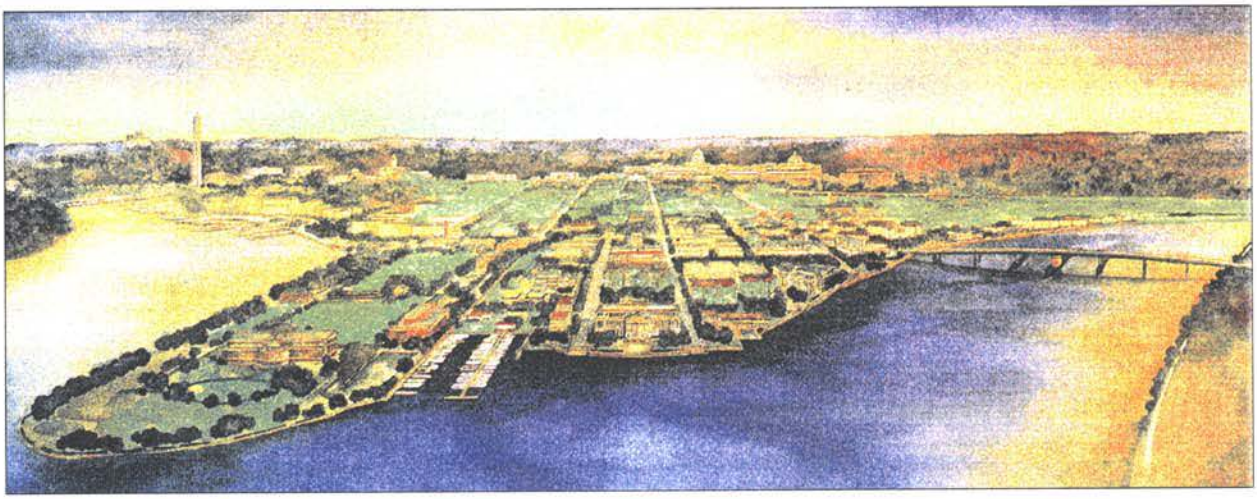


The Capitol Gateway Area, Washington D.C.

Zoning Commission Case 96-3/89-1

Presented to

The District of Columbia Zoning Commission

January 24, 1997

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DISTRICT

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ZONING COMMISSION
CASE No. 96-3/89-1
EXHIBIT No. 70

1/24/97

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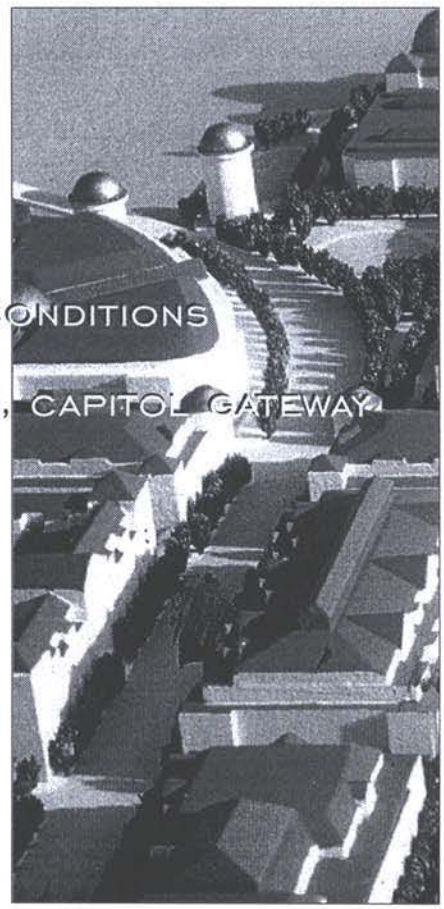
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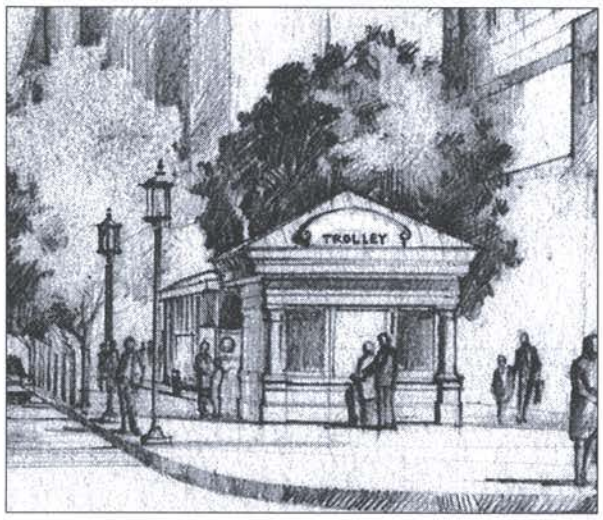
PHOTOGRAPHIC SURVEY OF EXISTING CONDITIONS

VIEW OF MODEL FOR SMALL AREA PLAN, CAPITOL GATEWAY

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TROLLEY SHUTTLE SERVICE CONCEPTUAL SKETCH

INTRODUCTION

Introduction / Recommendation

On Monday, November 25, 1996, representatives of the Capitol Gateway Group and their three expert witnesses testified at the Zoning Commission's public hearing for Case No. 96-3/89-1, the Buzzard Point, Capitol Gateway Rezoning and Overlay District." During the testimony, questions were asked about the history of the group, the potential for development in the Capitol Gateway area, and rezoning alternatives. In response to these inquiries, the Capitol Gateway Group is pleased to provide the following: a brief history of the group, rezoning recommendations for the Capitol Gateway area, and a diagrammatic small area plan for the Capitol Gateway area that illustrates how the area might grow and develop under rezoning alternatives proposed by the Capitol Gateway Group.

Introduction

The Capitol Gateway Group, formed in 1991, consists of major property owners in the area bounded by M Street, SE to the north, the Anacostia River to the south, First Street, SE to the east and South Capitol Street to the west. The members of the Capitol Gateway Group own approximately 650,000 square feet of land primarily in the Capitol Gateway area. Major business members are Florida Rock Properties, Hess Oil and Chemical Corporation, Goose Bay Aggregates, and Roubin and Associates.

Over the years, the Capitol Gateway Group has been meeting on a regular basis to consider planning, urban design and development issues throughout the area. The group and its consultants have prepared a *Buzzard Point/Capitol Gateway Plan* (1991) and a *Response to: Buzzard Point/ Near Southeast Vision 2020 Background Report* (1992). More recently, the Capitol Gateway Group has been working with the team of consultants to analyze the rezoning recommendations of the D.C. Office of Planning which are the subject of Zoning Commission Case No. 96-3/89-1.

The Capitol Gateway Group's analysis of Case No. 96-3/89-1 has focused on the Capitol Gateway area. This area appears to have the greatest near-term potential for development as evidenced by WMATA's active pursuit of joint development projects around the Navy Yard Metrorail Station on M Street, SE, Florida Rock Properties' application for a mixed-use development Planned Unit Development (PUD) along the Anacostia Riverfront, the General Services Administration's plan for the Southeast Federal Center area, and the Navy Yard's expansion.

Conclusions and Recommendations

Under OP's rezoning proposal, the Capitol Gateway area would be rezoned from the current C-M-2 Zone and M Zone districts to a newly created BP/CR Zone District and a BP/W-2 Zone District along the Anacostia River waterfront. Major effects of the proposed rezoning include a significant reduction in allowable commercial FAR, an increase in the potential for residential FAR, and a gradual phasing out of existing industrial and heavy commercial industrial uses.

While the Capitol Gateway Group supports the city's effort to rezone the Capitol Gateway area, it cannot find any planning or public policy-related reason for the BP/CR Zone District portion of the rezoning proposal. In addition, the Capitol Gateway Group's analysis of market and financial conditions indicates that the proposed rezoning will have a negative impact on the development potential for the area; that it will serve as a disincentive to any near-term development in the area; and that it may effectively prevent the Capitol Gateway area from achieving the desired Comprehensive Plan goals.

As a result, the Capitol Gateway Group is proposing that the Capitol Gateway area be rezoned BP/C-3-C and BP/W-2. These zone districts are consistent with the planning goals of the Comprehensive Plan and the mixed-use designation on the Comprehensive Plan Generalized Land Use Map. Further:

- C-3-C is consistent with the medium-high density commercial designation and the (Metrorail) Development Opportunity Area designation,

- W-2 (as advertised) allows existing CM and M uses along the waterfront to continue as confirming uses and to expand and allows a number of light industrial uses to be established by special exception which is consistent with the PTE designation, and

- Both C-3-C and W-2 allow residential development which is consistent with the residential use designation.

In addition, the Capitol Gateway Group recommends the following changes and additions to the overlay provisions:

- Amend proposed Section 1605.1 to allow existing industrial uses to continue as conforming uses but to require that any expansion of such uses be permitted as a special exception rather than as a matter-of-right. Include standards for review of such special exceptions which consider the impact of the proposed expansion on the furtherance of the mixed-use development objectives for the area. We note that OP's proposal for matter-of-right expansion of existing industrial uses was based upon the assumption that the transition from industrial to commercial and residential uses will be protracted. This assumption may not be applicable to the Capitol Gateway area.

- Include language in the BP overlay which encourages PUDs and provides for the application of relaxed PUD standards for projects which offer the potential to further the redevelopment of the area and its transition from industrial to commercial and residential uses and for projects which feature waterfront improvements especially public amenities located within the building setback area of the waterfront.

- Detail in the overlay district provisions that the waterfront setback should be measured from the face of the bulkhead of the lot that fronts on the waterfront.

- Exclude above-grade residential parking from the FAR calculation. Below-grade parking is extremely costly, particularly within floodplain areas.

Small Area Plan

The above zoning alternatives are illustrated in the attached small area plan for the Capitol Gateway area. The small area plan is diagrammatic in nature. Further, refinement and consultation with OP and the affected property owners will be necessary. The major features of the plan are:

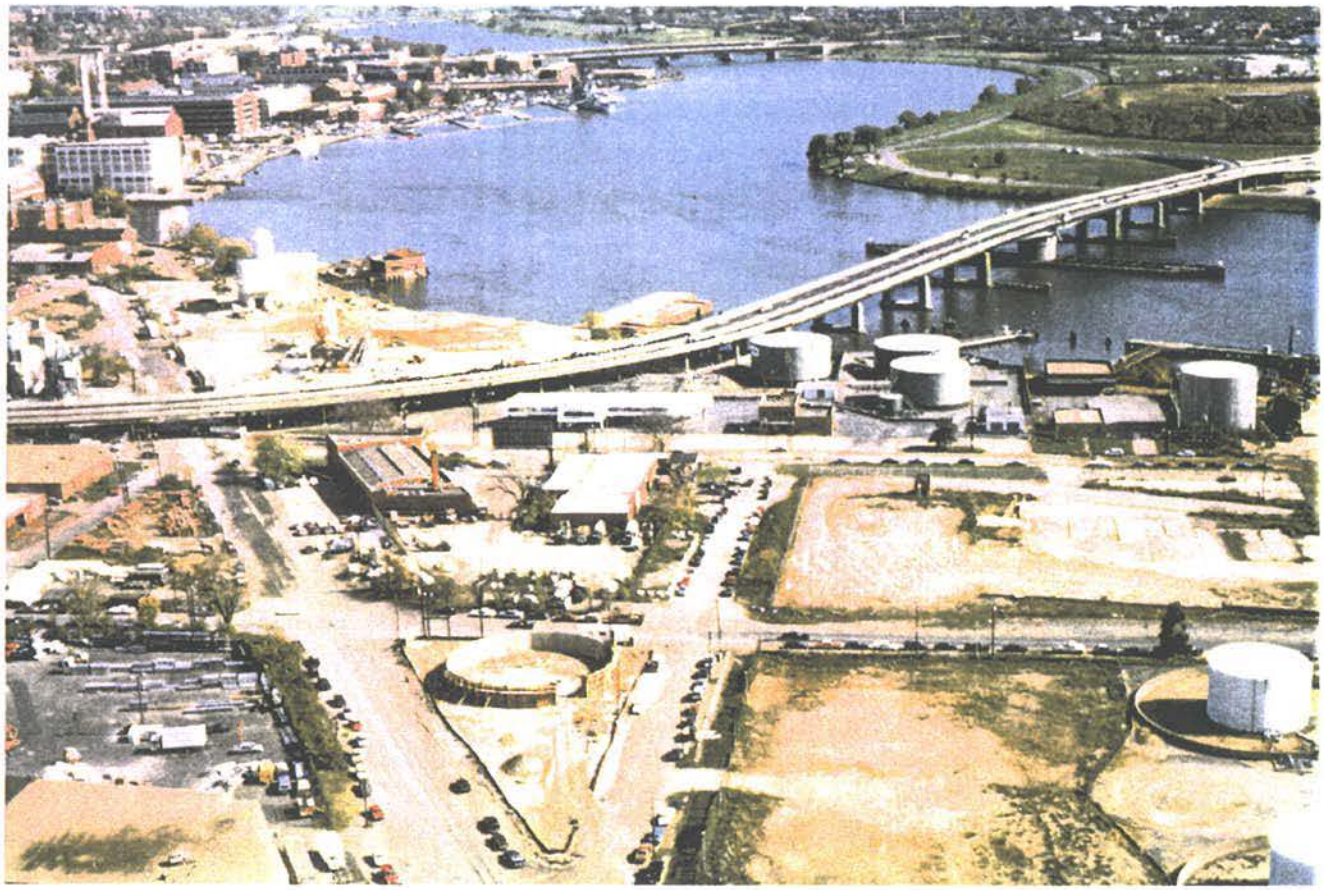
- BP/C-3 zoning for the majority of the Capitol Gateway area except for the waterfront area (as proposed by OP for those parts of the squares that are situated 100 feet or less from the lot boundaries nearest to the Anacostia waterfront). These waterfront areas should be rezoned from M to BP/W-2.

- The plan, prepared by Davis Buckley, illustrates the appropriateness of the scale of development that would be permitted under the BP/C-3-C and BP/W-2 zoning proposed by the Capitol Gateway Group. The plan illustrates maximum matter-of-right envelopes to accommodate density provided for in the BP overlay zone.

- The plan also shows building setbacks along Half Street, SE from M Street, SE to the waterfront. The setbacks are intended to achieve improved pedestrian access on this portion of Half Street which is critical to linking the Navy Yard Metrorail Station with the waterfront and the surrounding Capitol Gateway area. The objective is to provide an attractive, pedestrian friendly spine which can eventually accommodate a trolley shuttle to the Metrorail Station. The setbacks also facilitate the provision of curbside parking on both sides of Half Street which will support the ground floor retail uses within the buildings fronting on Half Street.

In conclusion, the Capitol Gateway Group asks that you consider favorably their request that the BP/C-3-C and overlay district alternatives listed above be adopted by the Zoning Commission.

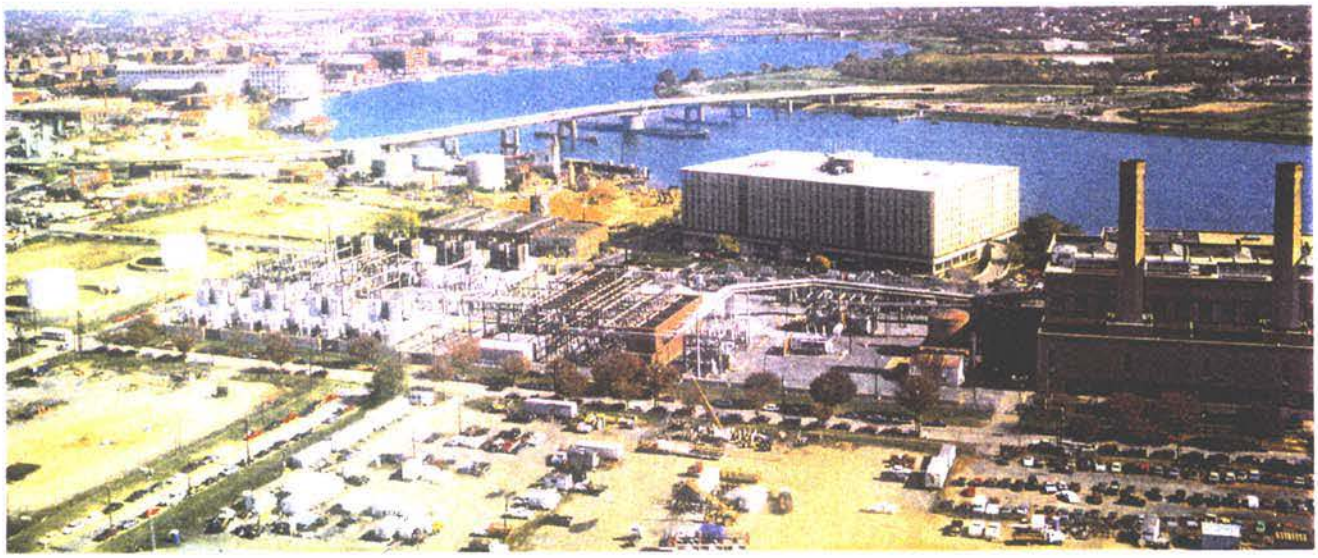
PHOTOGRAPHIC SURVEY



A VIEW OF FLORIDA ROCK PROPERTY JUST BEYOND THE RAMP TO THE FREDERICK DOUGLAS BRIDGE. FLORIDA ROCK'S PROPERTY HAS THE LONGEST CONTINUOUS WATERFRONT EDGE IN THE CAPITOL GATEWAY BUZZARD POINT AREA. IT IS 860' LONG.



VIEW LOOKING ACROSS THE ANACOSTIA RIVER.

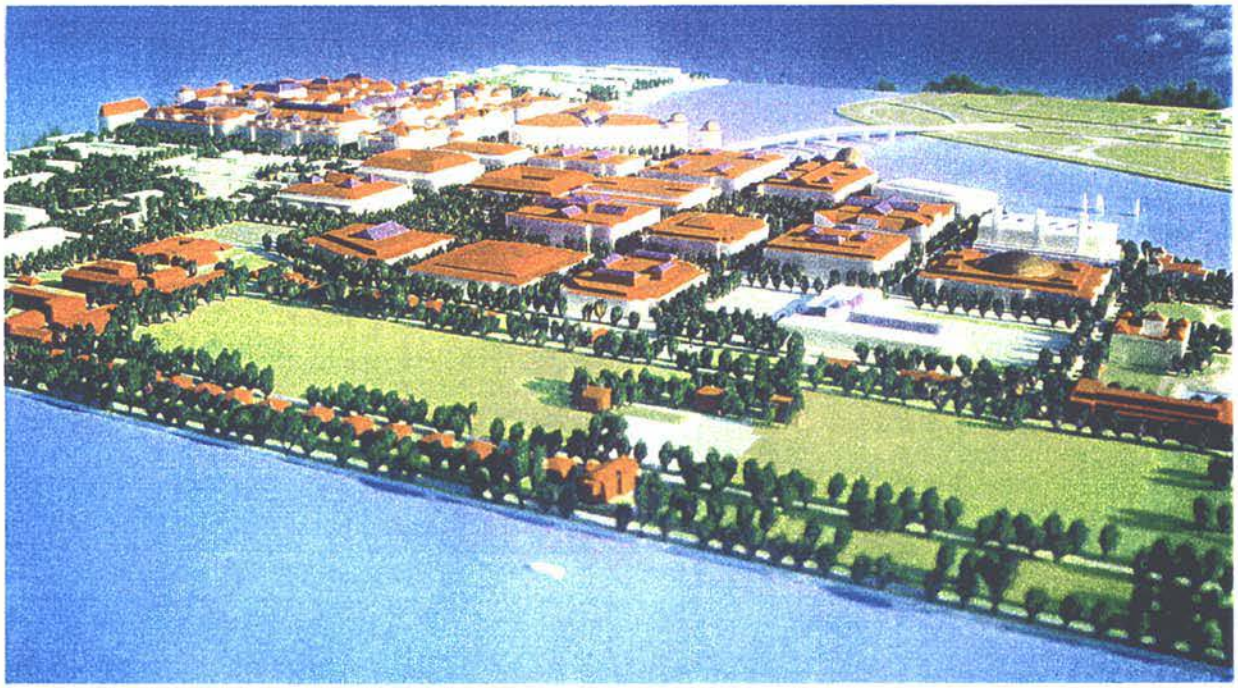


A VIEW LOOKING TOWARD THE FREDERICK DOUGLAS BRIDGE FROM THE INTERIOR OF BUZZARD POINT. THE BUILDING IN THE CENTER IS 1900 HALF STREET, S.W.



A VIEW LOOKING TOWARD THE WASHINGTON MONUMENT FROM ANACOSTIA. THE BUILDING IN THE CENTER FOREGROUND IS THE TRANSPOINT BUILDING.

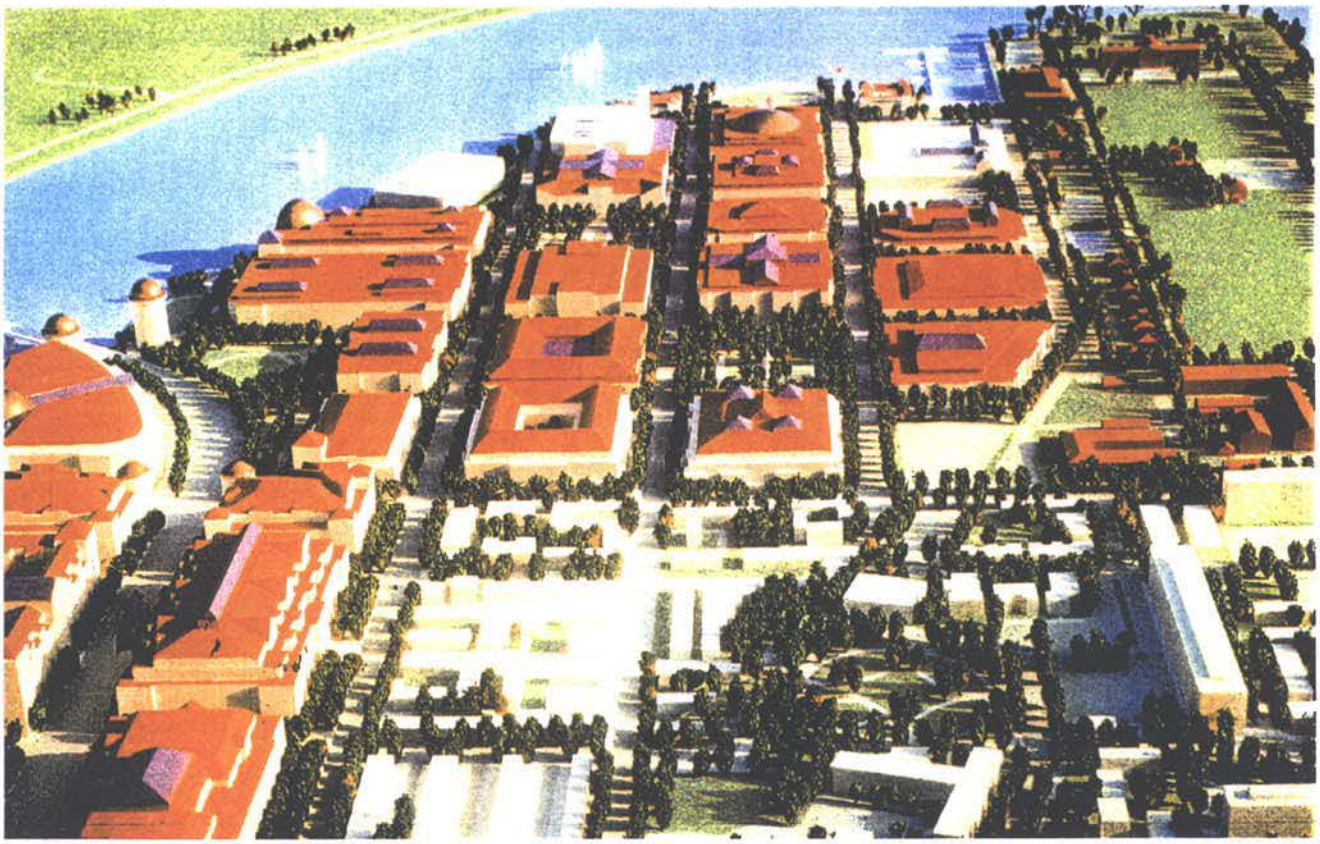
VIEW OF MODEL



VIEW SHOWING THE IMPORTANCE OF BUILDING HEIGHT BETWEEN THE TWO AREAS; BUZZARD POINT IN THE FOREGROUND ADJACENT TO FORT LESLIE J. MCNAIR AND THE CAPITAL GATEWAY AREA BEYOND.



VIEW CORRIDOR ALONG P STREET, S.W. P STREETS SIDEWALKS HAVE BEEN WIDENED TO 50' ON EACH SIDE.

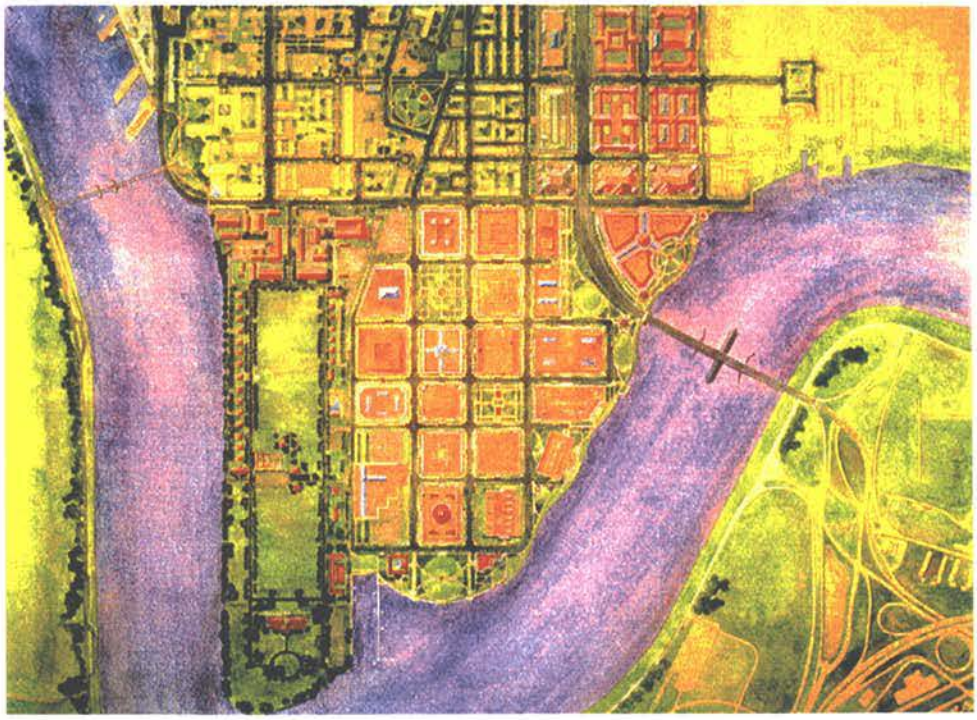


MODEL VIEW SHOWING THE IMPORTANCE OF THE STREET VIEW CORRIDOR LINKING THE NEIGHBORHOODS NORTH OF P STREET, S.W. TOWARDS THE WATERS EDGE. POTOMAC AVENUE HAS BEEN CLOSED.



VIEW SHOWING THE TREATMENT OF THE LANDSCAPED APPROACH TO THE WATERS EDGE AND THE IMPORTANCE OF THE VISUAL CONNECTION ALONG THE STREETS TO THE WATERS EDGE.

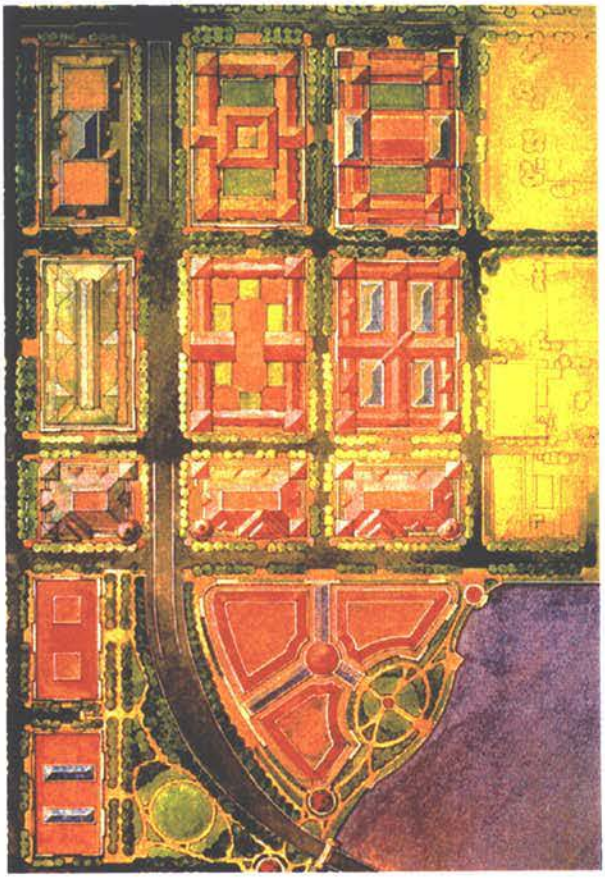
RENDERING



OVERVIEW OF SMALL AREA PLAN. TWO DISTRICT AREAS SHOWN.



CAPITOL GATEWAY EARLY CONCEPTUAL AREA PLAN SHOWING POTOMAC AVENUE CLOSED.



THIS PLAN SHOWS THE ORTHOGONAL GRID AND THE STRONG CONNECTIONS TO THE RESIDENTIAL AREA(S) NORTH OF P STREET.



SITE PLANS

SITE PLAN 1 & 2 ARE ATTACHED