

DISABLED
DROP-OFF

CONCERT
GENERATOR

TAXI & LIMO DROP-OFF
/ PARKING

ENG TRUCK
PARKING AND
PEDESTALS

UPLINK

PEPCO ENTRY
GATE

1ST STREET REALIGNMENT IS
INTENDED TO BE OPEN TO THE
PUBLIC, ON MATCHDAY THE ROAD
IS INTENDED TO BE CLOSED

PEPCO ENTRY
GATE

CHARTER BUS
DROP-OFF

FIRE COMMAND
VEHICLES

PEPCO ENTRY
GATE

AMBULANCE,
POLICE & SECURITY

BROADCAST

TEAM BUS,
EQUIPMENT, &
OFFICIALS DROP-OFF

- MATCHDAY FAN DROP-OFF
- MATCHDAY VEHICLE PARKING
- PRIMARY VEHICLE PATH
- PRIMARY VEHICLE PATH
- NEW 1ST STREET ALIGNMENT



- LEGEND**
- PRIMARY PEDESTRIAN PATH OF TRAVEL
 - FUTURE PEDESTRIAN PATH OF TRAVEL THROUGH RIVERFRONT
 - PRIMARY BICYCLE PATH
 - FUTURE ANACOSTIA RIVERFRONT BIKE PATH
 - - - WALKTIME

ENTRY GATE 2

15%
2,910 FANS

75%
14,550 FANS

ENTRY GATE 1

PREMIUM SPACE
ENTRY

10%
1,940 FANS

ENTRY GATE 3

BIKE VALET

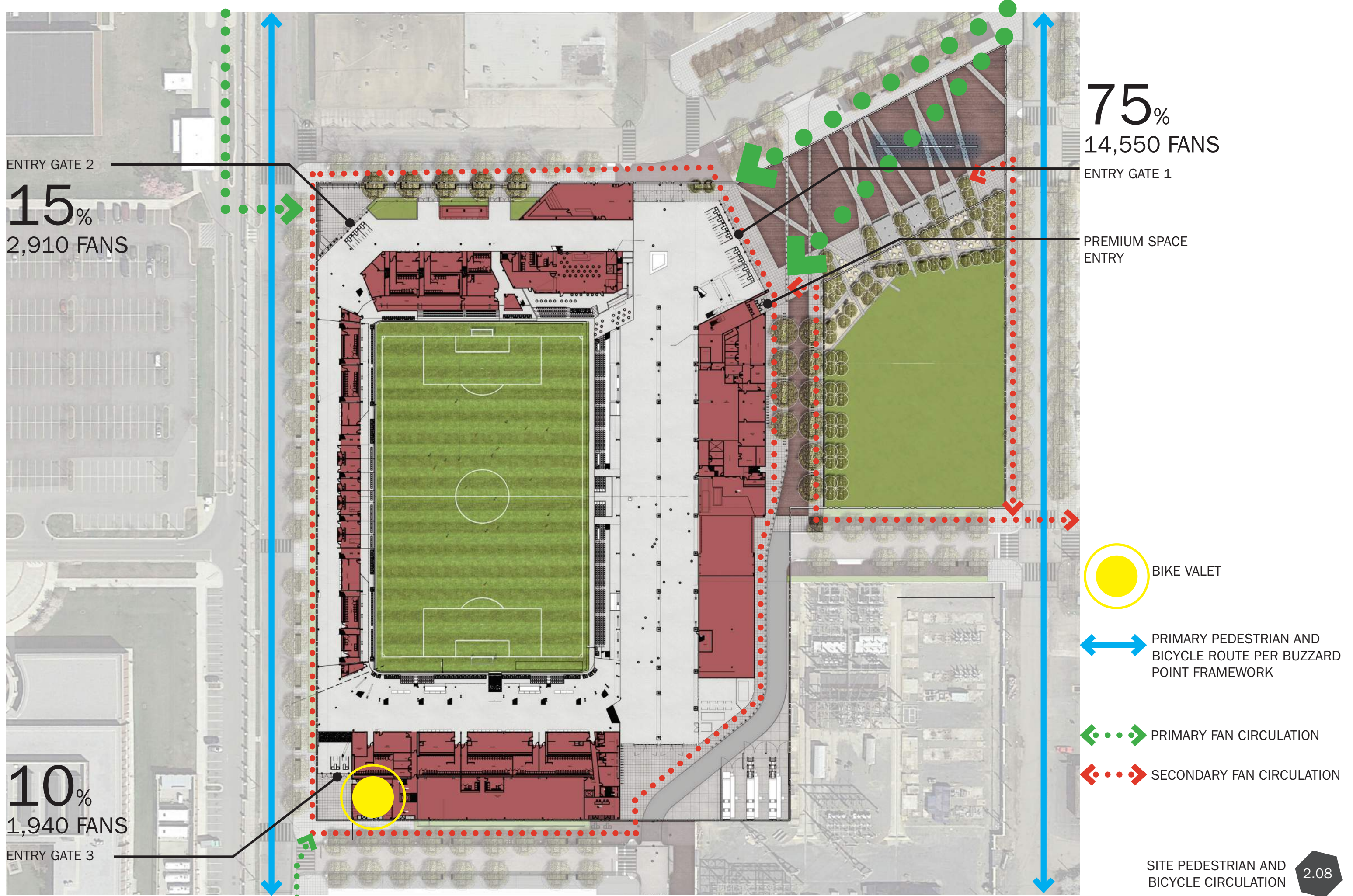
PRIMARY PEDESTRIAN AND
BICYCLE ROUTE PER BUZZARD
POINT FRAMEWORK

PRIMARY FAN CIRCULATION

SECONDARY FAN CIRCULATION

SITE PEDESTRIAN AND
BICYCLE CIRCULATION

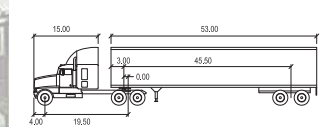
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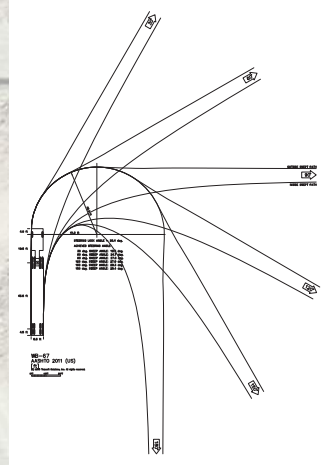


LEGEND

TYPICAL SERVICE/BROADCAST VEHICLE



WB-67		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Tractor Wheel	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.50	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NOTES

1. STREETScape MATERIALS/DETAILS ARE SHOWN IN CONCEPT FOR ILLUSTRATIVE PURPOSES. THE FINAL MATERIALS OF THE SITE STADIUM IMPROVEMENTS WILL BE SELECTED DURING DETAILED DESIGN PHASES OF WORK AND CONFORM WITH APPLICABLE DESIGN AND PERMITTING STANDARDS.

2. PLANT SPECIES SELECTIONS IDENTIFIED ON THE PLANS/SCHEDULES ARE SHOWN TO ILLUSTRATE DESIGN INTENT ONLY. THE PURPOSE IS TO GENERALLY DEFINE PLANT SIZE, CHARACTER, AND LOCATIONS. REFINEMENTS TO THE PLANTING DESIGN AND FINAL SELECTION OF ALL PLANT MATERIALS CONSISTENT WITH THE SPECIES SHOWN SHALL BE DEVELOPED DURING DETAILED DESIGN PHASES OF WORK.

3. ALL R.O.W. IMPROVEMENTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES AND ARE BY OTHERS.

4. BUILDING LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON FINAL PLAN.

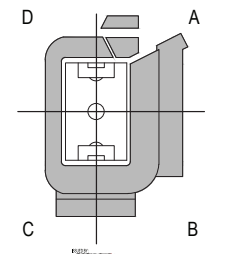
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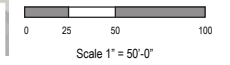
DC UNITED SOCCER STADIUM

100 Potomac Avenue, SW
Washington, DC 20024

P.U.D. #2 SUBMISSION



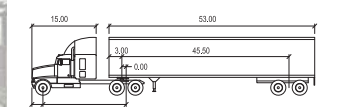
CIRCULATION PLAN - TRUCK TURNING DIAGRAMS ENTERING THE SITE



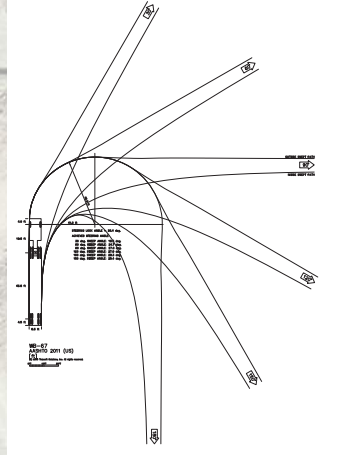


LEGEND

TYPICAL SERVICE/BROADCAST VEHICLE



WB-67		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



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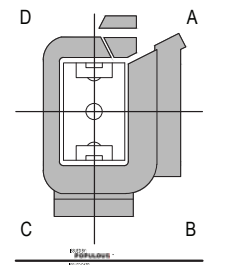
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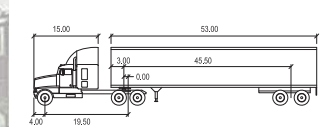


CIRCULATION PLAN - TRUCK TURNING DIAGRAMS EXITING THE SITE

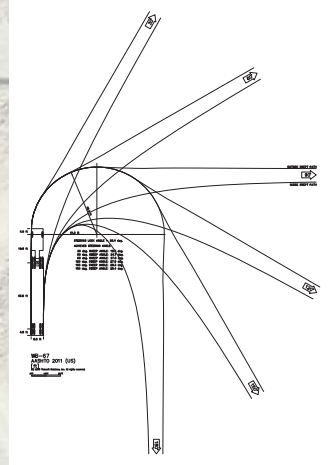


LEGEND

TYPICAL SERVICE/BROADCAST VEHICLE



WB-67		feet	
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Tractor Length	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.50	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NOTES

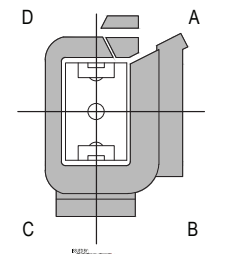
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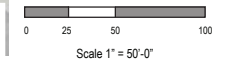


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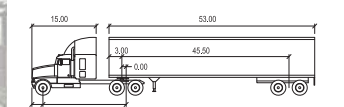
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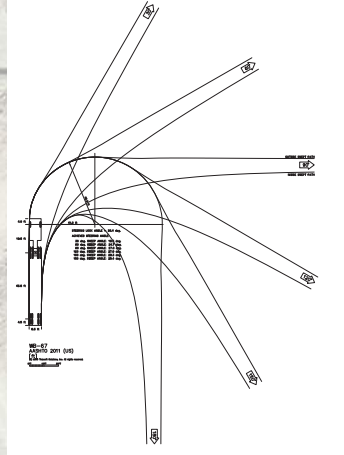


LEGEND

TYPICAL SERVICE/BROADCAST VEHICLE



WB-67	feet		
Tractor Width	: 4.00	Lock to Lock Time	: 6.0
Trailer Width	: 3.00	Steering Angle	: 25.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NOTES

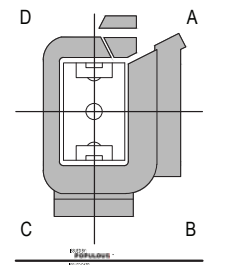
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Washington, DC 20024

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CIRCULATION PLAN - TRUCK TURNING DIAGRAMS ENTERING THE SITE

D.C. UNITED™ STADIUM



SECTION

03

BUZZARD POINT
FRAMEWORK

FAN EXPERIENCE

NEIGHBORHOOD
EXPERIENCE

PARCEL B POTENTIAL

- 3.01 BUZZARD POINT VISION FRAMEWORK
- 3.02 BUZZARD POINT VISION FRAMEWORK

- 3.03 FAN EXPERIENCE + ACTIVATION MATCH-DAY
- 3.04 FAN EXPERIENCE + ACTIVATION MATCH-DAY
- 3.05 FAN EXPERIENCE - FOOD AND BEVERAGE & MERCHANDISE
- 3.06 FAN EXPERIENCE - LIVE MUSIC & BROADCAST
- 3.07 FAN EXPERIENCE - PARTNER ACTIVATION
- 3.08 FAN EXPERIENCE - KIDS ZONE & FUN AND GAMES


- 3.09 NEIGHBORHOOD EXPERIENCE + ACTIVATION NON-MATCH-DAY
- 3.10 NEIGHBORHOOD EXPERIENCE - 1ST RE-ALIGNMENT & NORTH/
SOUTH CONNECTOR
- 3.11 NEIGHBORHOOD EXPERIENCE - PUBLIC PLAZA FOUNTAIN
- 3.12 NEIGHBORHOOD EXPERIENCE - CANOPY PARK & FARMERS MARKET
- 3.13 NEIGHBORHOOD EXPERIENCE - 2ND STREET ACTIVATION PARKLETS
- 3.14 NEIGHBORHOOD EXPERIENCE - 2ND STREET ACTIVATION PARKLETS
- 3.15 NEIGHBORHOOD EXPERIENCE - 2ND STREET ACTIVATION PARKLETS
- 3.16 NEIGHBORHOOD EXPERIENCE - 2ND STREET ACTIVATION PARKLETS

- 3.17 PARCEL B POTENTIAL
- 3.18 PARCEL B POTENTIAL
- 3.19 PARCEL B POTENTIAL
- 3.20 PARCEL B POTENTIAL
- 3.21 PARCEL B POTENTIAL
- 3.22 PARCEL B POTENTIAL

BUZZARD POINT VISION FRAMEWORK

PAGE 23


The stadium design and planning has respected the wishes of the community and adjacent property owners by re-establishing sidewalks and roadway connections, while enhancing the pedestrian experience.



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

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

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



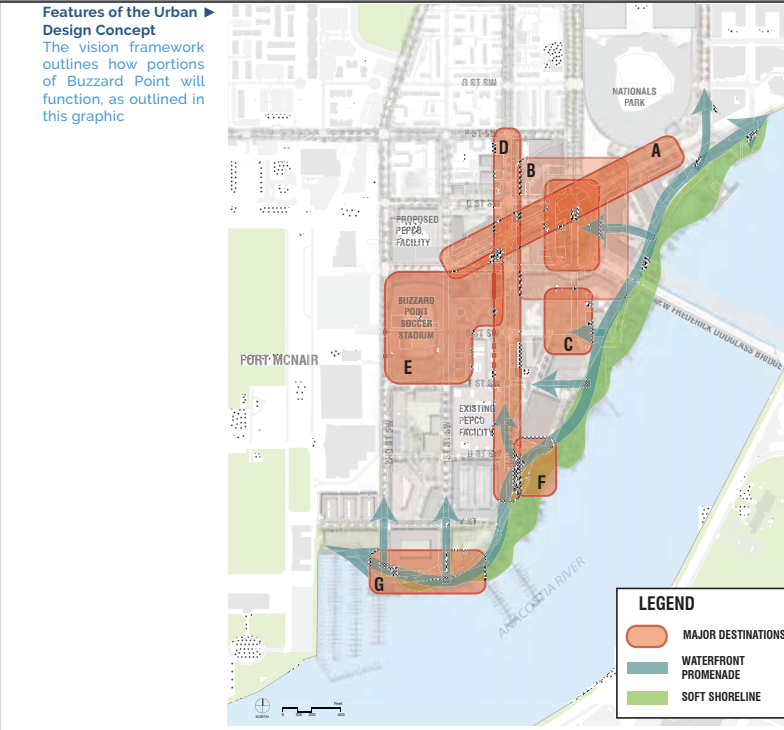
Community Leaders Listening Map (02/06/2014)
Initial community-driven ideas and concerns regarding the area's future

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

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

DC Office of Planning | Buzzard Point Vision Framework | 23

Features of the Urban Design Concept
The vision framework outlines how portions of Buzzard Point will function, as outlined in this graphic



LEGEND

- MAJOR DESTINATIONS
- WATERFRONT PROMENADE
- SOFT SHORELINE

A Potomac Avenue provides a gateway along a grand boulevard to Buzzard Point from the Capitol Riverfront

B Oval Park at South Capitol Street offers active and programmable recreation space and commemorative elements, ringed by a mix of uses framing the oval

C Waterfront Plaza terminates South Capitol Street with a node of activity focused on access to the Anacostia River and a cultural element, such as the Maritime Museum

D Half Street serves as the primary spine of Buzzard Point and as a linear park, with an activity node focused on the open space at the intersection with Potomac Avenue

E Buzzard Point Soccer Stadium hosts events year round and offers activities at its entry plaza

F Links from the existing community to the waterfront promenade expand access to and interpretation of the Anacostia River

G Southern waterfront provides marinas and links to the Anacostia Riverwalk Trail to emphasize the area's relationship to the water

32 | Buzzard Point Vision Framework | DC Office of Planning

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The stadium design and planning embraced Potomac Ave. as the gateway to Buzzard Point. The design of the stadium is oriented to the Grid allowing the stadium to be viewed according to L'Enfant design principles like other grand boulevards throughout D.C.

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The stadium design and planning embraced the Vision Framework plan to create open space. At the corner of Potomac Ave. and Half St., as identified on the map, the stadium design has incorporated a 65,000 s.f. public plaza that also serves as game day festival plaza and queuing.

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

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



OPEN SPACE FRAMEWORK LEGEND

- EXISTING OPEN SPACE
- PROPOSED OPEN SPACE
- WATERFRONT CONNECTION
- CONNECTION TO ISLAND

DC Office of Planning | Buzzard Point Vision Framework | 39