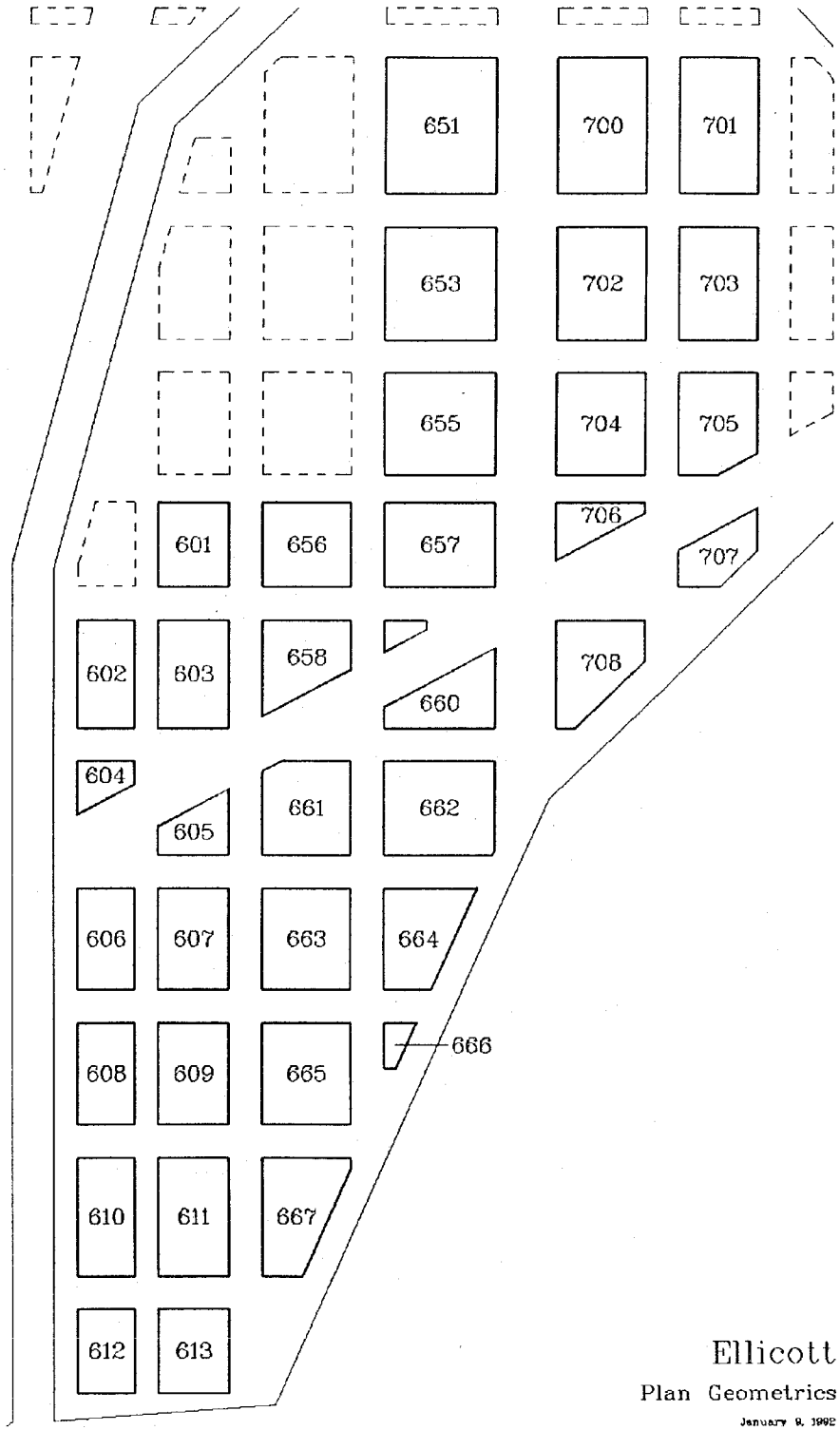
Plan with Square Data

January 31, 1992



L'Enfant

Plan Geometrics

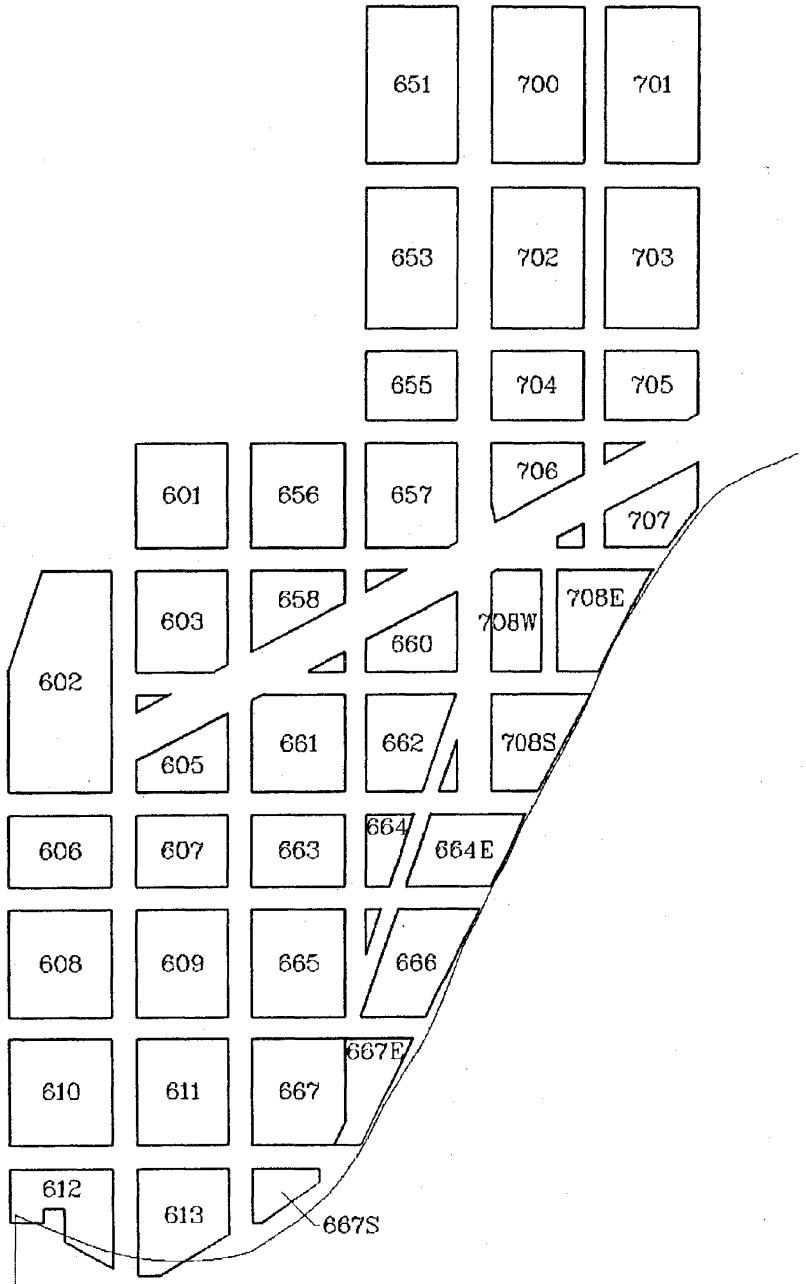


Ellicott

Plan Geometrics

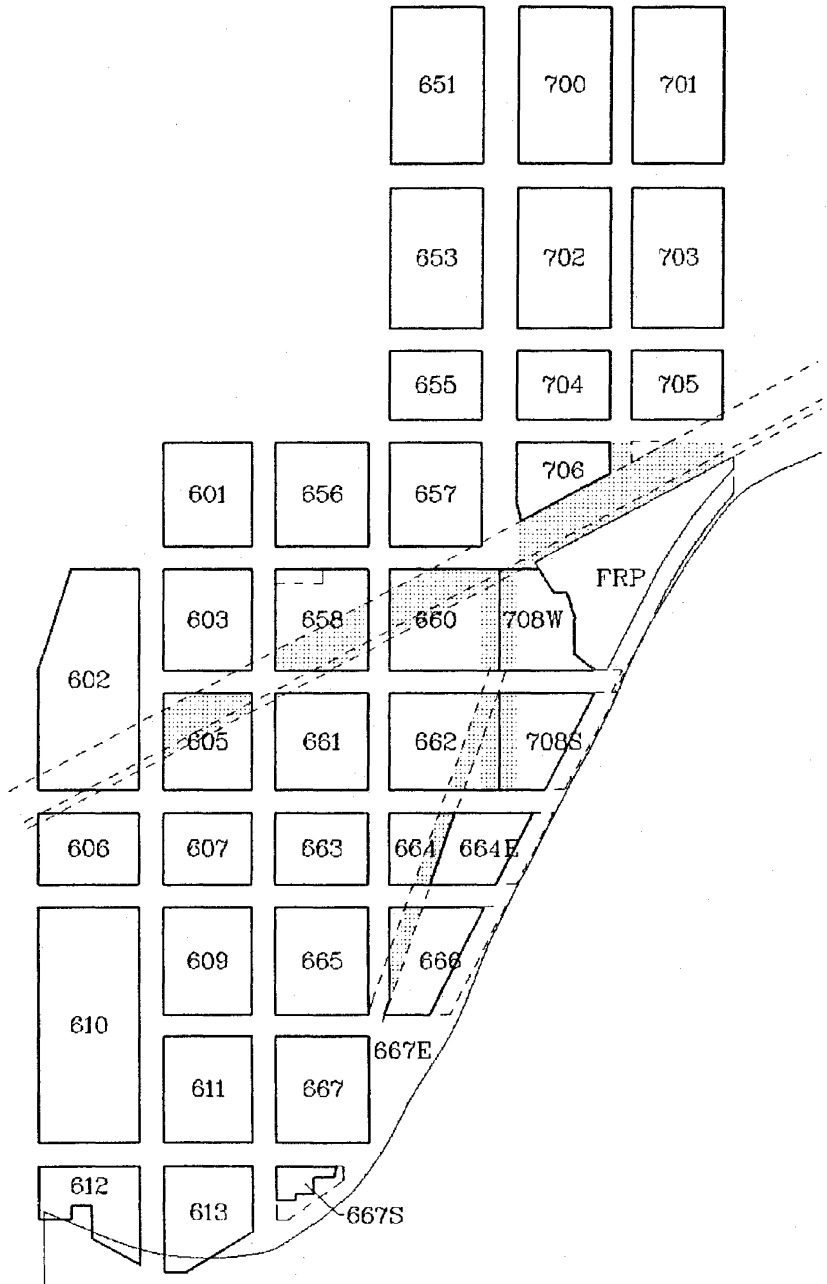
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H



Sanborn

Plan Geometries

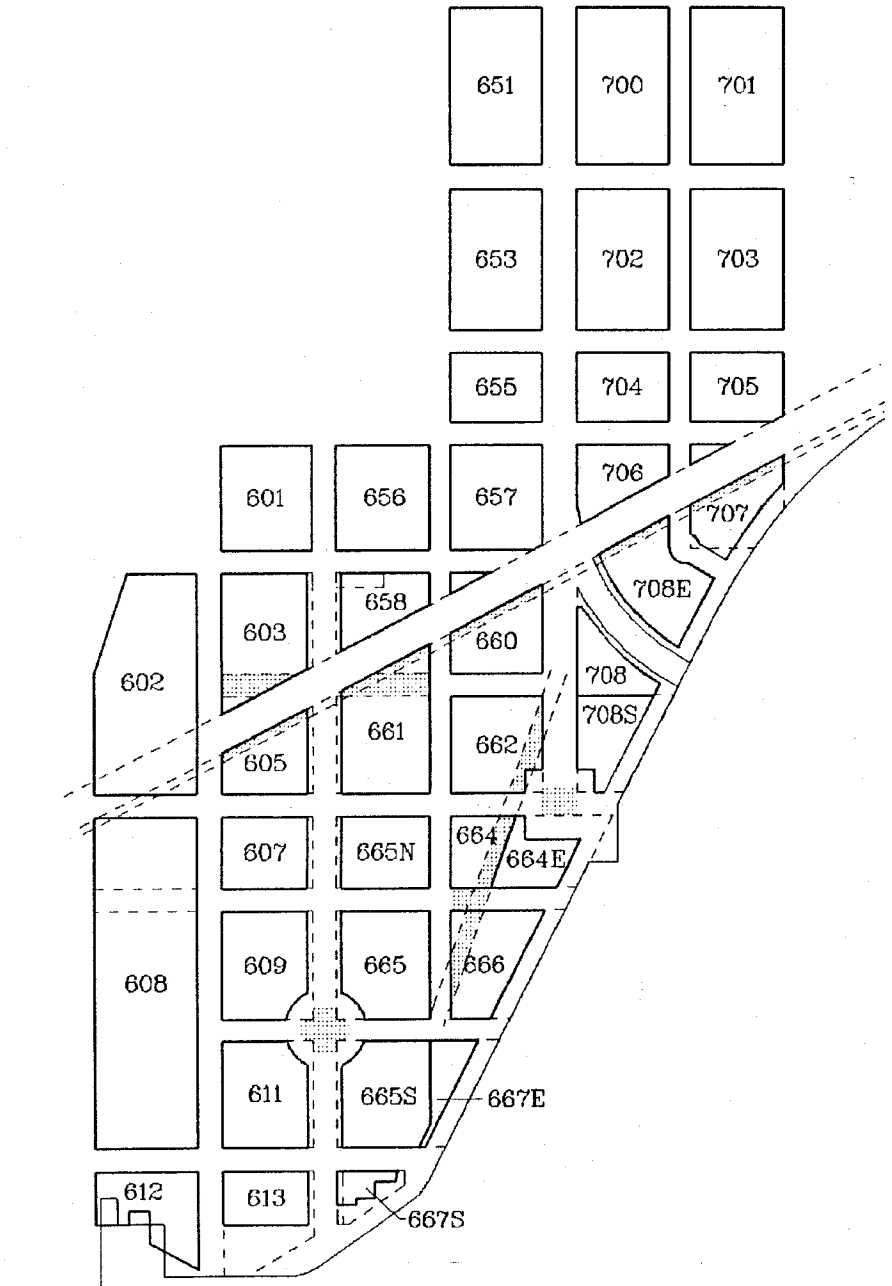


Buzzard Point/Capitol Gateway Group

Plan Geometries

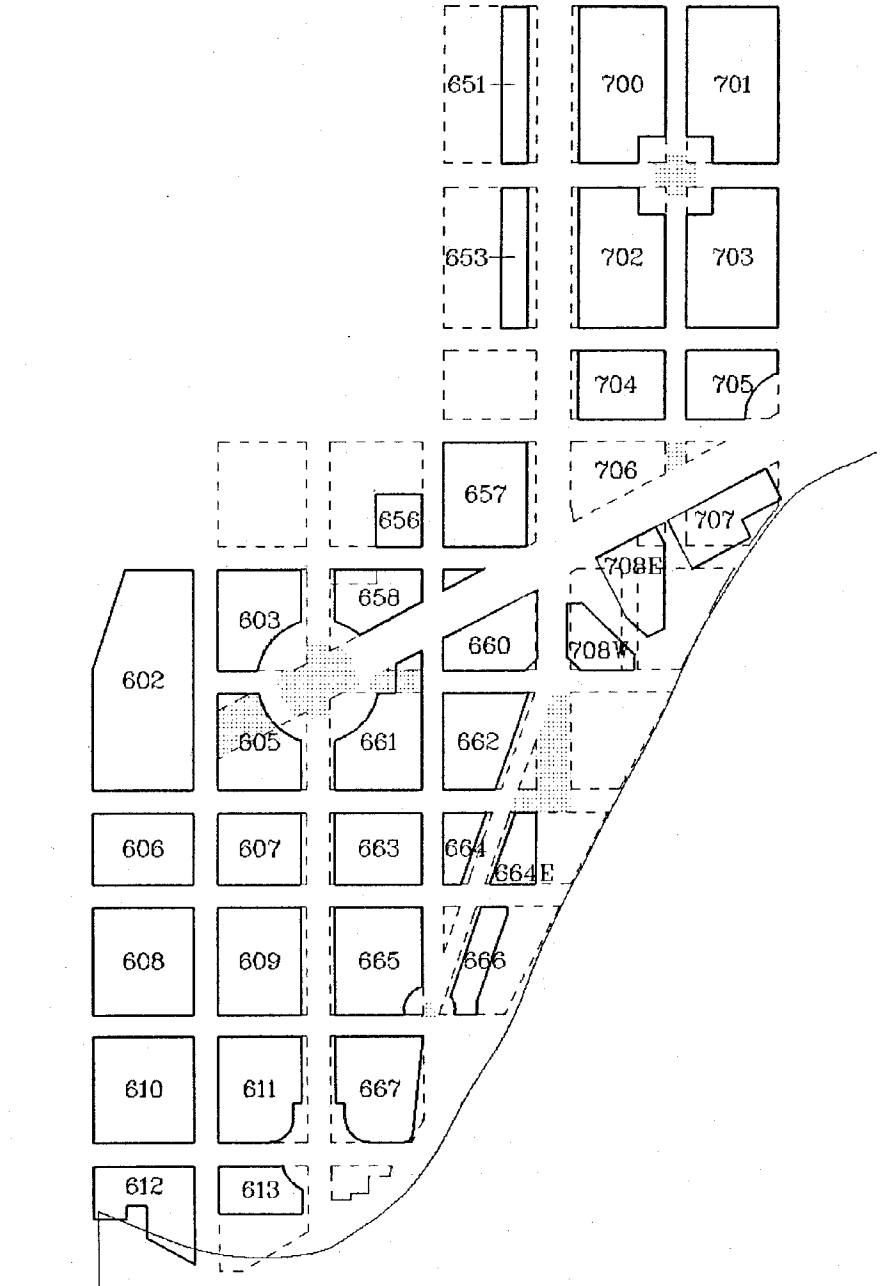
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H



Buzzard Point Planning Association

Plan Geometrics

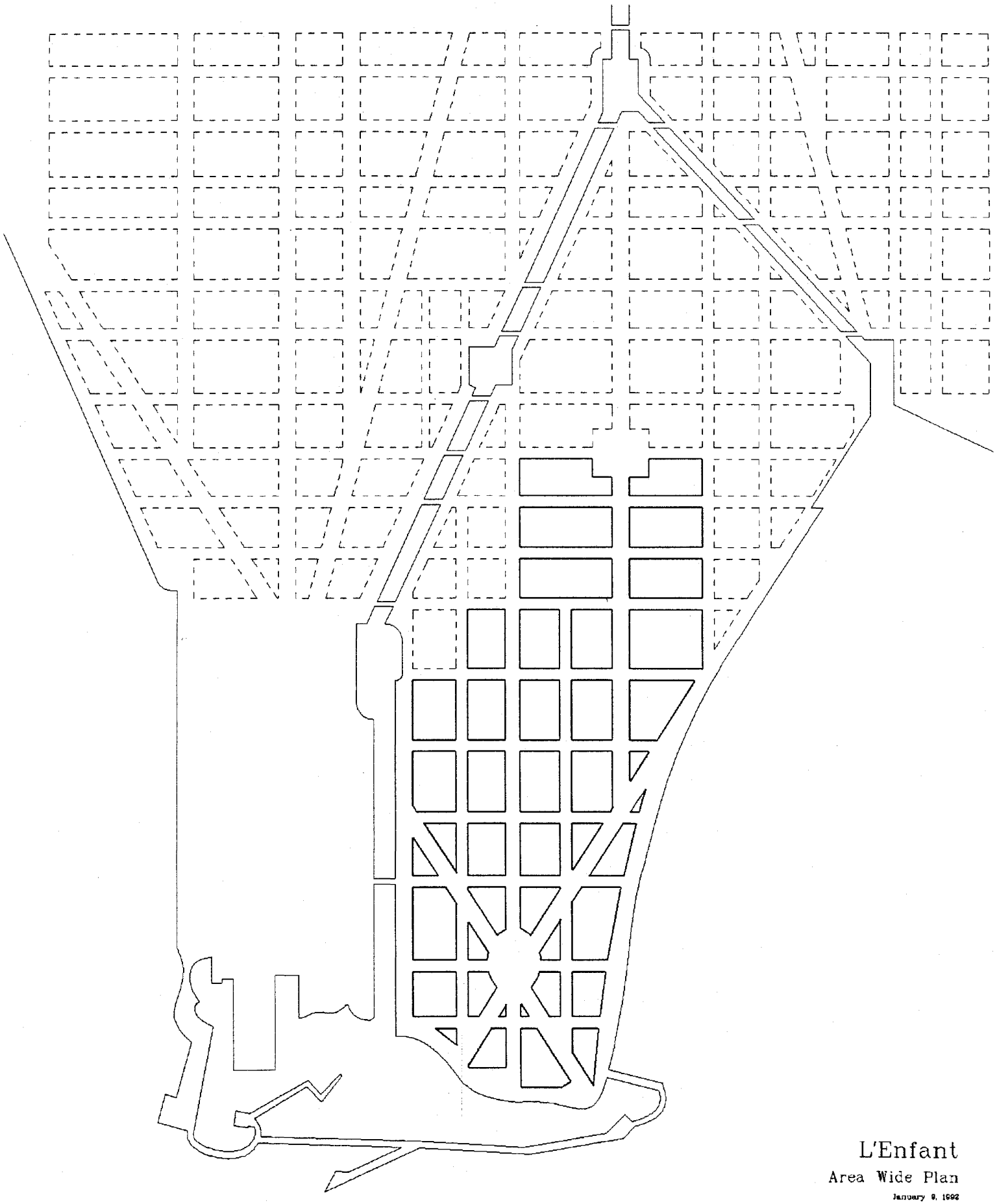


Federal City Council

Plan Geometrics

January 11, 1992

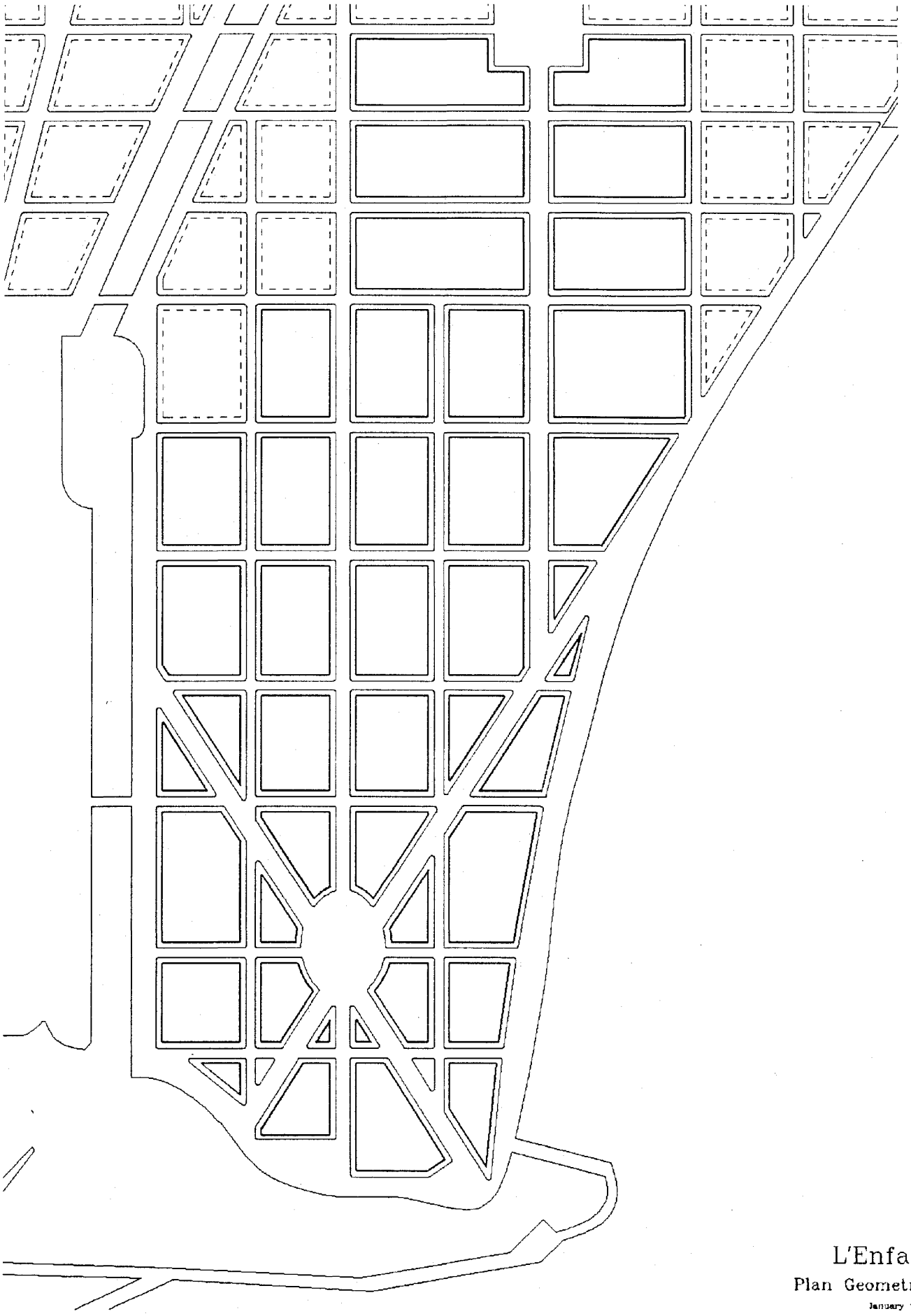
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L'Enfant

Area Wide Plan

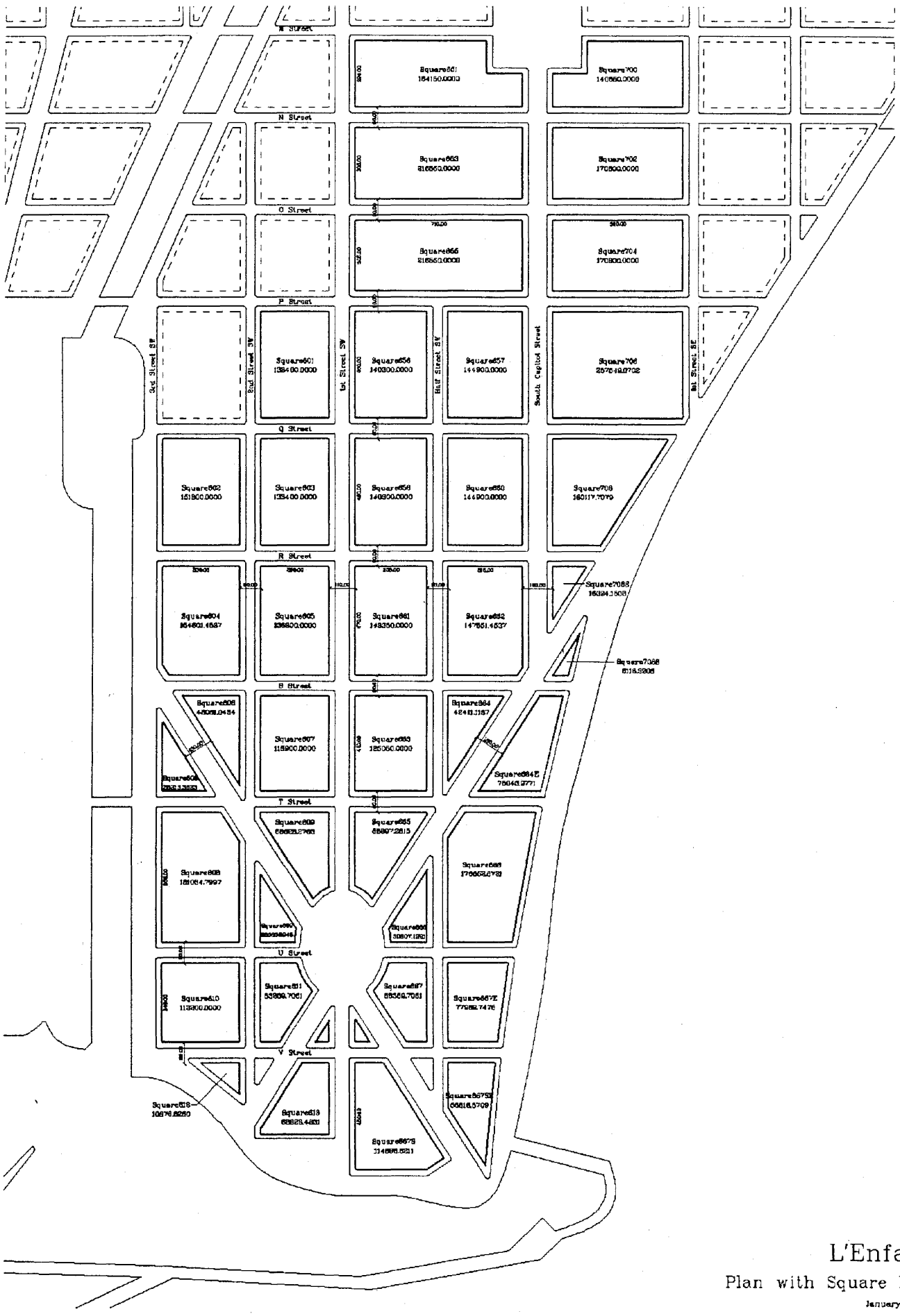
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L'Enfant

Plan Geometrics

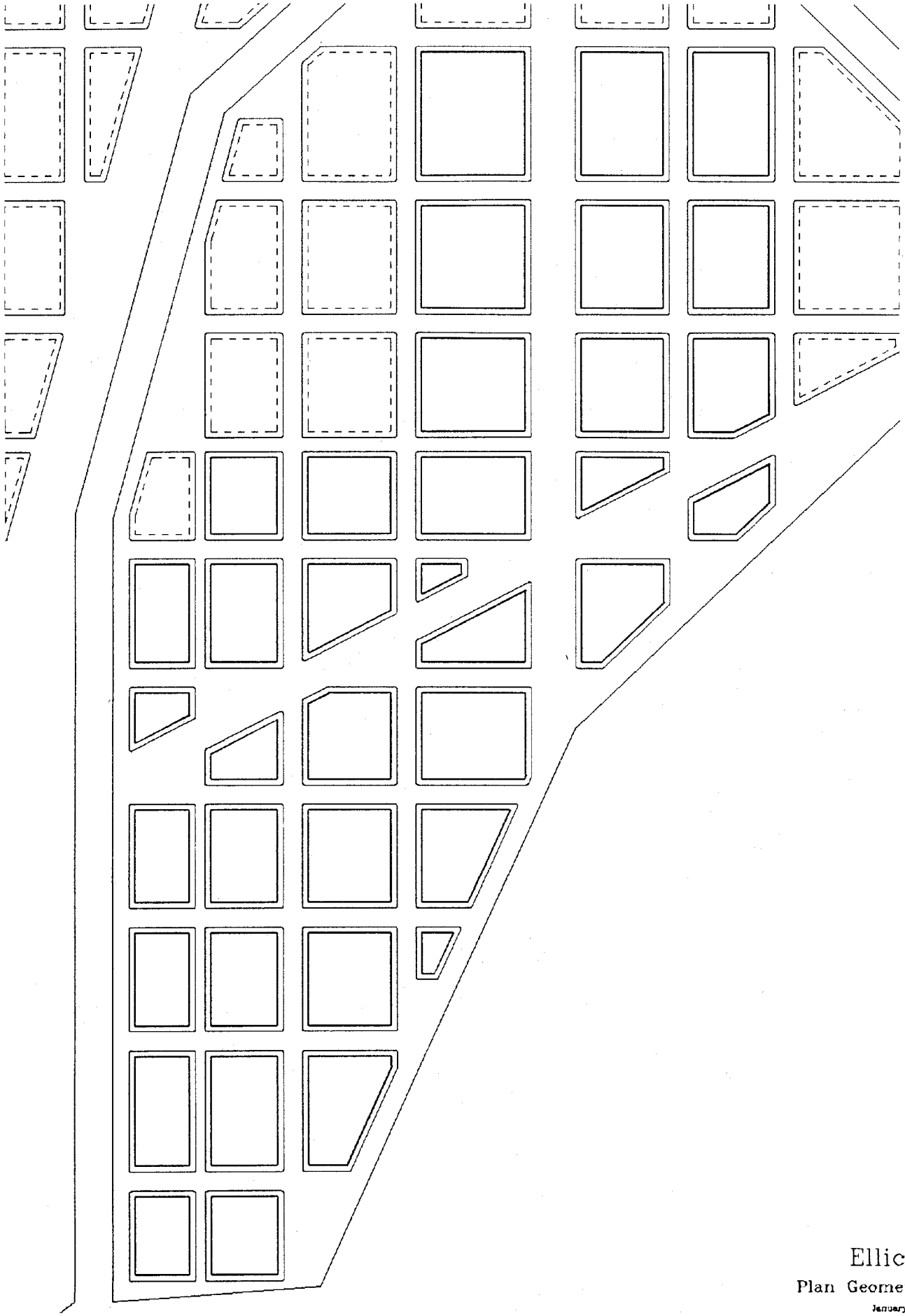
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L'Enfant

Plan with Square Data

January 9, 1992



Ellicott

Plan Geometrics

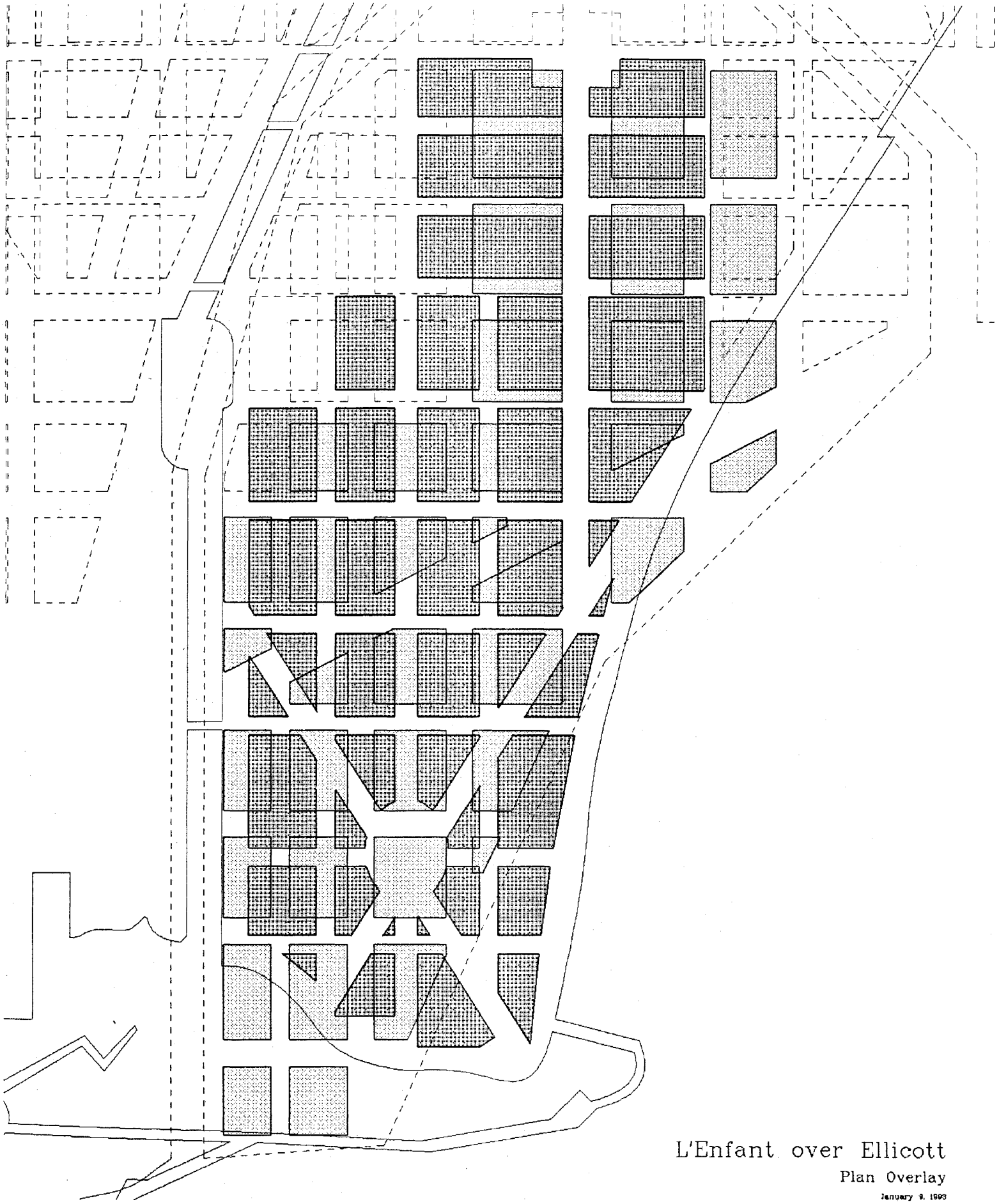
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Ellicott

Plan with Square Data

January 9, 1992

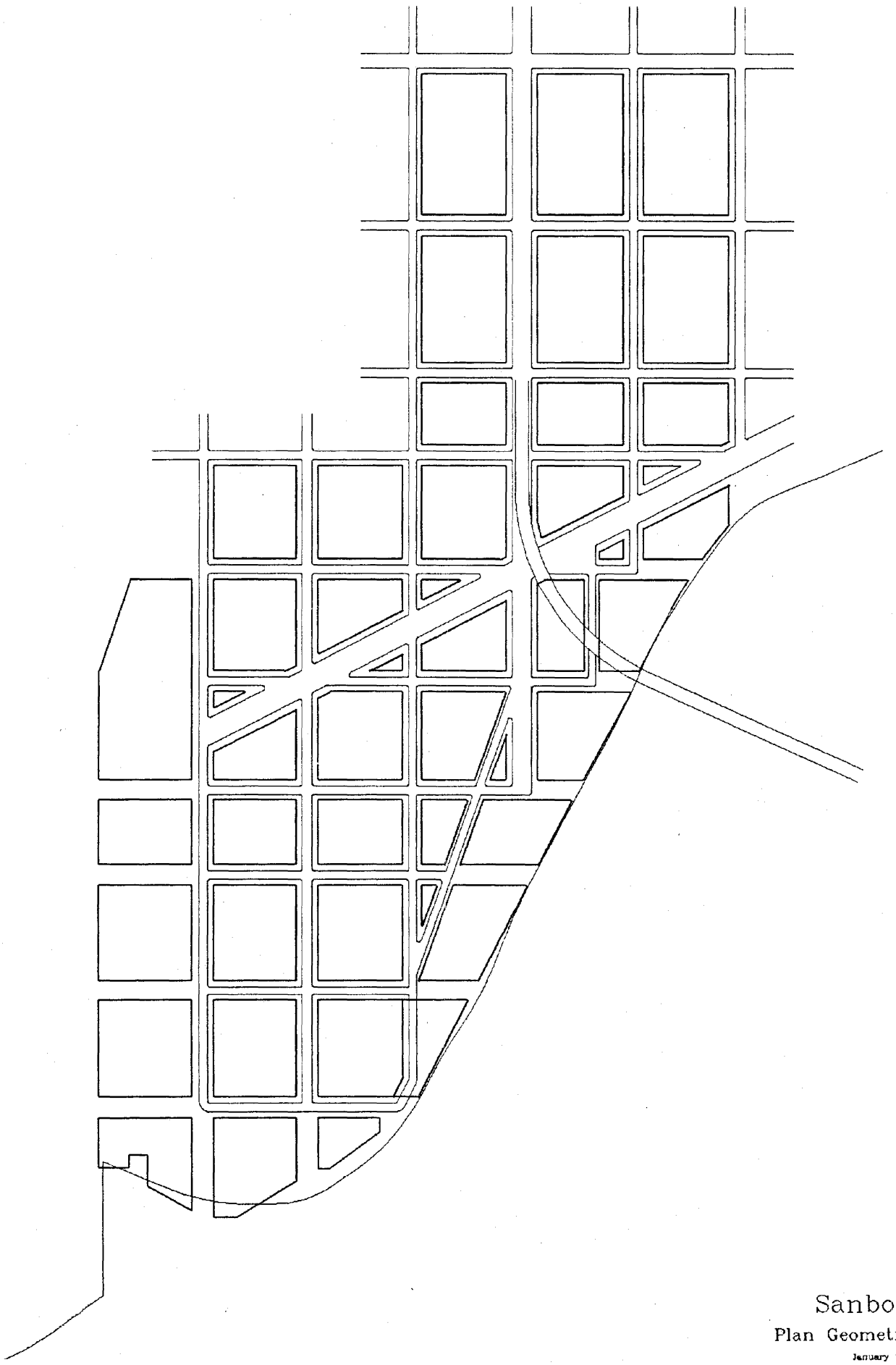


L'Enfant over Ellicott

Plan Overlay

January 9, 1993

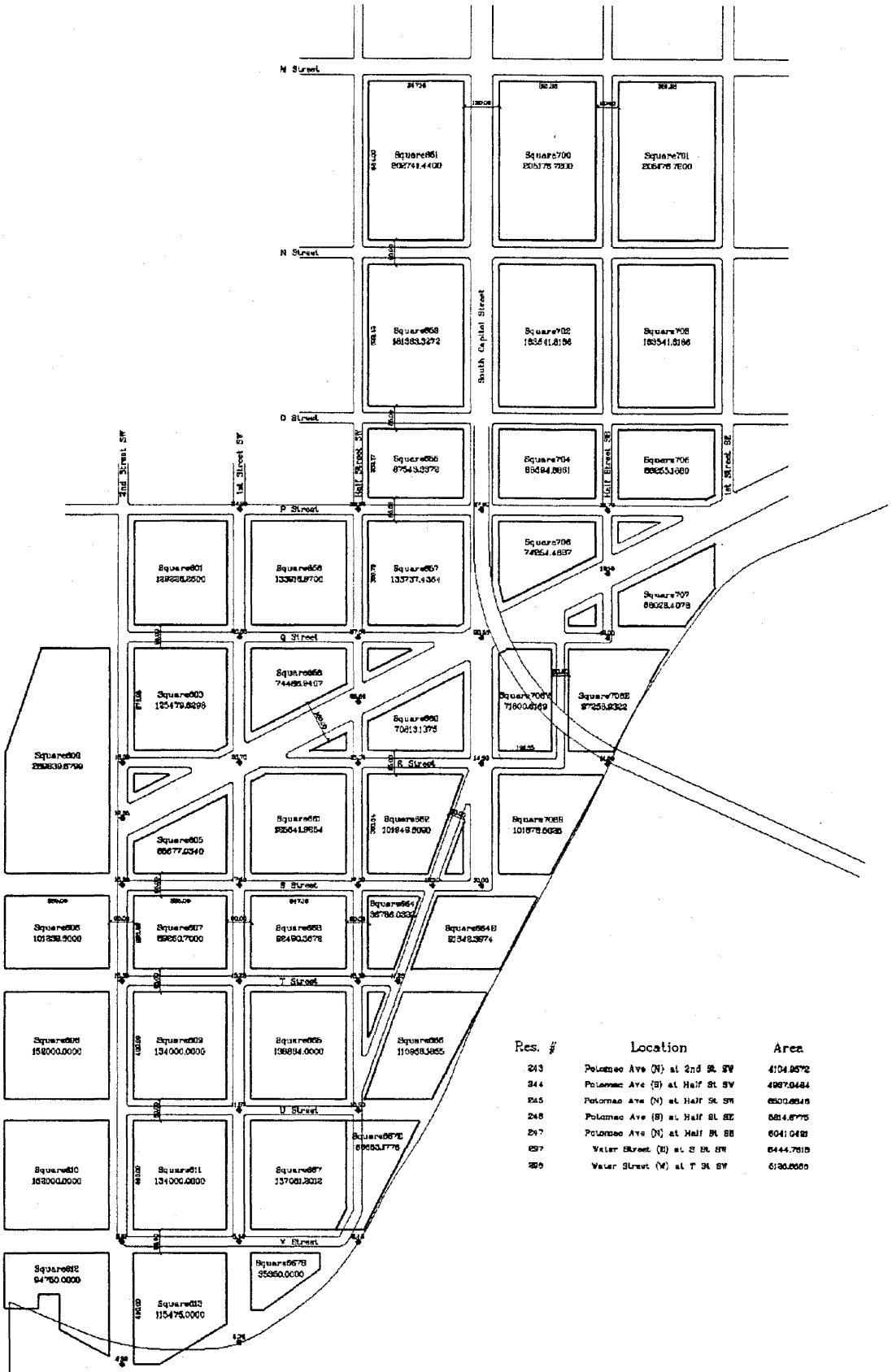
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Sanborn

Plan Geometrics

January 9, 1992

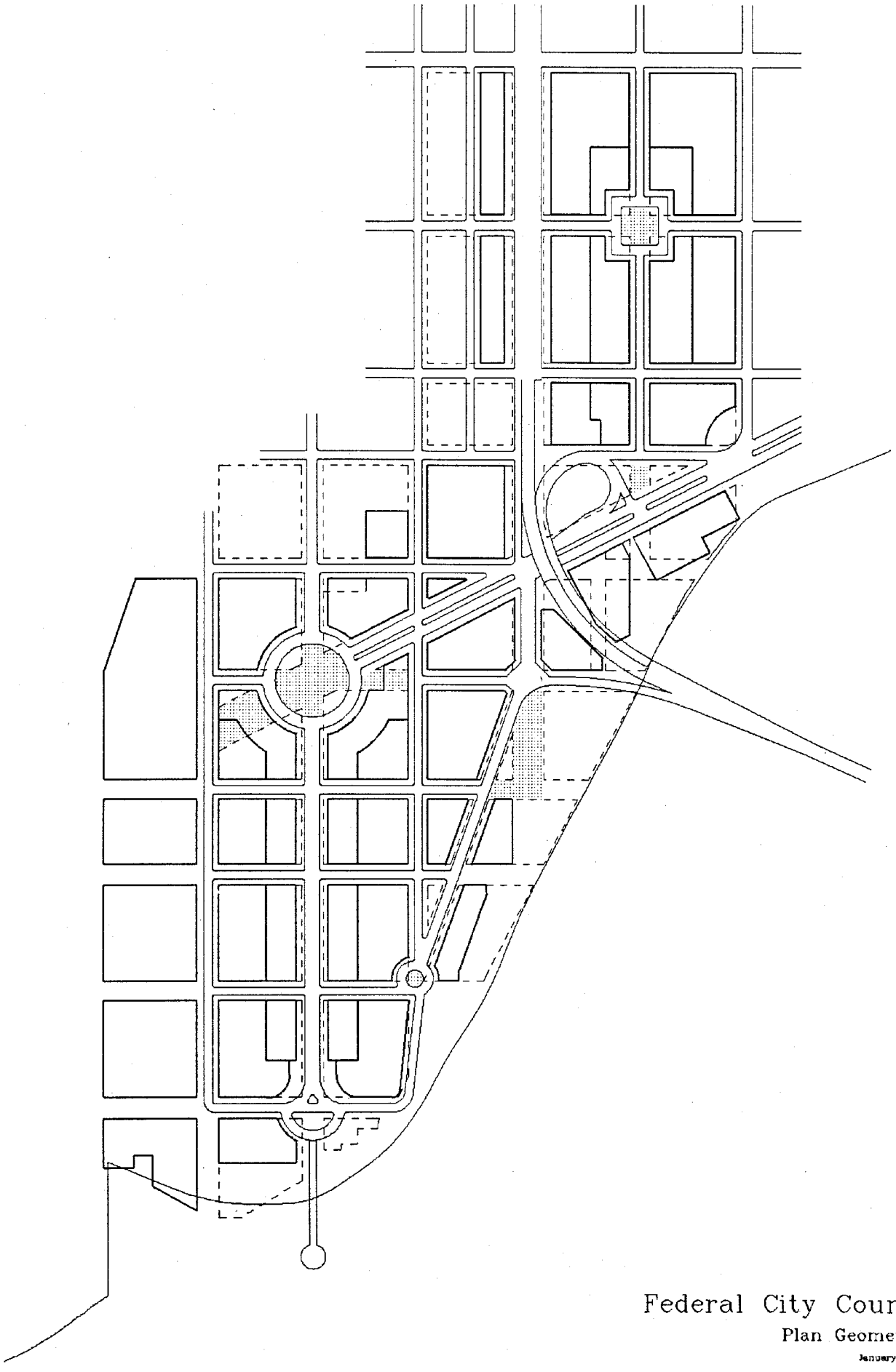


Res. #	Location	Area
243	Potomac Ave (N) at 2nd St SW	4104.9572
244	Potomac Ave (S) at Half St SW	4967.0484
245	Potomac Ave (N) at Half St SW	6500.6645
246	Potomac Ave (S) at Half St SE	5814.6775
247	Potomac Ave (N) at Half St SE	6041.0492
297	Water Street (E) at S St SW	5444.7815
299	Water Street (W) at T St SW	6136.6666

Sanborn

Plan with Square Data

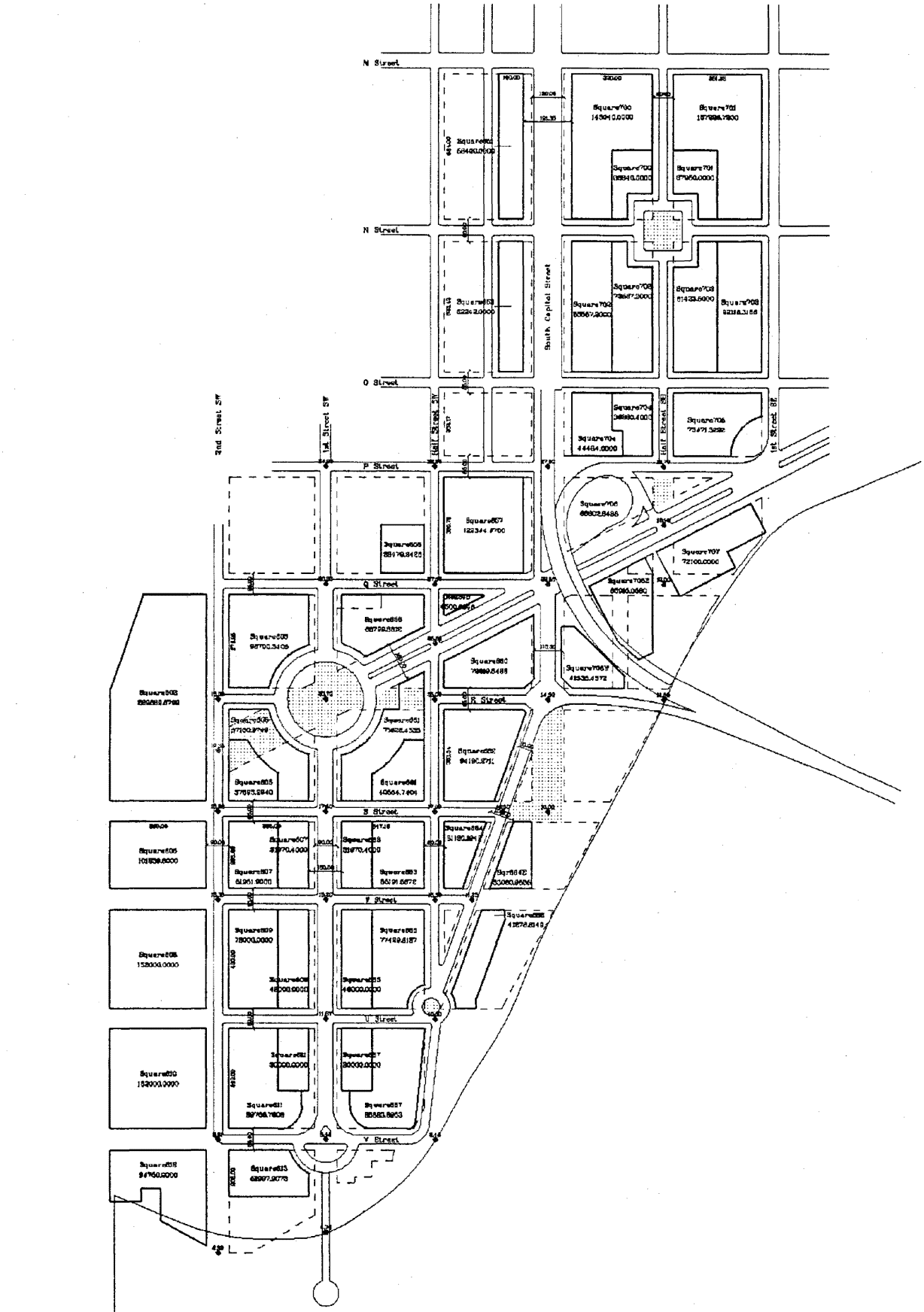
January 9, 1992



Federal City Council

Plan Geometrics

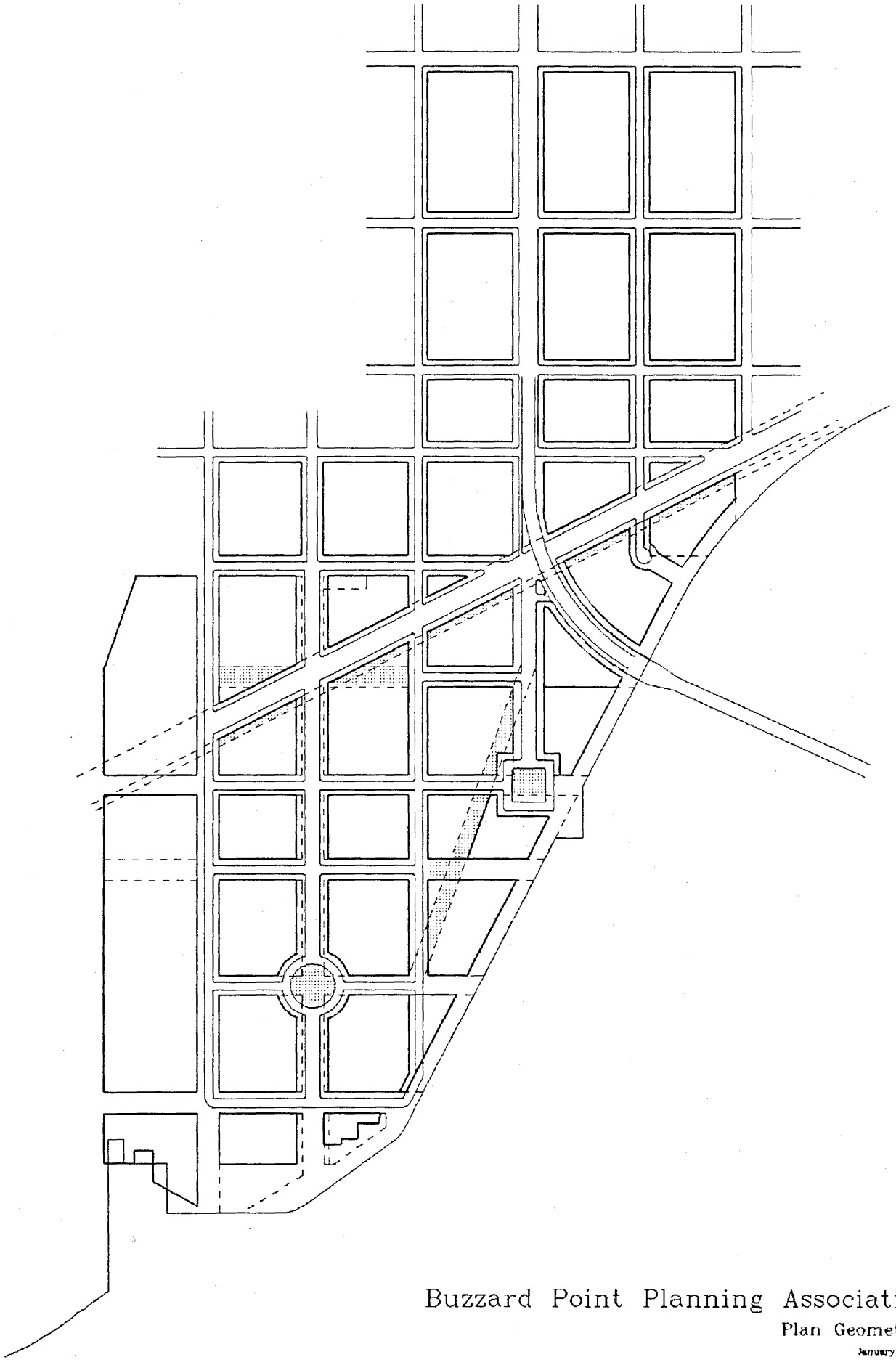
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Federal City Council

Plan with Square Data

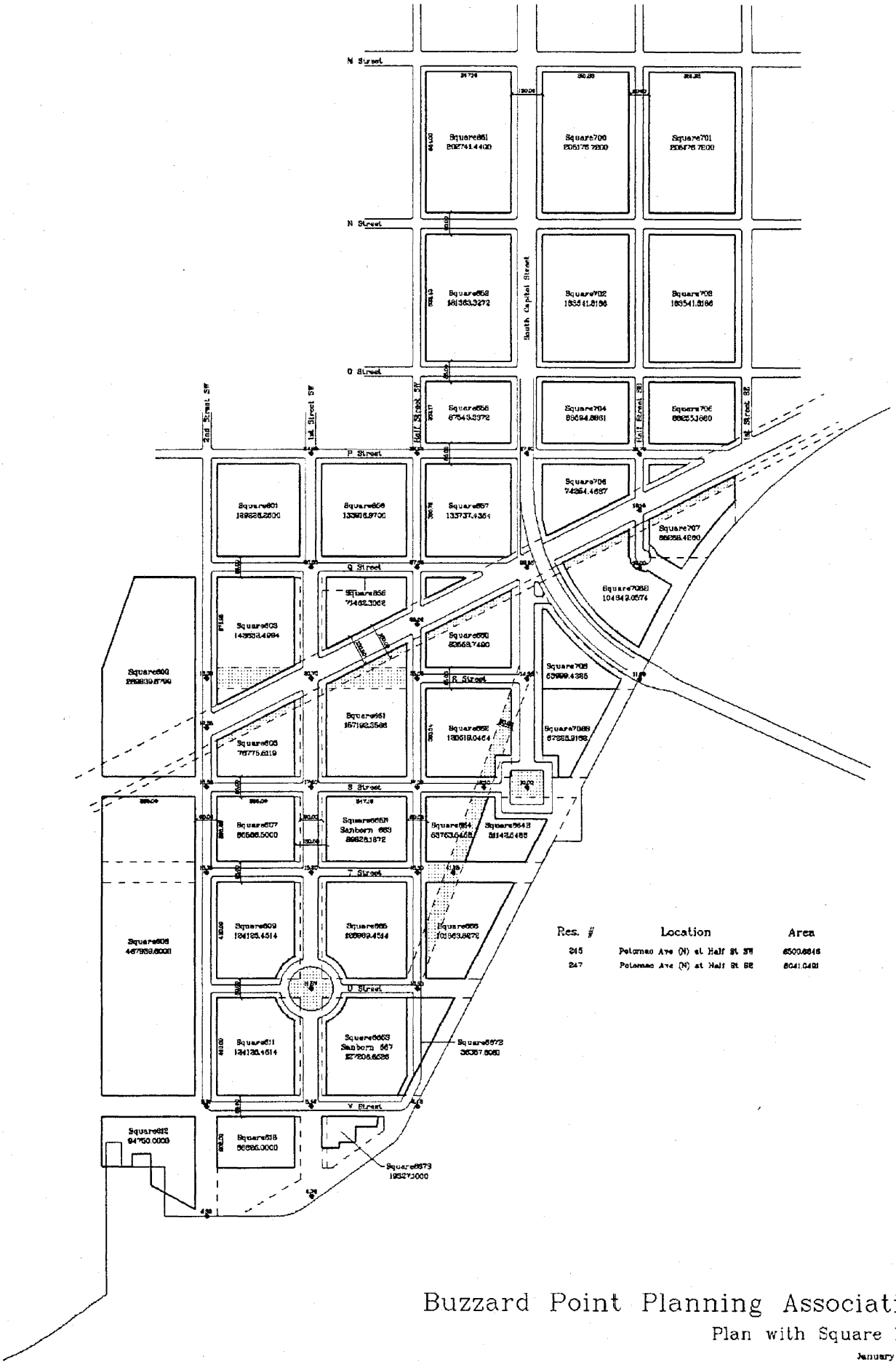
January 31, 1992



Buzzard Point Planning Association

Plan Geometrics

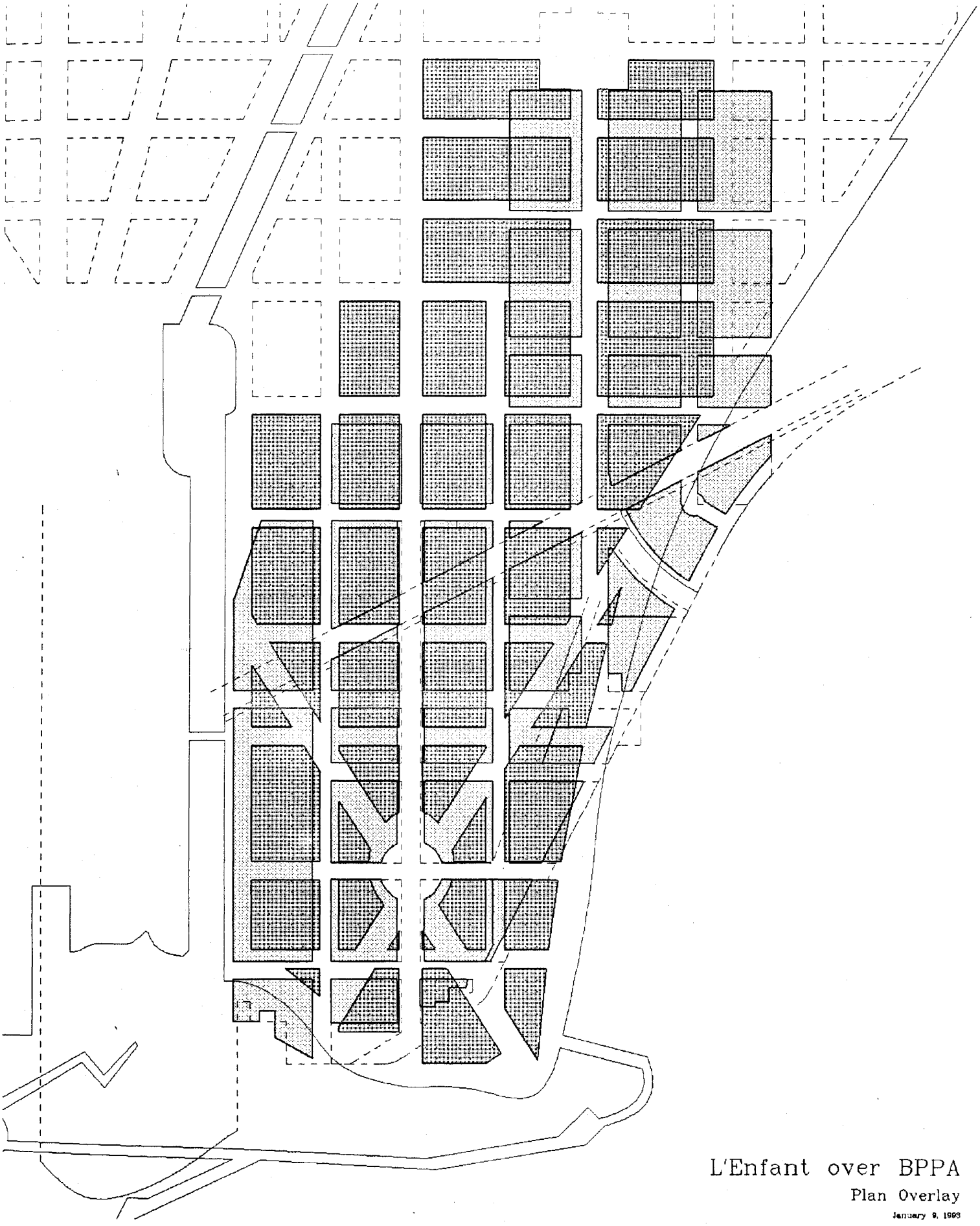
January 31, 1992



Buzzard Point Planning Association

Plan with Square Data

January 31, 1992



L'Enfant over BPPA

Plan Overlay

January 9, 1998

Buzzard Point and Capitol Gateway Urban Design Features

- RECOGNIZES HISTORIC FORT MCNAIR AS THE SINGLE MOST IMPORTANT URBAN PRECEDENT IN ESTABLISHING THE LAND USE GEOMETRICS
- POTOMAC AVENUE IS ELIMINATED AND EXISTING PARK RESERVATIONS ARE CONSOLIDATED
- CONTINUES MAINE AVENUE BY MEANS OF DEICATED AM, PM PEAK "ONE WAY" DUAL CARTWAY CONNECTION TO P STREET SW TO ELIMINATE COMMUTER TRAFFIC THROUGH RESIDENTIAL NEIGHBORHOOD
- DOUGLASS BRIDGE CIRCULATION HANDLED BNY MEANS OF DESIGNATED ACCESS AND EGRESS LANES FROM R AND Q STREET SW, RESPECTIVELY
- EXISTING RECTILINEAR STREET GRID IS EXTENDED SOUTH TO THE WATERFRONT FROM THE RESIDENTIAL NEIGHBORHOOD NORTH OF P STREET
- WATERFRONT IS FULLY ACCESSIBLE BY PUBLIC AND OF SUFFICIENT CRITICAL MASS FOR DIFFERENT RECREATIONAL USAGES.
- LANDSCAPED WATERFRONT EDGE AND RECREATIONAL PATHWAY SYSTEM THROUGH FORT MCNAIR FROM MONUMENTAL CORE TO THE ANACOSTIA WATERFRONT
- NEW DEVELOPMENT IS BUILT AROUND SYSTEM OF PARKS AND URBAN SPACES
- ACCEPTABLE BUILDING HEIGHT AND BULK CAPABLE OF BEING FINANCED, BUILT, AND SUCCESSFUL IN TO NEW MARKETS AND THE 90'S AND BEYOND
- MIXED USE BUILDINGS TO BE BUILT IN VERTICAL MANNER RATHER THAN BEING BUILT IN HORIZONTAL LAYERS.
- MAJORITY OF DEVELOPMENT DENSITIES OCCUR ALONG CAPITAL GATEWAY METRO CORRIDOR, SOUTH CAPITOL STREET
- CREATION OF NEW PARK LINKING SOUTHEAST FEDERAL CENTER BY TREED ALLEE TO SOUTHWEST RESIDENTIAL AREA
- CREATES CAPITAL GATEWAY "RIVERSIDE" DEVELOPMENT PROJECT OF SUFFICIENT CRITICAL SQUARE FOOTAGE OF OFFICE/RETAIL USE TO ANCHOR "DESTINATION" PROJECT FOR METRO AT THE END OF HALF STREET
- METRO STOP WITH LOCAL SHUTTLE BUS TO "RIVERSIDE" LOOP DOWN HALF STREET, WEST ON P STREET, NORTH ON FOURTH STREET TO M STREET
- ENTRY PORTAL FLANKED BY TOWERS EACH SIDE OF DOUGLASS BRIDGE TO DEFINE SOUTH CAPITOL STREET ENTRY
- CREATES PROMINENT PARK AT END OF BUZZARD POINT

- DESIGNATES COMMUNITY RETAIL ARTS AND ACTIVITIES CENTER
- COMMUNITY BASED SMALL CRAFT RECREATIONAL AREA, BOAT RAMPS AND DRY SAILING FACILITY
- TITANIC MEMORIAL RELOCATED TO ENTRY OF HAINS POINT
- PEDESTRIAN DRAWBRIDGE LINKING JAMES CREEK AND THE SOUTHWEST URBAN RENEWAL RESIDENTIAL NEIGHBORHOOD TO HAINS POINT