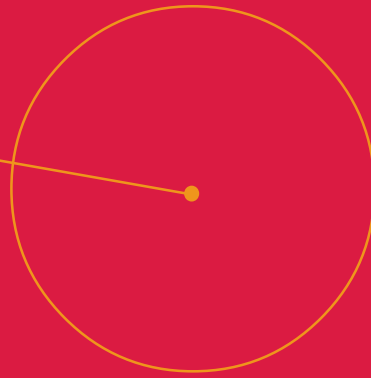


MIT School of Architecture + Planning • Government of the District of Columbia Office of Planning • The Summit Fund of Washington



Urban Design Studio

Fall 2000

Southwest

Washington, D. C.



Design + Publication Editors:

Tami C. Chuang
Noah Terrell Maslan
Matthew J. Simitis

© Copyright 2001

Massachusetts Institute of Technology



Table of Contents

Foreword

Andy Altman

Studio Introduction

Eran Ben-Joseph

Washington in Plans

Julian Beinart

Site Strengths and Weaknesses

Eran Ben-Joseph

Related Ideas

*Tami C. Chuang
Noah Terrell Maslan
Matthew J. Simitis*

Group Proposals

*Waterfront
Central
Buzzard's Point*

Reflections

Acknowledgements

Andrew Altman
Director
Government of the District of Columbia Office of Planning

Foreword

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



Office of the Director

May 1, 2001

I would like to personally thank all the students participating in the SW Studio for their hard work and insight into waterfront and neighborhood planning issues in Southwest Washington. Citizen response to the students' work has been overwhelmingly and has greatly contributed to the constructive exchange of ideas necessary in any urban planning process.

The MIT Studio marks the beginning of a historic planning process in Washington focusing on the shoreline of the Anacostia River. Mayor Anthony Williams has created an unprecedented partnership between Federal and District Agencies in order to create a shared vision for lands both long neglected and forgotten. Most significantly, this historic partnership is embarking on a neighborhood-based planning process which will bring the communities and citizens who live along the river's shores together with the Federal agencies who own its lands.

Throughout the coming year, complex questions will be discussed and debated in pursuit of a consensus vision. The MIT studio has shed light on the complexities and challenges we must face. Issues of environmental justice, social equity, sustainability and environmental health are only some of the challenges identified by the students, which will be actively debated by community members as part of this plan.

Thank you again for the hard work!

Sincerely,

Andrew Altman, Director



Eran Ben-Joseph
Associate Professor of Landscape Architecture + Planning
Massachusetts Institute of Technology

Studio Introduction

Prelude

On March 27, 2001 students and faculty of MIT's School of Architecture and Planning presented revitalization proposals for Southwest Washington DC to residents and public officials. The public meeting, at St. Matthew's Church, was attended by over 200 people and was the culmination of a semester-long studio sponsored by the DC Government's Planning Office and the Summit Fund for Washington. The presentation also marked an important milestone in Mayor Williams and the Office of Planning's Anacostia Waterfront Initiative.

The Urban Design Studio, carried jointly by the Department of Urban Studies and Planning and the Department of Architecture, focused on the Washington DC waterfront area along the Anacostia and Potomac Rivers from South Capitol Street at the East to 12th Street at the North. With rising land values and strong demand for housing and other urban amenities, a workable plan for the future of the waterfront is a top priority for the city. The studio also considered the future needs of the residential community in the Southwest and paid special attention to implementation issues. Various planning proposals and implementation mechanisms that enhance and improve the physical quality of the area as well as generate potential economic development for the local community were suggested. Some of the proposals introduced linkages between the existing public housing and the private market, the integration of newly designed mixed-income housing with information technology industry, and waterfront development interfaces between tourist/visitor needs and those of housing residents.

Background and Brief

In 2000, the Fall Urban Design Studio at MIT's School of Architecture and Planning examined the future of the Southeast quadrant of Washington DC. This report describes the issues to be addressed in the urban design and planning of this part of the nation's capital and presents the investigations and proposals for the site that were prepared by student teams.

This studio is the eleventh in a series carried out by MIT's City Design and Development group. Each urban design studio has investigated and made propositions about current planning and city design issues in a dynamic urban setting. In recent years, the urban design studios have put forward ideas for strategic areas and sites in Tokyo, Taipei, Miami, Barcelona, Boston, Chandigarh, and Singapore. In each case, these proposals have been based on serious field study followed by systematic exploration of a variety of familiar - and often unfamiliar - propositions about future patterns of place, activity, and access.

In this series, the teaching objectives have been to introduce students from a variety of backgrounds to the issues in cities that can be addressed through good urban design, and to make the students conversant with the bodies of knowledge, techniques and values that must be engaged in that task. Additionally, thanks to the interests of the sponsors of the studios, there has also been a wider public objective attached to the studio task. Typically, this objective has been to stimulate public understanding and debate about a pertinent issue in that city such as a major urban design policy, siting choices for public facilities, or the design and location of a significant transportation investment. The final work of the studios has been published in public brochures and, in many cases, has also been the subject of exhibitions.

Studio Tasks and Sequence

With the assistance of the DC Office of Planning, a briefing package for the studio participants was compiled during the Spring and Summer semesters of 2000. This package included aerial photos, site maps, digital site data, background readings on the history and development of the waterfront, current policies and plan documents that bear on the site and other relevant information. It also outlines the studio's pedagogic objectives and the goals of DC Office of Planning.

A weeklong study visit to Washington DC was undertaken in August 2000 by 17 students and three faculty members. This visit gave the participants first hand experience of the city, allowed interaction with the DC Office of Planning, the different stakeholders, and other appropriate institutions. At the end of the visit, some preliminary ideas were presented for review and discussion in a public forum on site. This immediate feedback gave the studio a firm basis for continuing their explorations back in Cambridge.

Once in Cambridge for the start of the semester, the studio was engaged in researching case studies which illustrated many of the possible attributes of a future vision for the Southwest: housing types and densities, prototype waterfront development patterns, options for future street profiles, alternatives for S. Capitol St, locations and forms of high-tech uses and commercial patterns, and development benefit 'transfer' techniques. This phase also enabled the creation of a database that was available to the class as a whole.

In the next task of the studio, the objective was to explore a wide range of longer-term 'visions' for Southwest Washington—specifically the area south of I-395 and west of South Capitol Street. Each student worked individually taking one stance in respect to major issues such as: the intensity of development, the mix of activities, the rate of development, the influence of current policies, the degree to which existing community / communities goals are attended to, new views on the form and renewal of the national capital, etc. Each student produced a "telling" three dimensional plasticine model and text to convey their vision. These individual abstractions were then compared, contrasted, and synthesized to provide the studio with general direction for possible interventions.

Based on these initial steps the studio was divided to examine individual zones within the site in more detail. Based on student interest and on a mixing of skills, three design teams were composed to work together for the remainder of the semester to develop an integrated urban design proposal. Thus enabling each



student was able to become familiar with the site as a whole, with a particular zone of the site, and with one of three general aspects of development studied by the class as a whole—the waterfront area on the west, the central zone, and Buzzard’s Point on the southeast.

An interim review of each team’s proposals was held mid-semester with representatives of the DC Office of Planning. Each scheme was then further developed and presented in the form illustrated in this report during the final week of the semester and again in a public presentation in DC.

The ideas put forward in this report are wholly the result of the activities of the studio participants, stimulated by others in Southwest Washington DC and elsewhere who have thought about these same issues. Thus, while the financial support of the DC Office of Planning and the Summit Fund, and the comments and input of participants in discussions with the class have been essential to achieve the studio’s results, the views and ideas proposed here are exclusively the responsibility of the class, its students and its faculty.

The Report

The remaining sections of this report detail the context of this project and the team proposals. In Section 3, this round of planning and urban design for the Southwest is placed within the history of planning and physical development of Washington DC. The attributes of the site, and its opportunities and constraints are outlined in Section 4. In Section 5, the overall approach and a synthesis of the individual proposals are presented for a comprehensive design and planning framework for the Southwest. In Section 6, each of the teams’ individual proposals are described and illustrated. The report concludes with reflections on the studio’s efforts as described by the local media.



Julian Beinart
Professor of Architecture
Massachusetts Institute of Technology

Southwest Washington in Plans

Had Thomas Jefferson's sketch plan of 1791 for the new city of Washington prevailed, Southwest Washington would have been in an area "to be laid out in the future." His plan, a modest 3 by 11 block rectangular grid stretching eastward from about the midpoint between the three existing townships on the site, Georgetown, Hamburg and Carrollsburg, specified the major public buildings to face south onto the Potomac and the Tyber Creek (Fig 1). The "future" would probably have seen a city housed in an extension of the grid.

L'Enfant's plan was not so open to future development. In it, Southwest Washington appears precisely as any other part of an urban area which stretched from Georgetown on the west to beyond Carrollsburg on the east (Fig.2). L'Enfant considered grid plans "tiresome and insipid...however answerable they may appear on paper or seducing as they may be on the first aspect to the eyes." He didn't realize that his plan, relying so much as it did on achieving the power of its image only when completed, would suffer for a long time. In the meantime, the neighboring town of Alexandria, laid out as a grid, would flourish right from the start and would be easy to add to. A visitor to Alexandria in 1797, in fact, delights in its "rectangular plan [where] streets sufficiently wide intersect each other at right angles; and spacious squares add to its beauty, convenience and salubrity (Fig.3)."

The Jefferson plan, like earlier Chinese models, faced south toward water. L'Enfant, on the other hand, made a city which abjured orientation to the rivers which surrounded his plan and to the creeks which penetrated it. The plan was organized as an internalized construction, linking hills and arrang-



Figure 1. Untitled and undated map drawn by Thomas Jefferson, probably in March 1791.



Figure 2, Above. "Sketch of Washington in Embryo," showing the three existing settlements and the extent of the L'Enfant plan.



Figure 3, Left. Birds-eye view of Alexandria, Virginia, and the development of its grid plan.



Figure 5, Above. Facsimile of a manuscript by Peter Charles L'Enfant of the "Plan of the City Intended for the Permanent Seat of Government of the United States."



Figure 4. The L'Enfant plan for Washington as "an internalized construction."



Figure 6. "City of Washington," drawn and published by H.S. Tanner in 1836.

ing space according to a geometry based on deliberate perception (Fig.4). The plan related to the water of the Potomac and Anacostia rivers in only a few ways: at the western end of the Mall, south of the President's house and the Washington Monument, there would be a large waterfront park; canals would run through the Southwest and above the Mall to this park; the deep water of the Anacostia would provide the site for the Navy Yard; and the Armory and Penitentiary would sit between the Potomac and the canal system. In the Southwest there would be a major open space along the canal with five grand fountains spouting water [E in the plan] and linked to the 40-foot high cascade which would erupt from under the Congress building [F in the plan] (Fig.5).

This plaza, never built, would bring together, like many other open spaces in the plan, the diagonal and rectangular avenues and streets that vectored into it (Fig.6). The diagonal state-named avenues penetrated the Southwest as they did elsewhere. Delaware and Maryland Avenues were proposed as the only two in the whole city which would connect the Capital and the rivers. Delaware Avenue was meant to sweep majestically from the Capital to the Penitentiary and then to the water at the southern tip of what is now Fort McNair. Today, it survives only as a narrow five-block connector halfway between the Capital and the Fort: it never reached the water. Virginia Avenue, meant to connect the Mall to the Southeast now has the railroad on its alignment. Georgia Avenue, a modest link between the Potomac and the Anacostia, remains today only as a fragment of this intention.

But the fate of Maryland Avenue best illustrates the deviation from L'Enfant's plan in the Southwest insofar as it shows the asymmetry between the development of Washington to the Northwest as opposed to the Southwest. Maryland Avenue was conceived as the southern arm of the equilateral triangle radiating westward from the Capitol, making it arguably the second most significant avenue in the city after Pennsylvania, the connector between the people's assembly and the house and office of the country's leader. But, unlike Pennsylvania, Maryland, from the beginning was seen as a traffic connector, in earliest Washington to Long Bridge, then the only bridge across



Figure 7, Left. "City of Washington from Beyond the Navy Yard," painted by G. Cooke and published by L.P. Clover in 1834.

the Potomac. It has been sustained its role as a transportation corridor, and today is cut into pieces by the railroad and the automobile freeway. It symbolizes the treatment the Southwest has suffered as the wealth of the city has moved to the Northwest, a quadrant not traversed by railroads or highways. Today, if Washington has a main street, it is Connecticut Avenue, the path from the White House into the Northwest; if it has centers of social activity, Dupont Circle and Georgetown, both in the Northwest, would be among the most active.

The view of Washington in 1834 from across the Navy Yard shows the imbalance in development between Southwest and Northwest (Fig.7). The Southwest is a bucolic landscape suffused with nature alongside a clean and peaceful riverfront. Some 30 years later, a bird's-eye view of the city again reveals the vigorous shaping of the Northwest while the Southwest remains sparsely developed beyond the towering structures of the Capitol, the Smithsonian and the Washington monument (Fig.8). In the Currier and Ives folio view of the city just after the Civil War, the difference between the quality of the two avenues, Maryland and Pennsylvania, is patent (Fig.9). A railway now cuts through Maryland Avenue and the Southwest. There is a modest waterfront between the bridge and the present Fort McNair, seemingly for pleasure and ferry boats. The canal system of the L'Enfant plan has just about disappeared. River Street and M Street, today such important elements of the Southwest, are in place, with M street running largely through fields. The small-unit development of the blocks and the way they reach the water edge clearly shows the lack of attention that the basic plan of Washington, so intent on its theatrical interior, paid to the meeting of building and water. Still today, there is no alternative model for this interaction other than open space, mostly in the form of parks, but sometimes also in the form of leftover space between grid edge and water.

By the time of the city plan at the beginning of the 20th century, the water edge condition of the Southwest was changed significantly. L'Enfant's public park at the western edge of the Mall had been enlarged by the Army Corps of Engineers by dredging the Potomac and filling in the tidal flats. To its south, a tidal reservoir was designed to retain water at high tide, which, when released at low tide, would flush the channel. Together with the area now known as East Potomac Park, some 739 acres were added to the city. Now the Southwest waterfront faced across to land and made subsequent proposals to bridge the channel possible. Today the channel remains uncrossed and East Potomac Park, now a recreational area, awaits more in-



Figure 8. "Bird's Eye View of the City of Washington, D.C. and the Seat of War in Virginia," drawn and published by J. Bachmann in 1862.



Figure 9. "The City of Washington. Bird's-Eye View from the Potomac - Looking North," drawn by C.R. Parsons and published by Currier and Ives in 1880.



Figure 10. "The Altograph of Washington City, or, Strangers' Guide," lithograph by J.T. DuBois in 1892.

Figure 11, Right. "Bird's Eye View of General Plan, from Point Taken 4,000 Feet above Arlington," rendering of the Senate Park Commission Plan (McMillan Plan) by F.L.V. Hoppin in 1902.



tense development (Fig.10).



Figure 12. "Washington, District of Columbia, Our Nation's Capital," drawn by O.W. Wilson and published by Lintner Maps Inc. in 1948.

Once more the Southwest received little attention in the next major plan for Washington, the plan of the Senate Park Commission (also known as the McMillan plan) which was exhibited to the public for the first time at the beginning of 1902. Maryland Avenue was seen as relieved of trains and interruptions en route to a new Jefferson Monument. Sites for the development of government buildings south of the Mall were proposed to give the Mall a central position between this new area and what became known as the "Federal Triangle" to the north of the Mall. A new bridge was proposed to cross the Potomac close to the railway bridge, the beginning of the oppressive bridge abutment and support cluster that now separates the Southwest waterfront from the tidal basin and which continues to inhibit pedestrian flow east and west along River Street (Fig.11).

A rather benign and appealing version of the city is depicted by the architect Oliver Whitwell Wilson in 1948. A new bridge now crosses the Potomac from the Jefferson Monument. Most of the water edge of the city is green and the built districts simply bleed towards the edge. The Southwest is shown as similar to any other part of the normal city (Fig.12).



Figure 13. "Future Washington," drawn by S. Stefanoff and published by the National Geographic Society in 1967.

In later representations of the city, however, the Southwest is no longer seen as so undifferentiated and forgotten. In the depictions of the city in 1967, the Southwest has achieved a major transformation. It is one rejoiced in by journalists and critics who see the Southwest reclaimed from misery. Thus the historian John Reys speaks of the urban renewal of the Southwest in these terms: "...the new cluster of federal offices that replaced the acres of blighted and slum dwellings once occupying the site. A general plan for the more than 400 acres of this neighborhood was adopted in 1956, and work began shortly thereafter on individual projects, each designed by different architects. This approach produced an attractive variety of designs that avoided the stereotyped appearance of so many other projects of this scale in other cities." The journalists, A.Robert Smith and Eric Sevareid, applaud "the utter transformation of Southwest Washington from the city's worst slums to America's largest venture in urban renewal."

Aspects of "America's largest venture in urban renewal" can be seen in the 1967 characterization of the "Future Washington" in Figure 13. While the Northwest of the city retains much of the intent of its original plan, the Southwest is transgressed by a massive highway chasm with overhead bridges connecting only a few streets to the Mall. L'Enfant Plaza, in name only reflecting its association with the city's first formal plan, is typical of the urban renewal ideology: a place created with disregard for enclosed streets and what animates them leading vacantly from the Mall to terminate at an indistinct mound with no connection to the waterfront street some 35 feet below. (A version of this can be seen in the developer Zeckendorf's and the architects' Pei and Weese 1955 proposals for the renewal of the Southwest shown in Figure 14.) The small-block texture of the Southwest is scaled



Figure 14. William Zeckendorf's proposals for the redevelopment of Southwest Washington in 1955.

upwards to create superblocks often with buildings set back from streets. The current economically-troubled M Street shopping mall is a product of the particular rationalization of urban renewal practice which seems constantly to have sought a reduction of the less orderly aspects of urbanism. For whatever reasons, Southwest Washington now has an inadequate shopping center and hardly any distributed small-scale commerce. In both Figures 13 and 14 the waterfront is shown as it is today, an area of un-intensive development fronting onto an extensive marina almost entirely for private boats.

In the most recent of the sequence of end-of-the-century plans for Washington (L'Enfant/McMillan/Legacy), the Southwest is subject to an attempt to centralize the Capital and to distribute environmental quality widely in the city (Fig. 15). So a significant public building, such as the Supreme Court, is resited in the Southwest, South Capitol Street is revitalized to be a major arm radiating from the Capital to a new bridge to Anacostia. The plan also recognizes the potential of the Southwest waterfront and the future development of East Potomac Park.



Figure 15. "Washington in the 21st Century," from "Extending the Legacy," plan prepared by the National Capital Planning Commission in the mid-90's.

The proposals designed for Southwest Washington by the MIT students in the Fall 2000 studio follow 200 years of plan-making for the city. Some of the preoccupations in their work are longstanding: the stress on streets as makers of urban space and social interaction harks back to the first plan. The renewal of South Capitol Street and a new bridge to Anacostia, however, match ideas from the most recent, Legacy, plan. But, unlike this recent plan, the students have eschewed the placing of a major government building in this area, and have adopted the notion of a public place at the foot of the bridge, an idea that might resonate more with L'Enfant's proposals. The students treat the water edge more purposely than in most previous plans, both at a regional scale as part of an extended river walk, or as a dense waterfront which links back to the Mall and is meant to create an easily accessible urban presence on the water that the city now lacks. Wealth created here would be used to improve the poorer parts of the neighborhood through a local distributing trust, a feature for the spreading of resources within the community itself not utilized in previous plans. In fact, there is in the students' work a general desire to distribute activity, be it commerce, education or amenity, throughout the area rather than in singular places. But a major goal of the students' work, never so prominent in past plans, is to make the city a much more livable place in the face of so many attractions for people to live and work in its extensive suburban hinterland. Their proposals aim to make an excellent contemporary residential community in the Southwest, close to jobs, with more housing of all kinds, good schools and open space, well-supplied by public transportation and close to the culture and entertainment of an international city. Many current residents of the Southwest feel that their community has been subject to more study and plans than it has seen action to change it for the better. May we hope that the work of these students is a small step toward action.



Eran Ben-Joseph
Associate Professor of Landscape Architecture + Planning
Massachusetts Institute of Technology

Site Strengths + Weaknesses

WASHINGTON D.C. SOUTHWEST

The Washington DC waterfront is radically different from most other East Coast cities in that as the nation's capital, it never needed to become a major center of trade, commerce, or industry. Washington lacks large-scale industrial waterfront development characterized by rail yards, warehouses and docks. Deliberated design and planning have devoted much of the District waterfront devoted to parkland and the creation of a soft green necklace of public open spaces. The vast majority (96%) of this shoreline is under public/federal ownership with the National Park Service controlling most of it, while other significant portions are under the jurisdiction of the Department of Defense.

Presently Georgetown and the Southwest are the only portions of the D.C. waterfront that provide a vital contrast to the serenity of most of the shoreline as the urban fabric actually touches the water. They both have the potential to offer a much-needed center for water related commercial and recreational activities. Unlike the Georgetown waterfront the Southwest lacks the outdoor, animated experience that the waterfront in Georgetown provides. Separated from adjacent neighborhoods by wide and heavily traveled arterial roads, it critically needs urban mass and densified uses. Offices, restaurants, housing, along with entertainment facilities can be expanded to play host to residents and visitors alike, thus creating a vibrant and unique urban waterfront in the heart of the city.

THE STUDY AREA

The Southwest (SW) study area is bordered by the an elevated Southwest freeway to the North, the Anacostia River on the south, South Capitol street on the east and 12th street and the Washington Channel on the West. The topography is flat, raising between 12 to 25 feet above the water's edge. The Banneker Overlook is the highest point on the site at 50 feet above sea level. The Southwest is primarily a residential district, with some scattered commercial, institutional, industrial and educational land uses. Commercial enterprises are located at Waterside mall and along the waterfront with its restaurant and the fish market. Federal property includes Fort McNair at the south, and open land at East Potomac Park. The southern, Buzzard Point area is predominately vacant land, parking lots, and some industry such as asphalt batching and gravel facilities.

The site is easily accessible by mass transit, including three Metrorail stops: Waterfront, L'Enfant Plaza, and the Navy Yard just east of South Capital Street serve the area. Several Metro bus routes circulate throughout the area with transfers at all Metro rail stations. Union Station, which is served

by Amtrak Metro liner and commuter rail lines, is one mile away. The area is also within walking distances to Capitol Hill, several federal office buildings such as the Department of Housing and Urban Development and the Department of Transportation, as well as the Smithsonian and Holocaust museums.

The racial distribution of the area is a microcosm of the city as a whole. Of the Southwest's estimated total population of 12,488 in 1997, 30.6% are Caucasian, 62.2% are African-American, 3.8% are Hispanic, and 2.7 percent are Asian-Pacific. Although the Southwest has a racial breakdown similar to the city in the aggregate, its middle income census tracts are about evenly split between black and white residents while the low-income neighborhoods are primarily African-American. Two public elementary schools and a Junior High School serve the younger population in the Southwest. There is no local high school in the area and teenagers must commute forty blocks to attend Wilson High School in the Northwest. However, Southeast University makes its home in the area, while World Cyber Tech, a computer educational facility, is located in the Buzzard's Point area.

OPPORTUNITIES

Current Development

Although the Southwest and the District as a whole lag behind Northern Virginia and Maryland in new development starts, the SW has recently seen increased development activity. The old Syphax School is in the process of being adapted to include 28 new townhomes and 10 condominiums. Several vacant parcels on the Channel Waterfront are available for development, and rezoning. North of the Channel, at 12th Street and Maryland Avenue, has resulted in approximately 2 million square feet of office space, 120,000 square feet of retail space a 500 room hotel currently under construction. At 7th and G Street a residential complex with 40 town homes is being completed.

The available vacant lots and underutilized open space at Buzzard's Point and the Channel Waterfront areas will potentially allow large-scale interventions at the perimeter of the SW. The studio has made the assumption that such interventions must be linked to improvements in the core of the site to ensure an equitable distribution of benefits and revenues to the residents of the Southwest as a whole.

Access and Circulation

M Street has the potential to become a distinct pedestrian and local traffic corridor connecting the Southwest and the Southeast, and particularly linking the Navy Yard, Waterside Mall and the Channel Waterfront. Seventh Street is an ideal connector between downtown, the emerging cultural core of the city, and the Channel Waterfront. South Capitol Street can become a new boulevard and be given new prominence and distinction, connecting the Capitol with the Anacostia River and its neighborhoods.. The redesign of South Capitol Street should incorporate available urban design and land-use planning techniques that create a pedestrian friendly environment. Such spaces should support civic and social activities along sidewalks, adjacent buildings, and between neighborhoods.

Environment

The Anacostia Waterfront Initiative has resulted in much greater community awareness of the environmental conditions of the river. Education enterprises include the riverwalk plan, and the education center built and managed by the Earth Conservation Corps in Buzzard's Point, the center further up the Anacostia abutting the Navy Yard. Environmental mitigation and clean up should be regarded as a fundamental prelude to creating a usable and successful waterfront.

Attractions

Major tourist and cultural attractions can be found within walking distance of the Channel Waterfront. These include the Jefferson Memorial, the Tidal Basin and the cherry blossom promenade, East Potomac Park, the National Aerospace Museum, the Holocaust Memorial Museum, the Smithsonian, and numerous federal office buildings. Within the SW the Fish Market, Fort McNair, the Titanic monument and Arena Stage are local attractions, as well as drawing visitors from throughout the region.

CONSTRAINTS

Circulation

Major streets such as M, Maine and South Capitol are designed as high volume and high speed arterials that encourage fast traffic and frustrate pedestrian movement. The freeway to the north is a physical and visual barrier that segregates the SW from the rest of the city. Internally, the street system is disconnected with poor access to the water edge.

Lack of convenient pedestrian access, landscaping and clear linkages between the Channel Waterfront and adjacent tourist areas are conspicuous and are compounded by the poor connection from the waterfront to L'Enfant Promenade, Bannaker Overlook and the Tidal Basin. The Channel Waterfront itself is a concrete seawall devoid of trees and other forms of vegetation. Furthermore, the long mooring marina docks block direct views of the water as well as physical access to it.

Land-Use

The Southwest has a pattern of separated uses that could offer greater opportunity and convenience to all residents were these activities to be more intermingled. The public and private housing stock are distinguished by both location and physical obsolescence. Commercial and retail properties are not located within the neighborhood fabric, but are concentrated in the Waterside Mall, the only significant commercial retail establishment in the SW.

IMPLICATIONS AND PROPOSALS

This appraisal of opportunities and constraints in the Southwest coupled with a study of recent ideas and the comments on our preliminary ideas expressed by community members at the meeting on August 24, 2000, led us to propose a set of directions listed below. These directions have been explored by the students and in many instances incorporated in their proposals. We urge the thorough consideration of each of these ideas in the future planning and design of Southwest Washington.

1. Revitalize and radically alter S. Capitol Street as a surface boulevard
2. Site major activities at the south end of S. Capitol Street
3. Improve the frequency and amenity of E-W street access between Southwest and Southwest Washington
4. Use the Buzzard's Point area to bring new sustainable activities to the Southwest (High Tech?)
5. Add significantly to the stock of housing, especially in the affordable and intermediate price ranges
6. Locate physically accessible water edges as part of the waterfront system
7. Re-configure and re-use the Waterside Mall
8. Re-establish and re-configure the street grid
9. Improve M Street as a major E-W link/ Spine Boulevard
10. Establish North/South connections on 7th Street
11. Provide for mixed uses along water edge
12. Ensure water views from many more streets and public spaces
13. Reconfigure water edge
14. Create recreational cultural destinations serving the region along Water street/ waterfront
15. Establish strong pedestrian connections to Hain's Point/East Potomac Park
16. Develop improved surface transit integrated with Metro stops
17. Rationalize street landscaping/paving system
18. Explore Delaware Ave. as a core zone
19. Explore increasing densities and improvement to existing public housing stock
20. Explore freeway, (I-395) air rights



August

19-25 Site Visit + Presentation of Initial Findings



September

7-19 **Inquiries + Data:** Investigations of waterfronts, housing, retail, IT developments, boulevards + streets, data + information

29-25 **Abstractions + Projections**



October

9/25-10/27 **Area-wide concepts + Site/Zone Explorations**

27 **Midterm Review** with Uwe Brandes, Antonio DiMambro, Pratap Talwar, Langley Keyes, and Karl Seidman



November

9/27-11/14 **Housing Charrette** with Charles Correa



December

18 **Institute Review** with Bishwapriya Sanyal, Stanford Anderson, William Porter, Karl Seidman, Joan Goody, Pratap Talwar

19 **Client Review** with Andy Altman, Toni Griffin, Ken Greenberg


January/February

Publication Production

March

27 **Public Presentation**

Studio Timeline



Tami C. Chuang
Noah Terrell Maslan
Matthew J. Simitis

Related Ideas

OUR APPROACH

Even from the first site visit, the development potential of Southwest was clear to everyone involved in the studio. With proximity to the waterfronts, the Mall, major employment centers, and service from two subway lines, the Southwest is in many ways the best kept secret in D.C., with the potential to be transformed into a bustling hub of culture and recreation. Although this may seem like good news, it has very real implications for a difficult future for a majority of current residents who live in outdated and worn affordable housing. It is unfortunate that affordable housing can only be found in less desirable areas. Even more disheartening is the fact that affordability is most often sacrificed in neighborhoods experiencing transition. As such, students in the studio were particularly sensitive to the impact their proposals would potentially generate. Though never explicitly verbalized, it was a tacit agreement between the three groups that all proposals shall:

- Retain and increase the supply of affordable housing on site proportionally with all new development
- Employ mechanisms that use revenue generating developments to subsidize neighborhood oriented uses
- Include infrastructural improvements that not only consider regional and market development potential, but also bring benefits for the existing neighborhood

The most critical aspect of the task was to produce a vision for the entirety of Southwest and not further perpetuate the fragmentation that exists today. The proposals made in this report must not be considered individually, but rather as part of a series of incremental improvements. Building momen-



tum and a sense of trust between the district and the residents, these well-timed actions will ultimately lead toward a more coherent vision of the Southwest, both within itself and beyond, to the larger district region.

REGIONAL SCALE INTERVENTIONS

Currently, the perimeter of the Southwest acts as a barrier to entry and is representative of the lack of continuity or access throughout the site. These conditions, along with the availability of vacant or underutilized parcels, make the area suitable for both small scale development and bold gestures. With the three goals listed above in mind, it is easy to see why the three major interventions have been located in the periphery of the neighborhood. While the need to place Southwest on the map of regional destinations certainly exists, it is equally important that this is done with minimal negative impact to the neighborhood. Connections south from Banneker Point, the cultural node at the elbow of a consolidated Water/Maine St. and M St, and the South Capitol gateway are all placed along major arterials that take traffic through more public, commercial areas of the neighborhood. Large-scale improvements made at these perimeter locations give transformations in Southwest visibility, signaling a commitment to create a more accessible, inviting, and vibrant community without exposing the core of the neighborhood to increased traffic. Enforcing these critical points helps to bolster the distinctiveness of each neighborhood as a unique destination as well as ensuring the successful revitalization of the Southwest Quadrant as a whole, to enliven and enforce the character of the neighborhood.

First of the three major interventions is a new South Capitol Gateway. At present it is a busy elevated highway that acts as a throughway from Anacostia to the north, where it connects to either Interstate 395 or South Capitol Street. The restructuring of this gateway is imperative to the future success of many neighborhoods. Southeast Washington (with its new Federal Center), Buzzard's Point, and the rest of Southwest all rely on South Capitol Street; now, however, the main goal of this gateway is to shunt cars past the area. South Capitol must become a connector, a place where these neighborhoods contact and exchange with one another. The revitalization of South Capitol Street will require significant changes in its character, which suggests major reconstruction and traffic calming. Redesigned as a grand landscaped boulevard, the street will enhance connectivity along its spine and increase permeability across it from east to west by slowing the traffic down and having more frequent crossings.

To assuage the transition into the Southwest from Anacostia, a new, multi-modal Frederick Douglass Bridge is proposed; built at grade, the bridge will handle a light rail system, pedestrians, cyclists, and have fewer lanes to accommodate less car traffic. This new bridge will make its entrance onto South Capitol through an open space framed by civic-scale buildings that invoke a sense of arrival. The infrastructural improvements associated with such large interventions will symbolize the public's will to transform Southwest D.C., acting as a catalyst to revitalize the area and increase private development.

Next, the Channel Waterfront proposal recognizes the need to provide access to the water edge as well as enhancing the commercial, residential, and tourist destinations for the surrounding neighborhoods and visitors. In order to achieve reasonable and developable parcel configurations, it is proposed that certain uses, such as a Jefferson Junior High will be relocated to more favorable areas within the heart of the site.



A major expansion of the Banneker Overlook into a terraced mixed use environment is proposed to provide a stronger connection between the National Mall and nearby offices to the waterfront just a block away. A consolidation of Maine and Water Street is proposed to increase the developable land area along the Washington Channel. This provides a stronger physical and visual connection to the water and enhances the pedestrian experience as they stroll the new promenade between the Banneker terminus and a new cultural hub anchored by Arena Stage.

M Street is the single shared connector throughout the Southwest as it travels from east to west and then turns north into Maine Street. Its significance must be stressed if any successful revitalization is to occur. There are many difficulties with the street, foremost of which is the lack of building frontage, the lack of continuity, and consistent streetscape design. The corner of M and Maine Streets holds potential, however. Already home to Arena Stage, a nationally renowned repertory theatre, this intersection will house a large marina, expanded theatre performance and perhaps additional exhibit space. Using this node as the third major intervention, it should be possible to draw from the energy and visitors coming down from the mall, and build on this synergy for a new cultural and entertainment destination.

USING THE WATERFRONT

The Southwest is unique because it, like no other portion of D.C., is mostly bounded by water. Three distinct waterfronts border the Southwest: first, the Channel Waterfront, currently an active entertainment, tourist, and gated residential area, second, the inaccessible waterfront secured within Fort McNair, and finally, the Buzzard's Point industrial waterfront. Our inquiry into these three very distinct conditions brought us to the conclusion that they should remain unique because of the different functions they serve, and furthermore, through various redevelopment proposals, should become more defined as to their uses, users, and program.

The Channel Waterfront is characterized by warehouse style restaurants and nightclubs lacking architectural identity. Though the businesses are successful and crowded nightly, there is tremendous potential for it to develop into a significant urban entertainment destination. As previously out-



lined, this waterfront is intended as a regional node of activity, a vibrant public destination.

The waterfront at Buzzard's Point represents another underutilized Southwest resource. Dominated by large federal offices and industrial uses, the water's edge is difficult to access and unpleasant to engage. The new Buzzard's Point Waterfront serves two constituencies, both the general public as an active recreation space and part of the Regional Riverwalk, and also its new residents, through a series of neighborhood parks. While the rebuilding of the Frederick Douglass Bridge is the area's bold gesture, the water's edge should cater to the neighborhood as a passive recreational waterfront with spots of active recreation.

The edge bordering Fort McNair constitutes the last piece of the Southwest waterfront. In the short term, we propose that the Fort allows access to the open space portion of Greenleaf Point to expand the public open space associated with the recreational waterfront at a sailing cove proposed at the tip of Buzzard's Point; in the long term, the possibility of obtaining a public easement to complete the final link for the regional Riverwalk trail system should be investigated further.

ACCESS

Urban Renewal greatly altered the block and street patterns of the southwest; as a result, many connections north/south and east/west disappeared. Visual and physical corridors toward the waterfronts do not currently exist, and thus, this natural amenity does not play an active part in the lives of residents who live in the central part of Southwest D.C. As the rapid redevelopment of the Channel Waterfront and Buzzard's Point come to fruition, connections to these destinations must also be enhanced. All three groups carefully looked at increasing connectivity throughout the Southwest, and this approach is evident in the proposals.

Each proposal was crafted with special consideration for access across the site and to destinations between neighborhoods. Whether opening streets, as in Buzzard's Point, restructuring them, as in the Channel Waterfront, or

altering the character on Delaware Street, as in the central area, the connectivity between neighborhoods will only be enhanced with coherency in streetscape design. Consistency will hold these separate swatches together into an integrated and more accessible urban fabric, and perhaps begin to facilitate a mental connection between neighbors in currently disjointed developments. Any attempt to redevelop pockets of the Southwest without considering the area as a whole and the relationships between neighborhoods will only perpetuate the trend set by Urban Renewal, dividing a community physically and socially through severed connections and obstructed visual corridors.

HOUSING

The approach to housing can be characterized by neighborhood contextuality. New and infill housing builds upon the current Southwest housing typology rather than the civic monumentality of the area to the North, and the district in general. Furthermore, the proposed housing types reflect the character of each neighborhood within Southwest, often a function of location economics. Market realities have been taken into consideration in the proposal, and what is proposed has financial feasibility as demonstrated through development pro forma performed by each group.

Morphologically, the intent is to provide a mixture of housing typologies that facilitates a gradual transition between neighborhoods and densities, and promote a coherent grain of development throughout Southwest. Housing of higher density is placed along busier streets and waterfront properties along the perimeter of the site where the character of the housing complements the character of the site and street. Likewise, the Channel Waterfront is more monumental, and thus plays host to larger apartment blocks. On the other hand, townhouses are prevalent in the interior neighborhoods of the central area and Buzzard's Point, which are lower and quieter by comparison.

	CHANNEL WATERFRONT	BUZZARD'S POINT	CENTRAL	TOTAL
Residential				
SQFT	3,405,000	4,939,000	783,000	9,127,000
No. of Units	2,400	3,700	750	6,850
FAR	4.2	3.2	0.5	2.6
Mixed Use				
SQFT		2,619,489		2,619,489
FAR		3.8		3.8
Office				
SQFT	1,015,000			1,015,000
FAR	2.6			2.6
Institutional Cultural				
SQFT	312,000		132,000	444,000
FAR	1.9		0.6	1.3
Hotel				
SQFT	597,000	578,000		1,175,000
FAR	2.5	8.7		5.6
Service Retail				
SQFT	247,000		40,000	287,000
FAR			1.0	1.0
TOTAL				
SQFT	5,576,000	5,517,000	955,000	12,048,000
Saleable Land	1,660,000	2,197,000	2,051,000	5,908,000
FAR	5.4	3.7	0.5	2.5

Overall Phasing

OPEN SPACE/WATEREDGE

1. Public access to land at Greenleaf Point and creation of Park.
2. New Playfields for School - Renovation of Athletic Fields near 395, on South Capitol
3. Create open space and amenities on Anacostia Waterfront east of the Frederick Douglass Bridge
4. Re-landscape Banneker Plaza
5. Construct new piers/landfill and construct new museum
6. Create formal entrance to Fort McNair

CULTURAL / INSTITUTIONAL DEVELOPMENT

1. Arena Stage expansion as New marina opens at cultural node
2. Relocation of Junior High School to Delaware Corridor, renovate existing into housing
3. Construct new piers/landfill and construct new museum
4. New Playfields for School
5. New Civic Buildings – Daycare, Services
6. Community Services placed near schools

POLICY RECOMMENDATIONS

1. Establish neighborhood commercial district along Potomac Street and implement strict FAR and design guidelines that allow for appropriate transition between neighborhoods.
2. Channel Waterfront Overlay District: ground floor public spaces, maximum base, FAR and bonuses granted for certain amenities, mixed-use zoning
3. Anacostia Waterfront Association: Establish community organization to oversee long-term sustainability of Buzzard's Cove, the Riverwalk, and the ecological restoration of the Anacostia Waterfront.

INFRASTRUCTURE

1. Extend M Street and adjust other streets south of M Street (demolish existing structures as businesses move)
2. South Capitol Street Improvements
3. Introduce Woonerfs (greening of Delaware)/ Delaware Ave. Improvements, North of M
4. Infrastructure upgrading Potomac Streets
5. Introduce new light rail and station on S. Capitol
6. Build garage under new landscaped square
7. Upgrading of infrastructure along Half, 1st, S, T and V streets

Major Interventions

*Maine Street
Realignment*



*Fill the Channel
at M Street
elbow and con-
struct Hotel/
Cultural Node*

*Build lower level,
multimodal, less
capacity Frederick
Douglass Bridge*



*Create Buzzard's
Cove, begin
Riverwalk/Parks
Planning*

2001

HOUSING & COMMERCIAL DEVELOPMENT

Channel Waterfront

1. Construct hotel at M and Maine Street
2. Construct new movie theater/ offices, parking garage and 7th Street Residential
3. Move Channel Inn into new hotel space, demolish Channel Inn
4. Construct new housing and retail on new parcels created
5. Construct Banneker buildings near re-landscaped Banneker Plaza
6. Move Fish Market into new facilities and build hotel on former Fish Market site

Delaware Corridor

1. Greenleaf Housing Additions
2. Create Program for Home Ownership
3. Rehabilitate historic housing
4. Add New Mixed-Income Housing

South Capitol Street

1. More Mixed use, Renovation of Hotel on South Capitol
2. Encourage mix of uses around South Capitol Square: Retail, office, commercial and residential

Anacostia Waterfront

1. Residential Development - Luxury housing, Mid rise, Townhouses (Phased in over 20 years)
2. Conversion of power station to residential use building
3. Residential Development along Anacostia Waterfront - Strict design guidelines to ensure attractive buildings that respect waterfront and riverwalk.

Potomac Street

1. Establish neighborhood commercial district along Potomac Implement strict FAR and design guidelines that allow for appropriate transition between neighborhoods.

Buzzard's Point Infill

1. Residential Development - Luxury housing, Mid rise, Townhouses (Phased in over 20 years)

M Street

1. Construct new housing south of M Street
2. New Mixed Use (Office/ Retail) Buildings along M Street

2030

*Bi-level,
hardscaped
Promenade along
Channel Water-
front*




*Construct new
piers/landfill and
construct new mu-
seum at cultural
node*

*Mixed-Use
South Capitol Square*



*New Senior
High School in
Delaware
Corridor*



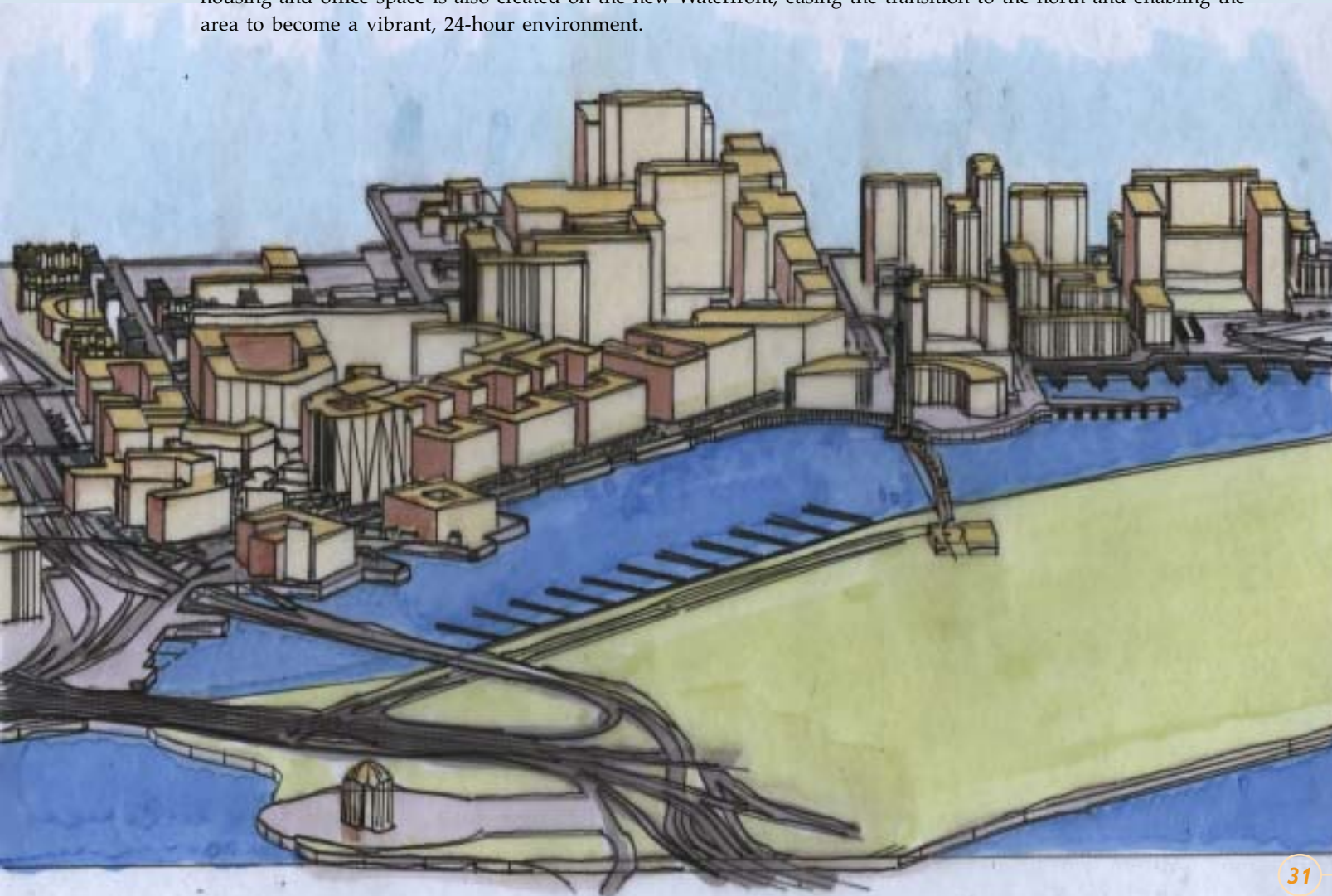
Ana M. Lasso
Ayan Sen
Joshua Switzky
Kishore V. Varanasi
Jennifer Velimure

Channel Waterfront

The Southwest Waterfront is a waterfront worthy of Washington D.C., the nation's capital. In a city composed of grand gestures and monumental buildings, its waterfront should be no less memorable, melding the dignified monumentality of Washington with the activity and vibrancy of urban life. It will be the companion and complementary grand public space to the National Mall. The Mall is a creature of the nation, the Waterfront is a creature of its capital city. While the Mall provides a setting for an entire country's houses of government and institutions, the waterfront is the residential, retail, and arts/entertainment counterpart. In a city where almost every foot of shoreline along both its two rivers is federal property or parkland, the Southwest Waterfront is the place where the fabric and energy of the city itself meets the water and provides a stunning setting for all the activities of urban life. Stretching from the Tidal Basin to Fort McNair, the waterfront is anchored on either end by nodes of intense energy and cultural institutions. A promenade with sweeping views links either end, set against a new backdrop of prominent residential buildings with lively pedestrian-level activities.

CONTEXT/STRATEGY

The plan for the Southwest Waterfront has a very clear and bold organizing structure. Primary public nodes of density and activity anchor either end of the waterfront - a cultural hub where M Street terminates at the waterfront, and a synergistic concentration of office, hotel, and residential activity at the new Banneker Plaza. Tying together the dramatic public spaces at either end is a sweeping promenade that connects the new waterfront developments to the existing network of parks and pathways of the regional Riverwalk system. A significant amount of new housing and office space is also created on the new Waterfront, easing the transition to the north and enabling the area to become a vibrant, 24-hour environment.



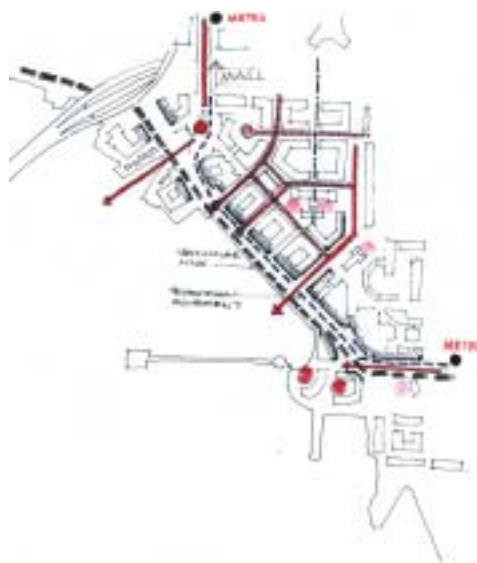


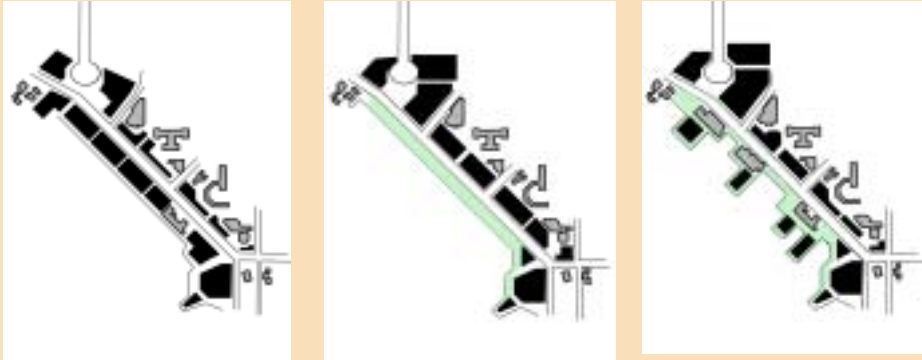
ASSETS

Despite its current underutilized state, the Southeast waterfront benefits from a number of locational, cultural advantages that makes the proposed transformation feasible. Most obvious is its waterfront location, but its proximity to major tourist destinations in and around the Mall, and the extraordinary ease of access via the L'Enfant Plaza and Waterfront Metro Stations, as well as the Southeast Freeway, give the Southeast waterfront the potential to become a phenomenal tourist destination. The vibrant fish market, restaurants, theatre and other entertainment venues already on site are the beginning of a lively cultural center, and hint at what it could become. Another key advantage is the existing market pressure to develop the area, as evidenced by the introduction of the Oriental Hotel to the Washington Marina area. Considering this potential, it is possible to conceive of a strong formal link from the Mall down L'Enfant Promenade to the waterfront is proposed, continuing as a strong edge all the way to the Waterfront Metro station as proposed.

CONTEXT OF ISOLATION/ CHALLENGE

Major obstacles to the development of the waterfront, and the cause for its gross underutilization, are the layers of separation isolating the water's edge from its immediate neighbors, adjacent community, and greater regional context. Currently, the existing pedestrian path is narrow, disconnected from any other pedestrian or bicycle access, and hidden behind a series of large restaurants and entertainment facilities. Buffered by Water Street, a service road for the establishments along the water, and Maine Avenue, a regional arterial road, the waterfront is isolated physically and psychologically from the circulation path that connects it to the rest of the Southwest community just a few blocks away. Finally, freeway overpasses, submerged freeway right of way, and steep grade changes near Banneker Overlook further separates one of Washington's three waterfronts from major tourist destinations such as the Jefferson Memorial, L'Enfant Plaza, and Washington Monument, all less than half a mile away.





THREE DESIGN APPROACHES

Internalizing these underlying principles, we considered the fundamental decision regarding the formal prototype of waterfront development. We considered three very divergent approaches, each with its own advantages in terms of the character of the public realm, relationship to the rest of the Southwest, infrastructural changes, and parcelization schemes. All three approaches took as given the consolidation of Maine Avenue and Water Street into one street. The amount of new developable land is fairly constant throughout each scheme, hence the essential difference lies in the placement and orientation of building in relation to the water's edge and Maine Avenue. The three approaches are:

1) **Maximum Waterfront Development**

Build a continuous stretch of intense development on the water's edge, with less opportunity for development, aside from a few smaller buildings to fill gaps along the streetwall, on the east side of the street. The new Maine Avenue would become an internal, non-waterfront street. The water's edge is put in danger of having a more private character, and public access to the water is comprised of a strip hidden by the wall of waterfront development.

2) **Public Waterfront**

A continuous open public promenade along the water's edge is the highlight of this approach. The new road would become open to water views, and a significant edge of new development would fill the larger parcels created across the road from the water. The new strong façade of development serves as a backdrop to the entire waterfront. This approach maximizes views of the water and the continuity of form from Banneker Plaza through M Street and across to Hains Point.

3) **Wharves and Coves**

Rather than taking a static view of the water's edge, by manipulating the edge of the water by jutting out and receding in places, wharves and coves can create a variety of public realm experiences. Development would be intermittent on wharves and more moderate across from the water, allowing the road to touch the water's edge at points. Public access could be both undulating along the edges of the wharves, as well as along the road, which gains access to the water in alternating stretches.

Considering all of the advantages of each approach, the second option of a strongly composed public waterfront with prominent nodes on either end fits best with our overarching formal, economic, and institutional goals.



and turns the formal axis of L'Enfant south from the Mall, is framed by new mixed-use buildings of offices and housing built into the hillside on the unused leftover space formerly surrounding Banneker, with ground floor retail that spills out onto the terraces. The Plaza and concentration of activity acts as both a southern pause point on the axis with the Mall, and a northern anchor point for the composition of the waterfront itself. The Fish Market, rebuilt and placed directly in line with the descent of the Banneker steps, is the central element of the public space on the water's edge and is flanked by a new hotel and museum.

OPPORTUNITIES

Connecting to the Major Destinations at Banneker Plaza

The L'Enfant Promenade, lined with major government office buildings, is a direct ceremonial link to the Mall that crosses over the freeway and ends at Banneker Plaza. The waterfront is the natural terminus for these two major centers of transit, and will enable large numbers of people to reach the waterfront without automobiles.

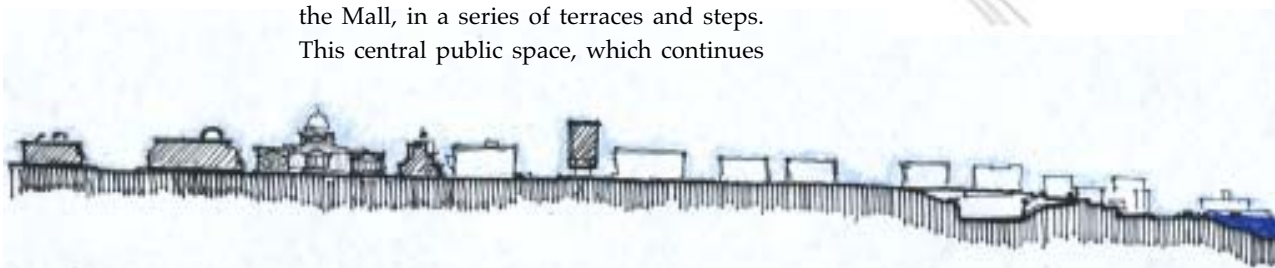
A. Objectives

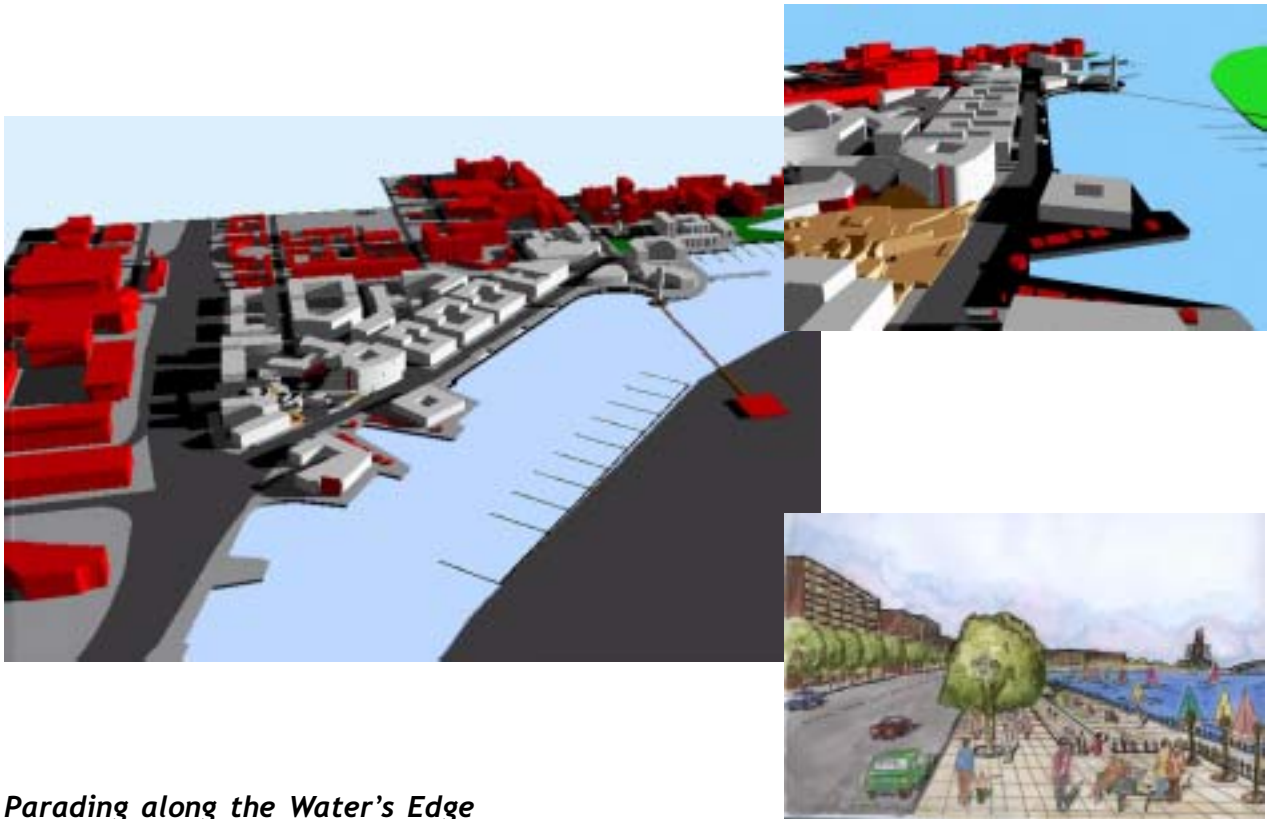
Create a memorable entry point signaling arrival to Washington and to the waterfront through visual, as well as physical, connections to the north and east.

B. Redevelopment Proposal

- Define the space of Banneker Plaza with buildings and active uses
- Re-design and landscape L'Enfant Promenade to bridge the void across the freeway to Banneker Plaza
- Capitalize on the view from Banneker Plaza over the waterfront and create a direct pedestrian and formal link
- Connect visually to the Fish Market
- Remove redundant roads on the waterfront to create buildable parcels and viable open space

Banneker Plaza is reconstructed and spills dramatically down to the waterfront as a grand public space, worthy of a link from the Mall, in a series of terraces and steps. This central public space, which continues





Parading along the Water's Edge

The Fish Market. This lively, rough-around-the-edges fresh fish marketplace is the last remnant of Washington's working waterfront that was obliterated during urban renewal in the 1960s. Though fish are no longer brought here by boat, the market is an institution in Washington and very popular. However, pedestrian access is very poor, automobile circulation is congested, there is nowhere for patrons to sit and eat, and the market needs room to expand.

A. Objectives

Buildings along the promenade should maximize achievable development and number of units while observing the height limits imposed by the District. Based on the block fabric of the rest of the district, the buildings should create a strong urban edge while fostering a vibrant, mix-use pedestrian environment.

B. Redevelopment Proposals

- Densify development and activity along the waterfront
- Consolidate and redesign Maine and Water Street
- Encourage more restaurants and shops to activate the ground floor
- Respect and build upon existing churches and schools
- Set back building massing at three stories above the sidewalk to keep the human-scale from the vantage point of the sidewalk below
- Maintain existing parcelization where possible to facilitate redevelopment

Continuing the strong building edge and axis that Banneker brings down from the L'Enfant Promenade, a prominent street wall of six to nine story buildings creates a strong edge for the entire length of the waterfront to the M Street node. A lively pedestrian-oriented environment with active ground floor uses such as shops and restaurants, with residential units above, continue this activity not only to the M Street node but also connects the link all the way to the Waterfront Metro station at the site of the former Waterside Mall. A bi-level hardscaped public promenade with bicycle path will be the place to stroll in Washington, enjoying both a more intimate interface with the water's edge as well as grander views and presence of the dramatic Washingtonian backdrop. The promenade is simple and programmed with seating and space provided for street vendors and kiosks.



Fostering a Cultural Node at M Street

Arena Stage. A well-established and esteemed theater company, Arena Stage has been an institution in the Southwest for decades. The theater is looking to expand, wanting to add an additional theater space and seeking to find dependable housing for its actors, who come to Washington for short stints from around the country. There is potential to turn 7th Street into a connector that ties the node to the Mall and beyond to the cultural and theater district north of the Mall.

A. Objective

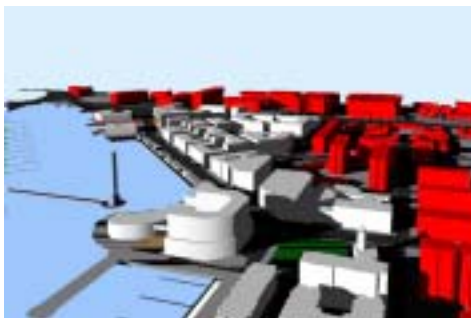
Develop and physically define a cultural node of activity at the M Street terminus, building on the presence of Arena Stage.

B. Redevelopment Proposal

- Define the north edge of M Street, which is currently bordered by surface parking and has little activity at the street
- Recognize the dual nature of M Street - the north side being commercial and active, the south side as residential, quiet, and recreational

- Use M Street as a visual corridor to the waterfront and accentuate this connection
- Enhance the east-west connections between the waterfront and the neighborhood
- Respect the finer grain of the residential community adjacent to the southern part of the waterfront

A series of linked prominent public spaces and new development creates a cultural node of activity where M Street terminates at the waterfront and turns north into Maine Avenue. At the heart of this area are the cultural facilities, including Arena Stage and new prominent arts and exhibit spaces on the waterfront. While M Street itself ends, the view corridor continues west, along a pedestrian way lined with cafes and shops, directly to a prominent monument situated at the tip of a signature public plaza, which has a sweeping vantage point of the entire waterfront. A very permeable signature cultural building with exhibit and performance spaces, along with a companion unique flat-iron style retail building, define the plaza which gracefully sweeps out from the existing shoreline and receives the southern end of the promenade.

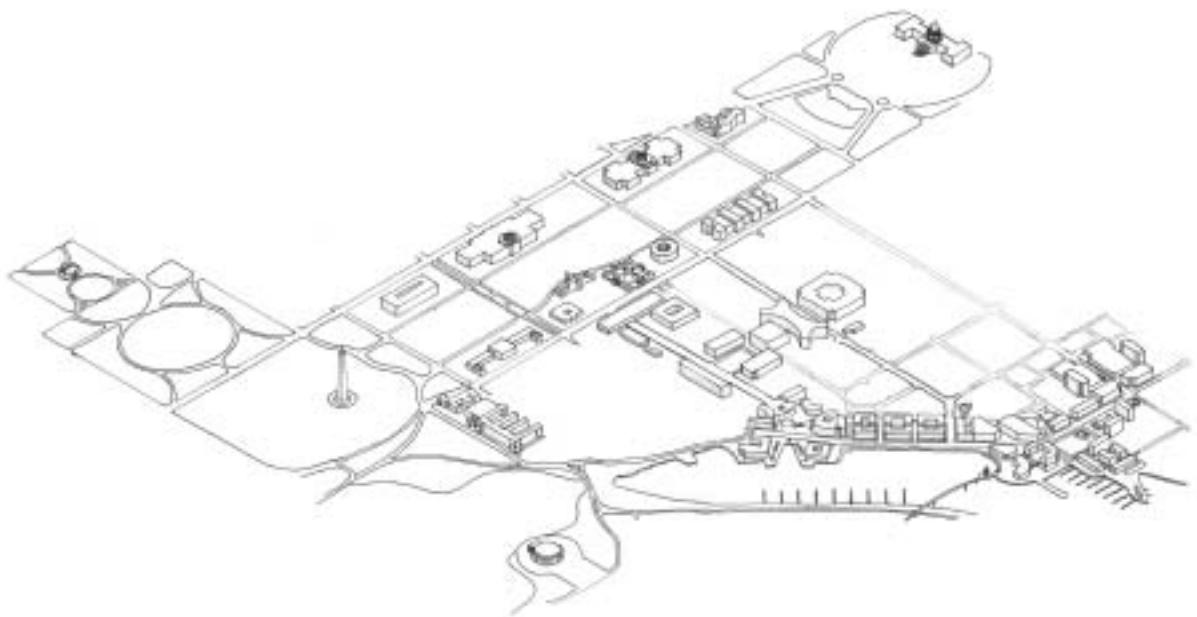




From the monument, a pedestrian and bicycle bridge arches over the Washington Channel over to Hains Point, site of many recreational opportunities and potential future redevelopment. The massing of the Arena Stage expansion on M Street, in front of its existing facility, along with a new large hotel (home for the Channel Inn) and seven-story residential building, frames a landscaped square. On the southern side of the hotel is a cove with new piers and marina for temporary docking, commercial aquatic ventures (such as the Odyssey), and some long-term marina facilities, along with a dock for the new Washington water shuttle system.



A visual corridor and pedestrian connection has been maintained through a strategically separated massing at the southern end of Seventh Street, creating a psychological and physical link between this important urban corridor and the prominent M Street cultural node and its spaces.



PHASING AND IMPLEMENTATION

The Southwest Waterfront redevelopment will happen in four major phases. Since the most of the parcel creation relies on the consolidation and shift of Maine Avenue onto land currently occupied by existing waterfront businesses, the City has two options: to shift the road incrementally, allowing existing businesses to continue operations until new spaces are available to them in new construction across the road as the road consolidation creeps along, or contrarily, to buy out the remaining leases of the businesses (or at least buy them out for a year or two) and undertake the road shift in one fell swoop. We have followed through with exploring the first option. The four phases are as follows:

Phase 1

1. Fill the channel at the end of M Street and construct the hotel/cultural node.
2. Extend M Street and adjust other streets south of M Street
3. Construct new housing south of M Street
4. Build garage under new landscaped square.
5. Arena Stage expansion
6. New marina opens at cultural node.

Phase 2

1. Move Channel Inn into new hotel space, demolish Channel Inn
2. Extend new Maine Ave
3. Construct new movie theater/offices, parking garage and 7th Street Residential
4. Move remainder of marinas to Hains Point

Phase 3

1. Move existing waterfront businesses into new construction as it comes on line
2. Continue extension of Maine Ave and promenade and demolish existing structures as businesses move
3. Construct new housing and retail on new parcels created
4. Relocate school to Central Zone, renovate into housing

Phase 4

1. Move remaining waterfront businesses into new construction
2. Complete shift and connection of new Maine Ave
3. Re-landscape Banneker Plaza, construct Banneker buildings
4. Construct new piers/landfill and construct new museum
5. Move Fish Market into new facilities and build hotel on former Fish Market site



Phase 1



Phase 2



Phase 3



Phase 4



IMPLEMENTATION AND FUNDING ISSUES

Most of the infrastructure changes will be undertaken and funded by the City, which will likely have to issue bonds or borrow in other forms to fund these tasks. The City has three main options to finance this debt: 1) the City can maintain ownership of the land and use a stream of lease payments to pay off debt; 2) the City can finance the debt with taxes taken in from the increased economic activity in the new developments; or 3) the City can sell off all or select parcels and pay off the debt in larger increments. In considering the overall financing of the infrastructure, especially roads, the City must make sure the costs incurred primarily for the benefit of new development are incorporated into the calculation of the value of the parcels. If the city wishes to sell only a few parcels, the largely residential blocks in the central part of the site would be more appropriate because they are less integral to maintaining the continued integrity of the public realm, are less complex from an urban design standpoint, and can stand alone. It is crucial, however, that the Banneker development parcels be sold off simultaneously and that the developers must work hand in hand soon after agreements are reached because of the complex and integrated nature of the likely design. Finally, design, funding, and construction of the pedestrian bridge to Hains Point and monument would likely be coordinated by the federal government, NCPC, and the National Park Service in consultation with the city and the community.





**Basak Demires
Keith McCluskey
Kavita Srinivasan
Pablo Rivera
Yan Zhang**

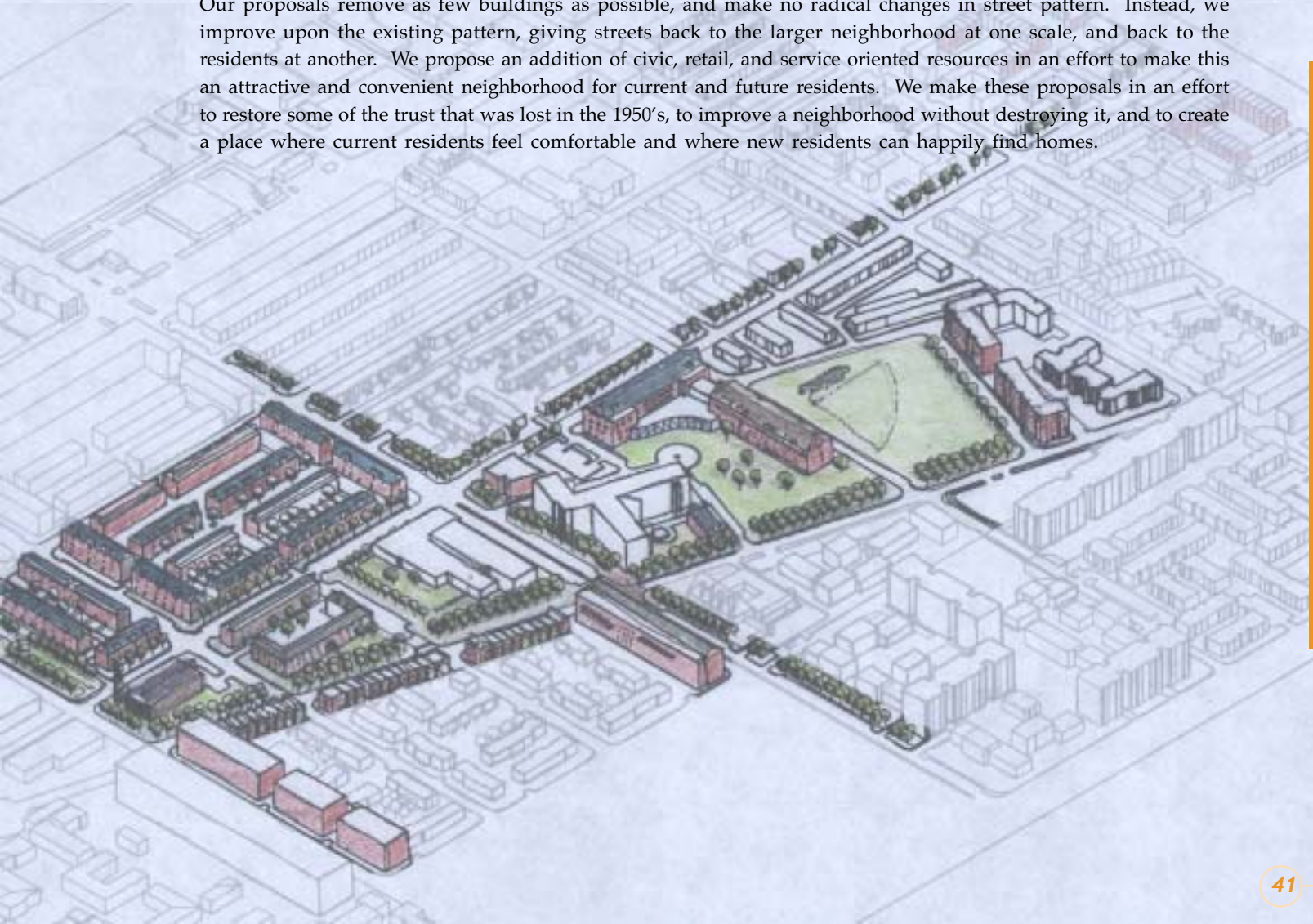
Central

CONTEXT/STRATEGY

Our first inclination was to re-knit the neighborhood by making Delaware Avenue a civic corridor, a place for everyone to mix. We also intended to intensify the income mix throughout Southwest, in order to create a more uniformly diverse character. But is Southwest really one neighborhood or is it more accurately described as several scales of neighborhoods? For example, there is the idea of Southwest as a whole, as a significant part of DC, but within the Southwest, there are a number of smaller scale neighborhoods or environments.

At one level, there is the relationship within the types of housing: between the condominiums, the public housing, and the privately owned row houses. At another level, there is the relationship across streets: the relationship where both sides of the street share the same qualities, and the different relationship where those qualities are different. This is clearest where housing types meet, where private and public housing face each other. There is even the level of interaction between neighbors. Each of these levels deserves recognition, as the problems inherent to each may not be the same, and may very well require different solutions. Alongside the issue of equal resources, there are others, spatial and otherwise, we intend to address. Instead of focusing on solving problems, we looked instead at providing improvements. Instead of making the neighborhood more homogenous, we recognized the distinct characters of the several parts. Good fences make good neighbors, provided access to resources is the same. We propose to create more resources, and provide equal access to them for everyone.

Our proposals remove as few buildings as possible, and make no radical changes in street pattern. Instead, we improve upon the existing pattern, giving streets back to the larger neighborhood at one scale, and back to the residents at another. We propose an addition of civic, retail, and service oriented resources in an effort to make this an attractive and convenient neighborhood for current and future residents. We make these proposals in an effort to restore some of the trust that was lost in the 1950's, to improve a neighborhood without destroying it, and to create a place where current residents feel comfortable and where new residents can happily find homes.





ASSETS

We were greatly encouraged to find that the Southwest has three of the finest schools in all of DC. The Amidon School is perhaps the best example of an elementary school in the district, and the Jefferson School is one of the best junior high schools. The Bowen School is also a very good elementary school. We see this as a great asset, and would like to expand on it. In the future, if Southwest develops as we expect, there will be a need for a senior high school in the area. People often cite schools as one reason for moving from the city to the suburbs. The quality of the education in Southwest D.C. will give them a reason to move back.

CHALLENGES

One of our most significant realizations is that the problems we saw might not have actually been issues, but merely our perceptions of them as outsiders. For example, we saw Delaware Street as a divide, cutting the neighborhood in two. Whatever we propose, it must be done in such a way as to maintain trust. In the last round of urban development in the 1950's and 60's, the trust between the residents of the neighborhood and city officials was destroyed. Whole streets and blocks were overrun. A freeway cut the Southwest off from the rest of the city. The character and essence of the Southwest was radically altered, and a distrust of urban renewal was embedded in the collective memory of the Southwest.





OPPORTUNITIES

Circulation

First and foremost, we propose a change in the character of the streets. At the scale of Southwest, the character of the streets needs to be modified. We propose that M and South Capitol will be the main regional streets, giving access through the neighborhood from other parts of D.C. But First, Fourth, I and P will become major streets within the neighborhood, with limited regional use. This will cut down on the traffic in the neighborhood.

Instead of creating megablocks similar to those of the 1950's, we propose a reduction in block size. We would restore the street connections through what is now Waterside Mall. Similarly, we reconnect some streets running east to west through the neighborhood. All of this is done with the hope that it will encourage movement and life in the neighborhood. We hope to restore some of the pre-Urban Renewal character and street life that we find missing now.

An important idea that came from a study of DC competed a few years ago suggests that in an urban environment, it is imperative that services be closely linked to education. This provides a new level of convenience for families. Our proposals follow this idea, in an effort to create an



Existing Streetscape



Existing Streetscape



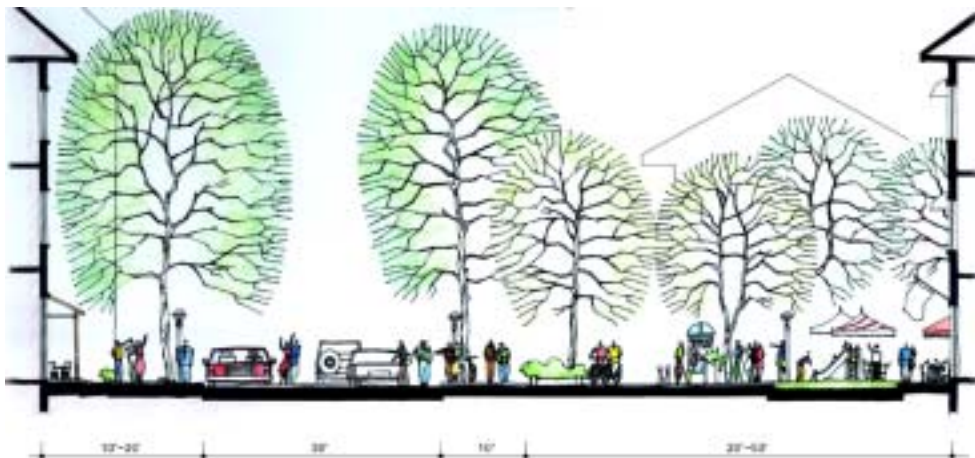
Proposed Streetscape - Woonerfs



Civic and Educational Attractions

We propose that Delaware will become a corridor, perhaps of civic uses, but above all, an active and lively place. When we visited, Delaware seemed an underused, barren space. We propose to line it with a well-lit park space, civic and some retail uses, and housing, to enliven it and, in turn, to enliven the heart of the neighborhood. Currently, the closest senior high school is several miles away on East Capitol Street. We would propose a senior high school equal in prestige to Jefferson, Amidon, and Bowen Schools, and propose education as the major attraction of the neighborhood. Southwest could rival Georgetown in educational quality, and its services would be attractive and available to its residents. This, in turn, would help the population to grow.

environment welcoming to families. We would place the day-care center, the school, and the DMV in close proximity to one another, for example. We would offer ample parking in these 'nodes' so a working parent can accomplish many necessary tasks and errands in the same place he or she would have to go to meet their child after school. The study suggests that this is not only attractive to potential residents, but serves to strengthen the levels of community, from the level of single families to that of the entire Southwest.





Changing the Image + Perception

Finally, we would address the issues of drugs and crime in the Southwest. With an increased population and more lively streets, we would hope that crime and drug trafficking would decrease. But this might not be enough. We have heard that the drug buyers come from outside the Southwest. By removing access from South Capitol to the freeway, and in conjunction with the other ideas for decreasing traffic on the South Capitol bridge, we hope to create a neighborhood that is less easily accessed by outsiders looking to quickly buy drugs and leave again.

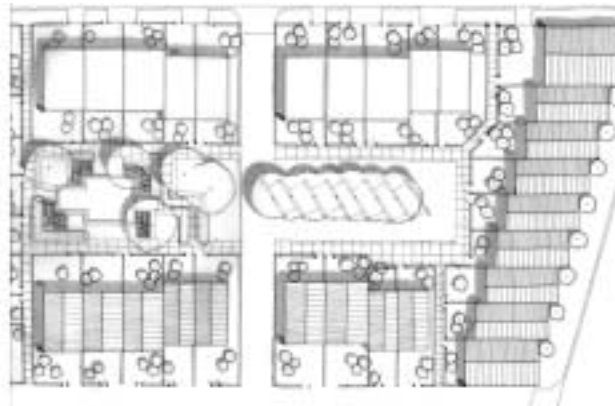




Housing

At the housing scale, specifically the row houses, we propose to introduce streetscapes specifically designed to reduce traffic and noise, and to create outdoor places for people to meet and for children to play. We propose to reconnect the east-west streets to the water, so that everyone in the Southwest has direct access, both physical and visual, to one of its best resources.

Our proposals regarding housing are attempts at making subtle improvements while maintaining the overall character of the neighborhood. We add almost one thousand units of housing, mostly in the area north of M St. and west of Delaware St., an area currently only sparsely occupied by auto-body shops and other services, which will be moved to more convenient locations in Southwest. Our housing additions attempt to blend in with the character of their neighbors. We propose no megablocks, but rather prefer the row house, town house, and apartment building. We are also careful to maintain the existing levels of housing. We increase the numbers of low-income housing dramatically, while also adding more middle income housing. We do not propose a gentrification of the Southwest, nor a place where current residents will soon have to move out because of rising costs.



New Greenleaf Gardens Housing Plan (above) +
Section (below)





Housing North of M St.



Infill Housing South of M St.



- Residential
- Institutional
- Retail
- Office
- Mixed Use
- Industrial

Existing Conditions

Phase 1: 2001 - 2008



- Greenleaf Housing Additions
- Introduce Woonerfs
- Delaware Ave. Improvements, North of M St.
- Add Greensward to M St., West of Delaware
- South Capitol St. Improvements
- Create Program for Home Ownership

Phase 2: 2006 - 2013



- New Housing (Townhouses)
- New Civic Building - Daycare, Services
- New Mixed Use (Office/Retail) Buildings
- Continue Woonerfs
- Continue South Capitol Improvements

IMPLEMENTATION MECHANISMS

Housing – Public/Private Partnership

- Community Development Block Grant (Mixed Income Housing)

Public Housing

- HUD Program
- HOPE VI
- Public Housing Moderation Fund
- Low Income Tax Credits
- One Dollar Program

Mixed Income Housing

- Community Development Block Grant
- Private Debt/Equity
- Tax Exempt Financing

Civic Buildings

- City, Federal Government
- Linkage Payments



Proposed Plan

Phase 3: 2011 - 2018




- Relocation of Jr. High School
- New Playfields for School
- More Mixed Use, Renovation of Hotel
- Finish Greening of Delaware Ave., Woonerfs, Rehabilitate Historic Housing


Phase 4: 2016 - 2023



- New Senior High School
- Community services placed near schools
- Renovation of Athletic Fields
- New Housing



Tami C. Chuang
John Dimitriou
Sakina Khan
Xiao-Fang Luo
Noah T. Maslan
Matthew J. Simitis



Buzzard's Point

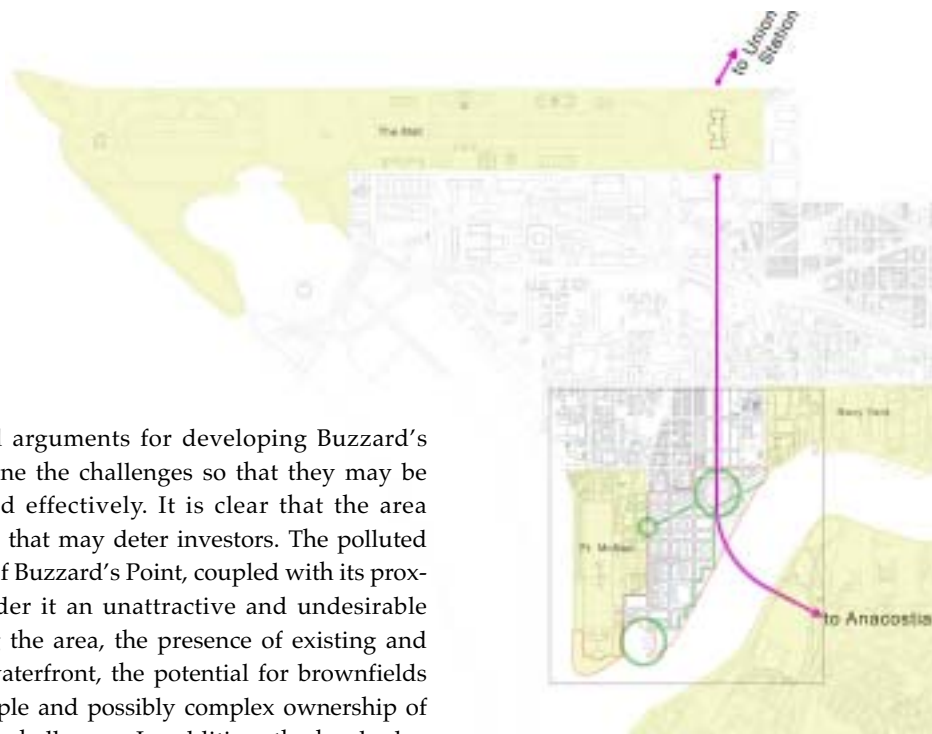
CONTEXT/STRATEGY

Buzzards Point, located in the Washington D.C.'s Southwest, provides the district and surrounding communities with a unique opportunity to redevelop and revitalize a blighted area that is currently characterized by heavy industry, vacant land and parking lots.

The arguments for transforming Buzzard's Point are straightforward and can be explained within the framework of urban economics. Regional growth in the job market, coupled with the desire to live close to the amenities offered by city life, have increased land values and the demand for housing. Situated near both the downtown area of the nation's capital and the new 4 million square foot commercial development at the South East Federal Center, Buzzards Point is in a strong position to take advantage of this market.

ASSETS

The competitive advantages that Buzzard's Point offers stem from its location and its current underutilized state. It is unlikely that there is as large an amount of developable land elsewhere in the urban core that can boast such proximity to the downtown. Moreover, its waterfront access with possibilities for housing and recreational uses provides a highly valuable amenity. The site also has good highway access and the opportunity to act as a gateway to the Capital.



CHALLENGES

Although there are powerful arguments for developing Buzzard's Point, it is important to outline the challenges so that they may be addressed systematically and effectively. It is clear that the area suffers from a negative image that may deter investors. The polluted and abandoned environment of Buzzard's Point, coupled with its proximity to public housing, render it an unattractive and undesirable place. In terms of developing the area, the presence of existing and operating industries on the waterfront, the potential for brownfields clean-up issues and the multiple and possibly complex ownership of parcels, amount to significant challenges. In addition, the hard edge at Fort McNair and the impervious nature of the power station block impact connectivity and the potential for weaving neighborhoods together.

Nevertheless, with the adoption of an inventive and targeted strategy, it is possible to convert many of these constraints into assets. For example, a more integrated relationship with Fort McNair could be achieved through design interventions and through the provision of housing and commercial opportunities that capitalize on the needs of the Fort's employees as well as those of the nearby residents.

OPPORTUNITIES

Our design and development proposals respond to Buzzard's Point's unique position to capitalize on four major opportunities. We have included performance guidelines for the waterfront area because of the need to carefully develop this valuable resource and to preserve it for future use.





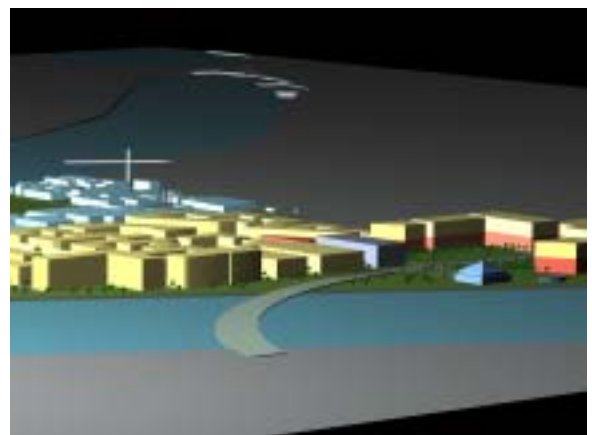
Gateway to the Capital

A. Objective

Recognize importance of the Southwest as a gateway to D.C. through large scale urban development and infrastructure improvements, centering around South Capitol Street.

B. Redevelopment Proposals

1. Establish an 'urban room' at the intersection of Potomac and South Capitol. By creating a formal square that is framed by prominent buildings and on axis with the Capitol, we hope to convey a sense of monumentality that links the Southwest to the monumental core and also to engender a new identity for Southwest.
2. Create open space on the waterfront with a distinctive amphitheater, riverwalk and visitor information center.
3. Replace existing bridge with one that is designed to acknowledge the significance of this gateway.
4. Introduce light rail to South Capitol that enhances the link between the Southwest and Anacostia. This more sustainable mode of transportation would be symbolic of the revitalized Buzzards Point and would possibly act as an example for the nation to follow.





Waterfront Location and Connection

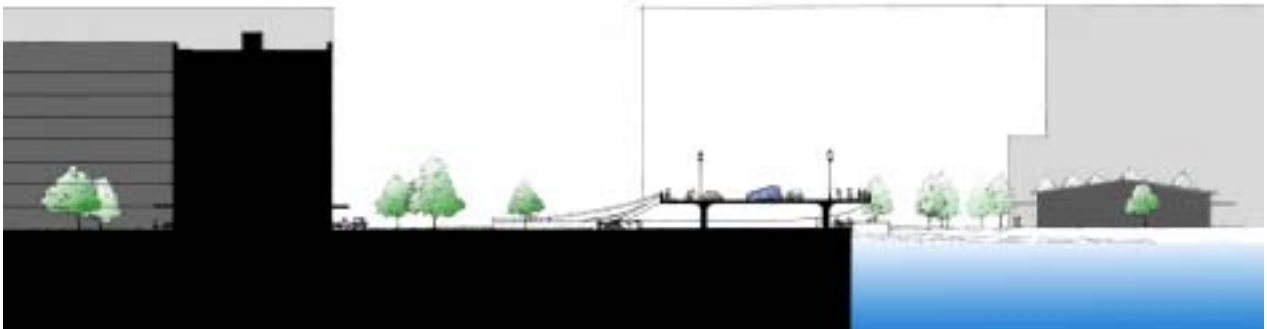
A. Objective

In response to the communities' desire to reveal the Anacostia Waterfront as a visually and physically accessible amenity, we propose a complete ecological restoration of the waters' edge. The entire waterfront of Buzzard's Point will provide both passive and active recreational opportunities as part of the regional Riverwalk, which will result in the adjacent communities of the Southwest, Anacostia, and local Buzzard's Point neighborhood reclaiming the waterfront and playing a part in determining its identity.



B. Redevelopment Proposals

1. Fort McNair, in an effort to become an active member of the local community and to be part of the redevelopment of the Point will provide an Open Space Easement on Greenleaf Point (the waterfront land south of the Defense Library).
2. Reconfigure the James Creek Cove to make room for a sailing school and fill the tip to create an open space arm, which leads visually towards the architecturally significant library.
3. The Southwest/Anacostia portion of the Riverwalk will begin in the National Park Land of Anacostia leading across the new Multi-Modal Frederick Douglass Bridge, south to the James Creek Cove and finally taking advantage of the newly liberated open space at Greenleaf Point.





C. Riverwalk/Anacostia Waterfront

Performance Standards

- Natural ecological area will be maintained with a 15 foot minimum distance from shoreline
- An increase in natural ecological areas along the waters edge is planned for and encouraged
- A 10 foot buffer will be maintained from abutting buildings and buildings fronting the waterfront will maintain aesthetic integrity.
- A 10 foot wide asphalt path for pedestrians, cyclists, etc. will remain continuous from the Navy Yard and the Bridge to Greenleaf Point, meandering throughout a designated 15 foot wide easement

Reinforcing Qualities of the Riverwalk

- Path furniture will remain consistent throughout
- Shade trees will provide a continuous border and a series of three native tree species should be selected to alternate along the path and weave the path into a familiar pattern
- A variety of trees, both deciduous and evergreens, should be selected to ensure fullness in the winter and bright colors in the fall
- A secure clear view zone of seven feet should be maintained along the path for comfort and security provisions
- Strengthen visual and pedestrian corridors/links along streets leading to the waterfront

Participatory Process

- A participatory process should be convened to determine the specific design of the Riverwalk and the uses around the cove. This process will create a plan consistent with local identity and engender a sense of community ownership.

Waterfront Location and Connection

A. Objective

In response to the communities' desire to reveal the Anacostia Waterfront as a visually and physically accessible



Meeting the Housing Demand

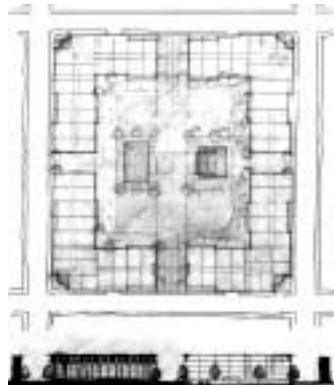
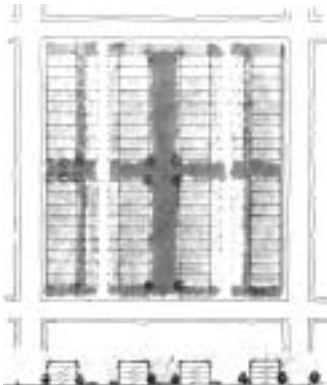
A. Objective

In capitalizing on the projected need for housing, we aim to provide a variety of well-integrated residential options to contribute to the new identity of the Southwest as a pleasant and diverse community.

In addition, we intend to maximize the development potential of the waterfront by introducing substantial high end housing which will not only enhance the city's tax base, but can be used to subsidize affordable housing and waterfront public open space.

B. Redevelopment Proposals

1. Introduce high-density housing along the waterfront and Potomac, while the density will gradually decrease as surrounding parcels are further from those areas.
2. Encourage luxury apartments along the waterfront; mid-rise on higher traffic roads, west of the water and around Potomac; and, rowhouses along the more local neighborhood routes.



Serving the Neighbors

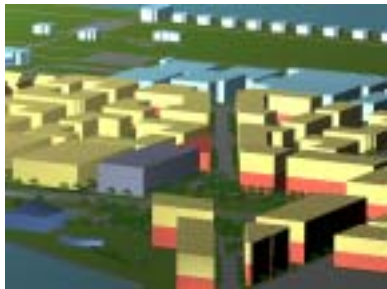
A. Objective

The unique opportunity to serve the surrounding communities will focus on the establishment of a neighborhood commercial center along Potomac Street. The location of this street at the confluence of different neighborhoods and its Washingtonian diagonal link between Fort McNair and South Capitol Square, make it a natural focus of activity. By offering a diverse array of opportunities, particularly convenience goods and services, the new district will integrate the neighbors from the central zone, Buzzard's Point and Fort McNair.

The new district will also comprise residential uses as a way to enhance the community feel and to provide 24-hour street activity. The targeting of housing opportunities to the National Defense College will also be used as a strategy to capture Fort McNair's demand for student housing.

B. Redevelopment Proposals

1. Promote ground floor retail, second floor office and residential uses on upper floors along Potomac Street. Building heights are recommended at 5-6 floors, which respect the heights of surrounding residential buildings, but focus attention on this hub of activity.
2. Anchor Potomac Street through the creation of a formal entrance and square to Fort McNair and through development of South Capitol Square.



PHASING + IMPLEMENTATION

General

- Use the services and resources of the National Capital Revitalization Corporation to initiate site assembly and to assist with project financing and developer selection.
- Capitalize on federally designated Enterprise Zone that grants tax exempt financing to qualified private businesses and employment tax credits.



Existing



Proposed



PHASE 1: 2001-2004

THE COVE AND WATERFRONT DEVELOPMENT

Proposals

Create the Cove, park area and riverwalk

Infrastructure upgrading: 1st, S, T and V streets

Encourage mix of uses at waterfront

Waterfront Association

Residential Development

Initiate planning for new bridge

Implementation Mechanisms & Maintenance

Cove infill using Federal wetlands restoration funds
Negotiate with Fort McNair for public access to land at Greenleaf Point and creation of Park. Maintenance by National Park Service

Public funding, Department of Public Works

City to create waterfront overlay district: ground floor public spaces, maximum base, FAR and bonuses granted for certain amenities

Establish community organization to oversee long-term sustainability of Cove, marina and riverwalk

Luxury housing: privately financed, with linkage funds to subsidize affordable housing
Mid rise: privately financed with 10% on-site affordable units
Row hous privately financed with 10% on-site affordable units

Apply for federal funding



PHASE 2: 2004-2007

SOUTH CAPITOL

Proposals

Build low level smaller capacity bridge.

Introduce new light rail and station on S. Capitol

Infrastructure upgrading S. Capitol, and Potomac Streets

Create new South Capitol Square

Encourage mix of uses around Square: Retail, office, commercial and residential

Create open space and amenities at Waterfront

Implementation Mechanisms & Maintenance

Federal Highway funds: Department of Transportation

Funding through the Intermodal Surface Transportation Efficiency Act (ISTEA)

Utilize Tax Increment Financing based on projected increase in property values

Financed and maintained by: new Light Rail Association (easement) Dept. of Parks and Recreation

Privately financed with Enterprise Zone status used as an incentive to develop
Possible density bonuses granted around square in exchange for affordable housing/ provision of public amenities

Privately financed through development impact fees and incentive zoning derived from South Capitol Square mixed use project



PHASE 3: 2007-2009

POTOMAC STREET

Intervention

Establish neighborhood commercial district along Potomac

Create formal entrance to Fort McNair

Implementation Mechanisms & Maintenance

Privately financed with Enterprise Zone status used as an incentive to developers. Implement strict FAR and design guidelines that allow for appropriate transition between neighborhoods.

Financed and maintained by Fort McNair as part of its community outreach program.



PHASE 4: 2009-2013

POWER STATION

Intervention

Upgrading of infrastructure along Half Street

Conversion of power station to residential use

Residential development

Implementation Mechanisms & Maintenance

Department of Public Works

Adaptive reuse of architecturally significant building Privately financed with assistance from Historic Tax Credits and National Trust for Historic Preservation

Privately financed row house and mid rise development with on site affordable housing



PHASE 5: 2011-2012

WATERFRONT RESIDENTIAL DEVELOPMENT

Intervention

Residential development

Implementation Mechanisms & Maintenance

Private developer to pay costs of infrastructure upgrading and residential development. Strict design guidelines to ensure attractive buildings that respect waterfront and riverwalk. Density bonuses granted in exchange for linkages to affordable housing development and public amenities.

Reflections

Page 4

The Southwester

May 2001

M.I.T. Students Draw Plans For S.W. Future

Suggestions for how S.W. might look in the next twenty-five years were drawn up in a class project by a group of architecture and city planning graduate students at the Massachusetts Institute of Technology. After visiting S.W. and talking to many local people last August, the students returned to M.I.T. and found problems they saw in S.W. and applied modern city planning techniques to suggesting changes.

THE BUZZARDS POINT area, including the Anacostia River between So. Capitol St. and 2nd St. S.W., could have housing instead of the rock crumbing and other industrial uses at present. Their proposal includes:

- Encourage luxury apartments at the waterfront, mid-rise, no higher traffic roads and new houses along local neighborhood roads.
- Promote higher densities of housing along the waterfront.

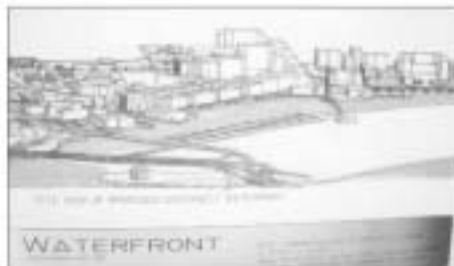
- allowing bonuses granted in exchange for affordable housing and public amenity provision.

THE WATERFRONT area could be opened more to public use if buildings were located east of Moore Ave. and a structure built to connect Park and LeYrdine Plaza.

THE CENTRAL RESIDENTIAL area east of Delaware Ave. could have more town houses and will need a new high school. Delaware Ave. itself could become a parkway leading to the Capitol Building.

The students were thankful and cooperative lead for highlighting possibilities.

Neighborhood input was planning here and in other neighborhoods along the Anacostia River began in earnest with a series of five neighborhood meetings on Saturday April 7, arranged by the D.C. Dept. of Planning. (See story on p. 1) ■



Police Web Site

For information on the crime data in Southwest and local telephone numbers go to www.CODE-ONE.com. That is the site for all of the PSAs (Police Service Areas). For PSA 101 - from 11th St. S.W. to the end of P. McNair - go to the Code-One link on the left side of the page. You will be shown a map of all the PSAs in the Five Districts of the Metropolitan Police Dept. and a table of crime statistics for PSA 1, comparing the most recent month in 2001 with the previous month and also with the same month in 2000.

Southwest north of 11th St. is part of the large PSA 107, which includes part of Capital Hill. ■

Buzzelli Heads United Way Again

Anthony J. Buzzelli, in chair United Way of the National Capital Area in 2000, helped raise a record \$48.5 million for charities. Contributing to that in 2001 he is aiming for \$100 million.

Buzzelli, a managing partner in Deloitte & Touche LLP, United Way includes private sector giving and the Combined Federal Campaign.

For information www.unitedwaydc.org. ■

Acknowledgements

Government of the District of Columbia Office of Planning

Andrew Altman, Director

Toni Griffin, Deputy Director for Revitalization

Uwe Brandes, Project Manager Anacostia Waterfront Initiative

Our most sincere gratitude to The Summit Fund of Washington for their contributions.

Massachusetts Institute of Technology

William Mitchell, Dean, School of Architecture and Planning

Stanford Anderson, Head, Department of Architecture

Bishwapriya Sanyal, Head, Department of Urban Studies + Planning

Studio Faculty

Julian Beinart, Professor of Architecture

Eran Ben-Joseph, Assistant Professor of Landscape Architecture and Planning

John de Monchaux, Professor of Architecture and Planning

Studio Participants

Tami C. Chuang

Basak Demires

George John Dimitriou

Sakina Khan

Ana M. Lasso

Xiaofang Luo

Noah T. Maslan

Keith McCluskey

Pablo Rivera

Ayan Sen

Matthew J. Simitis

Kavita Srinivasan

Joshua Switzky

Kishore Varanasi

Jennifer Vellemure

Perry Yang

Yan Zhang

Teaching Assistants

Marianne de Klerk

Jeffrey Shumaker

Studio Critics

Phillip Clay

Charles Correa

Joan Goody

Langley Keyes

Antonio Di Mambro

William Porter

Karl Seidman

Kenneth Greenberg

Pratap Talwar

Publication Editors

Tami C. Chuang

Noah Terrell Maslan

Matthew J. Simitis

Other Colleagues at MIT

Rolf Engler

Launa Johnston

Special Thanks to Southeastern University, Barbara Ehrlich, Brenda Richardson, Vanessa Ruffin, and Richard Westbrook for their generosity and commentary on life in Southwest.



