



National Park Service
U.S. Department of the Interior



BUZZARD POINT PARK

DEVELOPMENT CONCEPT PLAN

Final Report | May 2017

TABLE OF **CONTENTS**

Executive Summary	4
Introduction - Project Background & Goals.....	7
Current Conditions	8
Infrastructure.....	9
Waterfront Conditions.....	11
Environmental Conditions.....	12
Current Uses.....	13
Planning History	14
Opportunities.....	21
Anacostia Riverwalk Trail.....	21
Waterfront Access	21
Public Green Space	21
Infrastructure and Utility Services	21
Reuse of the Matthew Henson Earth Conservation Center.....	21
Challenges/Issues.....	22
Physical Site Constraints.....	22
Identity	22
Access.....	23
Parking	23
Shoreline Development.....	24
Permitting	25
Operations and Maintenance	25
Stakeholder and Public Engagement Summary.....	26
Public Planning and Information Session — July 14, 2016	28
Stakeholder Meeting — September 26, 2016.....	29
Concept Plan Presentation — December 13, 2016.....	30
Design Concepts.....	33
Park Management	49
Cost Estimates.....	50
Next Steps.....	52
Appendix 1: July 2016 Public Meeting.....	56
Appendix 2: December 2016 Public Meeting.....	64



EXECUTIVE SUMMARY

The National Park Service has embarked on a process to determine the future of Buzzard Point Park. Since 1976, Buzzard Point Park predominately served as a small marina under a concession contract with the National Park Service. In March 2016, the marina was closed following the expiration of the most recent concession contract. Accordingly, the National Park Service has been seeking the public's help to gather ideas about how best to reuse Buzzard Point Park. This Development Concept Plan presents the synthesis of these ideas into specific opportunities to transform the Buzzard Point Park into an enjoyable, community waterfront amenity.

Goals for the new Buzzard Point Park include:

- Providing opportunities for the public to connect to the Anacostia River waterfront in Washington, DC (also referred to herein as the “District of Columbia,” “District,” or “DC”)
- Providing green space as a refuge from the more urbanized and densely populated areas in Southwest Washington, DC (also referred to herein as Southwest DC, Southwest, or simply “SW”)
- Maximizing the number of users that can experience and enjoy Buzzard Point Park (also referred to herein after as the “Park”)
- Assisting the District in their efforts toward creating a fishable, swimmable Anacostia River
- Creating recreational opportunities at the Park by enhancing underutilized spaces for public enjoyment
- Providing recreational opportunities for current and future users of the Park

This study takes a community-based approach to helping plan the new Park by seeking answers to the following key questions:

- What is the significance of the Park's location?
- What should be the purpose of the Park and how should it fit into the overall waterfront system and the renaissance of the area?
- Who are the Park users?
- What recreational facilities and amenities should be provided?
- What opportunities exist for programming and partnership development?
- What are some of the major limitations?

The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the **enjoyment, education, and inspiration** of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The National Park Service conducted a series of public meetings and outreach with key stakeholders to gather input to assist in answering initial questions and developing preliminary concepts for the Park. Public meetings were held in July and December of 2016. Conducted in an open-house style, the first public meeting was held to obtain feedback on the potential programming and uses for the Park. The December meeting was a more focused presentation of the preliminary concepts for the Park. A stakeholder meeting was held in September 2016 to inform key stakeholders of the results of the first public meeting and present early concept ideas for the Park for reaction and comment. Concepts were further refined from the stakeholder meeting and presented at the December public meeting. The following two concepts developed show a variety of uses for the Park with the common element of carrying the Anacostia Riverwalk Trail—a partially completed scenic trail connecting various communities and landmarks along the Anacostia River—through the site from east to west:



Concept 1 transforms the Park into a linear waterfront and gateway park serving as the entrance to the Buzzard Point neighborhood. The Anacostia Riverwalk Trail and pedestrian promenade are separated by landscape features. The shoreline includes a terraced ledge to provide uninterrupted access to the water's edge. This concept proposes to repurpose the onsite Matthew Henson Earth Conservation Center in partnership with the Earth Conservation Corps to provide restrooms and other park support amenities. The Earth Conservation Corps is a DC-based, non-profit organization that utilizes the Center to teach environmental education and conservation awareness to area youth.



Concept 2 retains the same park function as Concept 1 but places a separated portion of the Anacostia Riverwalk Trail on an elevated structure out in the river. This unique feature allows for a dramatic terminus to the riverfront portion of the Anacostia Riverwalk Trail as it approaches Second Street. The elevated trail will be raised to allow for uninterrupted views out from the shoreline while offering a unique experience for trail users over the water. The riverfront portion of the trail on land will be designated for pedestrians only.



“ a waterfront
park amenity ”

INTRODUCTION

PROJECT BACKGROUND & GOALS

Buzzard Point Park is a National Park Service (NPS) waterfront park located in “Buzzard Point,” an industrialized peninsula on the Anacostia River in Southwest DC. Since 1957 (when jurisdiction of the property was transferred from the U.S. Army Corps of Engineers [USACE] to the NPS), Buzzard Point Park has been managed by the National Capital Parks - East, an administrative unit of the NPS that manages several parks within DC and Maryland. Beginning in 1976, the Park served primarily as a small marina operated by a concessionaire under contract with the NPS. Its location amongst a variety of large utility buildings in Southwest DC greatly limited its ability to provide more than a marina for the surrounding community.

In March 2016, the marina was closed after the latest concessionaire's contract ended. The dramatic changes being seen in Southwest DC due to redevelopment of the neighborhood presents the NPS an opportunity to rethink the way the Park can best serve the public at large as a waterfront park amenity.

The NPS goal for this planning effort is to:



Provide opportunities to connect with the Anacostia River



Provide a green space as a refuge from the more urbanized and densely populated areas in SW



Maximize the number of users that can experience and enjoy the Park



Develop a set of recommendations for creating recreation opportunities at the Park by enhancing underutilized spaces for public enjoyment



Repurpose the park to provide recreational opportunities for current and future users

To achieve these goals, the NPS set out to engage community members, stakeholders, and the public in a variety of ways to better understand how the Park can serve the community and the future SW neighborhoods. This study presents a summary of the information collected during that process, and documents the process that resulted in the development of two different concepts of how the Park can best meet the needs of the public in achieving the project goals.

CURRENT CONDITIONS



The Buzzard Point Park consists of a collection of land parcels owned by the NPS on the Southwest waterfront in the District of Columbia. The parcels collectively total 7-3/4 acres. Of that acreage, only 3-1/3 acres are on land. The overall site contains 1,500 linear feet of shoreline on the Anacostia River and the average width of the site is 120 feet. Within the park boundaries are parcels that contain built and unbuilt portions of Half Street SW, V Street SW, and First Street SW.



Former marina office



Restroom facility



Matthew Henson Earth Conservation Center

INFRASTRUCTURE

Utilities

The existing site is served by public water and sewer, and power is supplied to the site through overhead lines on First and Half Street SW. These utilities currently serve the Matthew Henson Earth Conservation Center, the marina office, and the public restrooms facility.

Built Environment

A majority of the built infrastructure onsite is related to the previous marina use of the property and is located in the central portion of the site. A gravel driveway allows access to the site from Half Street. Two structures remain from the marina including an approximately 20' x 40' one-story frame building that was the marina offices, and an approximately 20' x 30' building that housed the restroom and shower facilities for the marina. A variety of paved surfaces are found throughout the old marina portion of the site including concrete walkways, some bituminous walkways, and gravel. There is a concrete retaining wall adjacent to the location of the old dock facilities and concrete boat ramp.

At the eastern end of the site is the Matthew Henson Earth Conservation Center. This building is an approximately 36' x 100' two-story brick structure accessed by Half Street. The building is a former Potomac Electric Power Company (PEPCO) facility that is currently being used by the Earth Conservation Corps through an agreement with PEPCO and the NPS. The building sits directly on the Anacostia River with a fixed and floating dock system on the waterfront.





WATERFRONT CONDITIONS

The riverfront edge of the Park contains at least four distinctly different edge treatments. At the former marina docks, the edge is a concrete platform. East of the old marina ramp is a combination of vegetated shoreline and a stone seawall. The seawall is typical of portions of the Anacostia waterfront. Further east, the shoreline is a combination of vegetated and concrete revetment wall.

The former marina area contains a concrete boat launch pad that extends into the water. The ramp is quite steep and does not meet current standards for boat ramps.

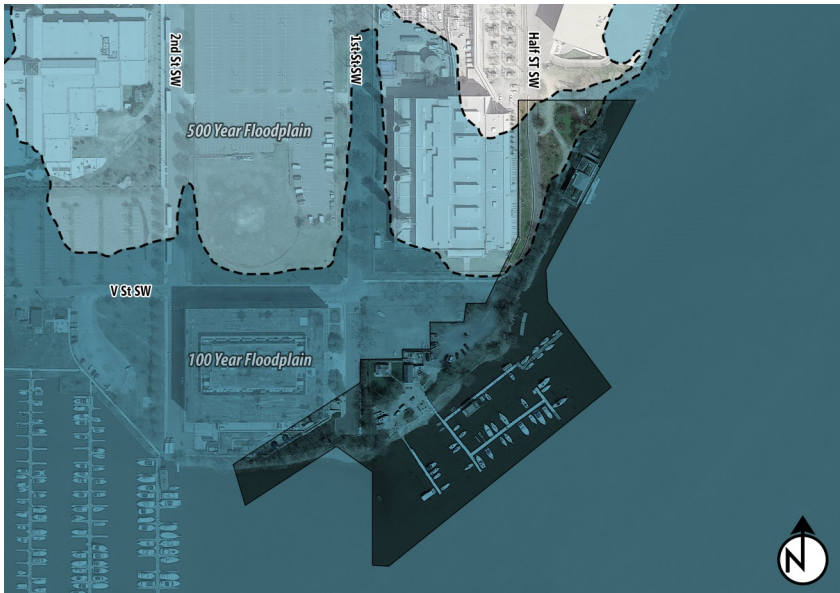
River Currents

Based upon the site's position along the Anacostia River and its close proximity to the confluence with the Potomac River, the currents can be quite severe. In addition to the daily currents, wind waves and boat wakes play a role in impacts to the shoreline along the Park perimeter. The relatively shallow approach to the shoreline yields energy release in the form of shoaling waves that contribute to erosion and scouring effects.

ENVIRONMENTAL CONDITIONS

Floodplains / Flood Elevations

Based upon the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 1100010057C for the District of Columbia revised September 27, 2010, the entire Park site is in Zone AE or the 100-year floodplain. As such, designs for a new park will need to consider this in the function and layout of new park facilities.



Vegetation

The areas of the site that are not developed with pavement or gravel contain either maintained turf or naturalized vegetation. The areas immediately surrounding the Matthew Henson Earth Conservation Center and the former Buzzard Point Marina have maintained turf. Vegetated areas along the waterfront and on top of the seawall contain a variety of shrubs and small trees that were either planted as specimens or grew naturally. Based upon their size, landscape position, structure and general health, the majority of the trees onsite are providing environmental benefits, but would not be considered highly valuable specimens worthy of preserva-





tion or retention with any new park plans that would be planting new trees. This Development Concept Plan will be followed by the completion of an Environmental Assessment (EA), in which a full assessment of vegetation will need to be completed to assess environmental impacts of the EA's proposed alternatives.

River Position

The Park is located just east of the Washington Channel. Its close proximity to the Potomac River makes for stronger currents than those seen on other parts of the Anacostia River. Wave heights can be significant along this point of land since the Anacostia/Potomac River(s) are wide following this route. Wind aided waves reaching the shoreline at Buzzard Point can be generated over two miles away. Shoreline protection/armoring measures will need to be considered as the park design is advanced as a means to guard against any continued land loss and erosion. Shoreline protection/armoring measures will be considered as the park design is completed to guard against any continued land loss and erosion.

Archaeology / Cultural Resources

At this early stage of the project, no archeological investigations have been completed. When the park design process goes to the EA stage, archeology and cultural resources will be evaluated as part of the alternatives evaluation. Of particular interest will be the status or importance of the stone seawall just east of the former boat launch ramp.

CURRENT USES

Since the marina closed in March of 2016, work efforts to remove the floating piers, docks, and piles have been completed. The site in this location is currently closed to the public; it is completely fenced and the gates and buildings are locked. The eastern portion of the site (east of Half Street SW)—the area containing the Matthew Henson Earth Conservation Center—remains open to the public.



PLANNING HISTORY

The Southwest quadrant of DC has been the subject of numerous studies over the past 10 to 15 years. These studies and plans consistently highlight opportunities to restore the Anacostia River, improve waterfront access, and preserve and enhance the quality of life for the Southwest neighborhoods. The NPS carefully reviewed these documents to better understand how this Park fits into the overall vision for the area.

A key component of *The Anacostia Waterfront Framework Plan* (2003) is the restoration of wetlands and floodplains and the creation of the Anacostia Riverwalk Trail. The *Buzzard Point Urban Design Framework Summary* (2014) discusses opportunities to improve environmental conditions, enhance the waterfront, and create highly walkable neighborhoods.

The location of Buzzard Point Park is perfectly suited to the application of guidelines and policies outlined in the NPS Urban Agenda document. It presents an opportunity for the NPS to work closely with surrounding urban neighborhoods and stakeholders to provide a park experience that provides lasting value to the community it serves.

“preserve and enhance
the Southwest neighborhoods”



The following policies and guidelines are applicable to the development of concepts for Buzzard Point Park:

TITLE	CODE	SUMMARY
The Anacostia Waterfront Framework Plan		A plan to revitalize the Anacostia neighborhood prepared by the Anacostia Waterfront Initiative. Established the Anacostia River Parks, a unified and continuous park system.
Archeological Resources Protection Act (ARPA), 1979	16 USC 470aa-mm	Governs the excavation of archeological sites on federal and Indian lands, and the removal and disposition of archeological collections therefrom.
Architectural Barriers Act Accessibility Standard (ABAAS)	42 USC 4151 et seq.	Standards guide design to provide universal access for people of all ages and backgrounds to trails, picnic and camping areas, viewing areas, beach access routes and other components of outdoor developed areas on federal sites when newly built or altered.
Buzzard Point Vision Framework and Implementation Plan		Document prepared by the DC Office of Planning to inform and guide public and private development decisions for the next 10 to 15 years to fulfill the long-planned growth of Buzzard Point. Seeks to ensure that revitalization associated with upcoming improvements to the area is consistent with the aspirations and needs of nearby residents.
Clean Water Act, Section 401	33 USC 1341	Allows the DC Department of Energy & Environment (DOEE) to review any proposed activity that requires a federal CWA permit, such as “Section 404” permits discussed below, that may result in discharges to District of Columbia waters for compliance with DC water quality requirements. DOEE can then “certify” (or approve) the activity, certify it with conditions, or deny certification. Any conditions included in DOEE’s certification become conditions of the federal permit. If DOEE denies certification, then the federal permit cannot be issued.
Clean Water Act, Section 404	33 USC 1344	Requires a USACE-issued permit be obtained before dredged or fill material may be discharged into the waters of the United States.
Comprehensive Plan for the National Capital: District Elements		The <i>Comprehensive Plan for the National Capital</i> is comprised of two components: the Federal and District Elements. The “District Elements” component of this plan is prepared by the District of Columbia Office of Planning, and addresses traditional city planning subjects such as land use, housing, and economic growth within the District. National Capital Planning Commission (NCPC) reviews the “District Elements” to ensure consistency between the Federal and District Elements.
Comprehensive Plan for the National Capital: Federal Elements		The <i>Comprehensive Plan for the National Capital</i> is comprised of two components: the Federal and District Elements. The “Federal Elements” component of this plan is prepared by the NCPC. It guides long-term planning and development related to federal properties and interests in Washington, DC and the surrounding National Capital Region that extends into parts of Maryland and Virginia.

TITLE	CODE	SUMMARY
District of Columbia Discharge Elimination System		A DOEE State Pollutant Discharge Elimination System Permit is required for construction projects disturbing more than 5,000 square feet of soil.
Endangered Species Act (ESA) of 1973, Section 7	16 USC 1531 et seq.	Requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA)'s National Marine Fisheries Service (NMFS) to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat.
Energy Independence and Security Act (EISA) of 2007	42 USC 17083	Requires federal projects to significantly reduce the use of fossil fuels, and aims to improve the energy performance of the Federal Government.
National Environmental Policy Act (NEPA) of 1969	42 USC 4321 et seq.	Requires federal agencies to assess the potential environmental impacts of their proposed actions and decisions (commonly referred to as "the NEPA process"). The NEPA process involves the federal agency determining if its proposed action/decision could have significant effects on the environment and preparing one or more of the following documents depending on the determination: a Categorical Exclusion (CE), an Environmental Assessment (EA), and/or an Environmental Impact Statement (EIS). In addition to helping federal agencies make more informed decisions, the NEPA process also ensures that the public is involved in the decision-making.
National Historic Preservation Act (NHPA) of 1966, Section 106	54 USC 306108	Requires federal agencies to consider the impacts of their undertakings on historic properties and archeological resources.
NHPA Implementing Regulations	36 CFR 800	Provides guidelines on the Section 106 process.
NPS Archeology Guide		Describes operational requirements, activities, standards, and other guidance to ensure the responsible management of archeological resources under the stewardship of the NPS. The Guide supplements more general directions provided in Director's Order (DO) 28A: Archeology, the NPS-28 Cultural Resource Management Guideline, and DO 28: Cultural Resource Management.
NPS-28 Cultural Resource Management Guideline		Elaborates and offers guidance on the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation and DO 28.

TITLE	CODE	SUMMARY
NPS Director's Order 12: Conservation Planning, Environmental Impact Analysis, and Decision-Making	DO 12	Sets forth the policy and procedures by which the NPS will comply with NEPA. Requires full and open evaluation to ensure that both adverse and beneficial impacts of NPS proposed actions are fully and openly evaluated before actions are taken that may impact the human environment.
NPS Director's Order 28: Cultural Resource Management	DO 28	Sets the policy and procedures by which the NPS will protect and manage cultural resources in its custody.
NPS Director's Order 28A: Archeology	DO 28A	Supplements DO 28 and provides additional detail on NPS archeology requirements.
NPS Director's Order 77-1: Wetland Protection	DO 77-1	Provides direction for NPS on complying with Executive Order 11988. Requires that a Statement of Findings be prepared when a proposal would result in adverse impacts on wetlands and details the requirements and procedural elements associated with the Statement of Findings.
NPS Director's Order 77-2: Floodplain Management	DO 77-2	Provides direction for NPS on complying with Executive Order 11990. Requires that a Statement of Findings be prepared when a proposal would result in adverse impacts on floodplains and details the requirements and procedural elements associated with the Statement of Findings.
NPS NEPA Handbook, 2015		Synthesizes the legal and policy requirements and considerations related to NEPA and associated guidance applicable to NPS. It contains the information necessary to comply with NEPA and conduct sound environmental planning.
NPS Urban Agenda		Outlines efforts to engage a wider variety of people, especially those living in urban areas, to parks in and around their community. The Agenda specifically calls for engaging the next generation of park visitors, expanding community activities, increasing collaboration, building relevancy and value, the promotion of healthy outdoor recreation, and leadership in heritage conservation.
River and Harbors Appropriation Act of 1899, Section 10	33 USC 403	Requires a permit from the USACE to do any of the following: construction of any structure in or over any navigable waters of the United States; dredging in navigable water; depositing material in navigable water; or creating obstructions or alterations to a navigable water.

TITLE	CODE	SUMMARY
Rule on Stormwater Management and Soil Erosion and Sediment Control, 2013 or “2013 SW Rule” for short		DOEE rule designed to significantly reduce stormwater pollution flowing into the Anacostia and Potomac Rivers, Rock Creek, and other District waterbodies. Also allows the District to comply with federal requirements established in the Clean Water Act stormwater permit.
Stormwater Management Guidebook, 2013 or “2013 SWMG” for short		Prepared by the DOEE, provides technical guidance on complying with the “2013 Rule on Stormwater Management and Soil Erosion and Sediment Control.” This handbook defines the standards and specifications to design, review, approve, install, and maintain erosion and sediment control practices on land undergoing clearing, grading, and development. It also provides information on how to evaluate site-specific conditions, such as soils, drainage, proposed clearing, and grading.
Standardized Guidance on Compiling a Decision File and an Administrative Record		Provides the U.S. Department of the Interior (DOI) guidelines on compiling decision files and administrative records, which serve to document the DOI’s decision-making process and rational for making a decision.
Superintendent’s Compendium, National Capital Parks - East, 2005		States regulatory provisions for the proper management (e.g., visitor hours, closures, public use limits, etc.) and protection (e.g., the unauthorized collection of historic artifacts, sanitation [trash, pet waste, etc.]) of National Capital Parks - East.



OPPORTUNITIES

Buzzard Point Park presents a variety of opportunities to be transformed into a tremendous asset for Southwest DC. Its strategic location along the riverfront offers a unique occasion for the public to engage the river in ways that may be different from the experience presented by other more recent waterfront parks in DC. The planning documents and studies have all pointed to this location as a critical piece in the fabric of Southwest DC that can improve the environment, the health of the Anacostia River, and provide safe and fun activities for the public. The Park is a critical link in the Anacostia Riverwalk Trail and serves as the terminus of the trail next to the river before it enters the public street right of way on Second Street. It has the ability to serve as a key trailhead and a true waterfront destination park for the community at large and the neighborhood.

Anacostia Riverwalk Trail

The plans for the Anacostia Riverwalk Trail show that this park area provides the waterfront terminus to the trail system on the North side of the river. After passing through Buzzard Point Park, the trail must divert on to streets to navigate around Fort McNair as it is a secure facility. This gives the NPS the opportunity to create a memorable experience for the trail user in Buzzard Point Park.

Waterfront Access

The Park's key feature is the waterfront. This particular area of the Anacostia River currently contains very little public waterfront access. Buzzard Point has the ability to create a waterfront experience that is distinctly different from the connection presented at both Diamond Teague and Yards Park. Its more natural waterfront in this relatively remote area is a key advantage for the Park. With the appropriate design, visitors will be afforded the ability to arrive to the Park by the water.

Public Green Space

The existing community in Buzzard Point is in need of additional public green space. The Buzzard Point Park has the ability to create some

high quality green space that is open to the public. As the proposed developments are realized in Southwest, this public green space will only become more critical to a good quality of life for current and future residents. The additional vegetation and natural systems in the Park will provide environmental benefits for the District and for the Anacostia River restoration efforts.

Infrastructure and Utility Services

Despite its relatively remote location, the Park does have the benefit of power, water, and sanitary service onsite. The restroom and shower facility from the former marina provides existing services onsite should future designs for the park require restroom and shower facilities.

Reuse of the Matthew Henson Earth Conservation Center

The Matthew Henson Earth Conservation Center, located at the eastern end of the Park, can host a wide variety of activities that require access to the river. While the building is currently being used by the Earth Conservation Corps, the Park renovation can allow the NPS to think more holistically about how the building could be used for community gatherings and activities, as well as environmental education programs.

CHALLENGES/ ISSUES

While Buzzard Point Park has the potential to become a gem in South-west DC, realizing its fullest potential does come with a variety of challenges and issues.

Physical Site Constraints

The most obvious challenge facing the park is the actual physical size and configuration of the property. While the park contains 1,500 linear feet of waterfront, the land portion of the park is only 3-1/3 acres, with



an average width of only 120 feet. These constraints are limiting to the programming of park activities and facilities. Additionally, the entire Park is in the 100-year floodplain. While this generally limits the facilities and structures that can be placed on the site, water-dependent structures can be placed in the floodplain.

Identity

Having been known for the past 50+ years as the Buzzard Point Marina, the park will need to overcome the challenge of transforming its identity to a waterfront park fully accessible to the public, owned and operated by the NPS.

New mixed use developments will ultimately flank the park at the eastern and western ends and in the widest section in the center of the Park. These multi-story buildings will create a visual barrier to the park and the waterfront. The street rights-of-way along Half Street SW, V Street SW, and First Street SW will be the only visible entrances to the Park when approaching from the north. The NPS and their design team will need to carefully explore strategies to make these entrances visible and inviting, and to maximize views out to the waterfront.

The NPS team will need to work closely with the neighboring developers in creating this identity or risk having the public park be viewed as a private park exclusively for the use of the surrounding building owners and tenants.

Access

Buzzard Point has historically been a difficult part of Washington, DC to access due to its location on an industrialized peninsula in Southwest DC. Access by car is currently difficult due to the current turning restrictions along South Capitol Street. With the future reconstruction of the South Capitol Street Bridge and its large traffic ovals, access to Buzzard Point should be easier to navigate. The Park is located almost one mile from both the waterfront and Navy Yard Metro Stations. Pedestrians and bicycles will have increasingly better access to the park as new developments rebuild the streets in Southwest. Many of the existing streets do not have accessible and connected sidewalks and bicycles must navigate along pavement that has been compromised over the years by traffic from industrial uses

Parking

The size and configuration of the current Park does not allow for any substantial amount of parking to be offered onsite. Designated spaces for Americans with Disabilities Act (ADA) access will need to be provided. There are a few spaces at the Matthew Henson Earth Conservation Center for visitors to the Center, but they will not be sufficient to serve general Park visitors. The Park will ultimately rely on visitors arriving by transit, on foot, or on a bike unless they are arriving by car and parking on the street or in available public spaces inside the adjacent development garages.



Shoreline Development

In order to achieve the NPS and District goals of improving the natural environment along the Anacostia River, Buzzard Point Park will require some reconstruction of the shoreline to remove older concrete structures and construct a more vegetated edge along the water. The challenge with the park's location along the river is that river currents are typically strong and wave action is not currently conducive to successfully establishing a living shoreline unless wave dissipating structures can be designed and installed. Additionally, a move toward establishing less hard stabilization measures, as were historically done here, to a more soft or natural approach has other considerations. This would include measures to trap and retain sand (placed from external sources) along the Buzzard Point shoreline and install sills and/or breakwaters to dissipate the current and wave energy. This is a technical challenge that will have to be confronted during the design and permitting process to achieve the goal of a softer, environmentally beneficial and sustainable shoreline.





Permitting

Buzzard Point Park is located in the 100-year floodplain of the Anacostia River and contains approximately 1,200 linear feet of shoreline. The floodplain and jurisdictional wetlands and waters of the U.S. are regulated by federal agencies that issue permits for impacts to those resources. The work required for either of the concepts depicted in this report will at a minimum require permits from USACE, the U.S. Coast Guard (USCG), and the District Department of Energy and Environment (DOEE).

Operations and Maintenance

Operations and maintenance are critical elements necessary to realize the overall success of any park. At Buzzard Point, these programs will ultimately help inform the Park program, activities, and daily functioning of the Park. These programs are challenged at the current site mainly because space is so limited on the Park property. The design and programming of potential activities within the new Park needs to be carefully considered through the filter of operations and maintenance. The recommendation of any specific physical improvements should ensure that the maintenance needs of that infrastructure can be met with NPS or other resources.



STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

The NPS developed an extensive public outreach strategy to help envision the new Buzzard Point Park. The strategy included multiple opportunities and formats for the public to offer comments, suggestions, and reaction to ideas being considered for the Park. The approach was to openly solicit input from the public at large and local neighborhoods to get a clear direction of what the needs were in the community and in DC for a waterfront park. Once ideas were collected, the NPS developed two different preliminary concepts designed to address the vision established by the input at the first public meeting held in July 2016. As

the concepts were being developed, the NPS held separate meetings with key stakeholders, both internal to NPS and external, to solicit more specific thoughts, comments, and reaction from the NPS and the key agencies and entities within DC that would be responsible for issuing permits and approvals for the Park. The two concepts were then presented and discussed at a second public meeting in December 2016. Comments and feedback from both public meetings were collected and logged into the NPS PEPC (Planning, Environment and Public Comment) system to consider during further refining/designing the concepts in the subsequent EA. A summary of the July and December public meetings and comments are contained on the following pages and in Appendix 1 and 2, respectively.



We don't need or benefit from the development.

ADD
More Land
to the park.

Boat maintenance facility for recreation + commercial use + job training program for maritime trades

Create in context of new development

Home for D.C. S Boat Training Data

It should be revived.

DOG PARK!

Not Vegetation (esp. trees!) w/ interpretation sig

Kayak launch

Kayak, canoe Paddleboard Storage + launch - (most storage)

Canoe launch & Rental

Riverfront Env. Ed. Ctr.

Lots of Trees

Access for fishing

We, and many others, hope that we leverage along the water is being included in this planning

Rubberized or soft running path for us oldies
← →

Continue the RIVERWALK TRAIL!
↔

Small (laneway) MARITIME BUSINESS INCUBATOR

TRAIL Schooner Docked Here

This should be an opportunity to allow for waterfront green space + market + in the old dock

NEW Rec. Docking

A walkway through marshland + park along the entire river

TAU SHIPS!

Comprehensive Water Use Plan

Clean Water on

Another v. for this need. James Creek? Special es ting redevelop- ment →



Public Planning and Information Session – July 14, 2016

This first public outreach meeting was designed to enable citizens to learn about the history and existing conditions of the Park and make recommendations as to what activities and uses they would like to see in the Park. The information was arranged in an open workshop format with seven different stations established to provide information about the Park, its history, and to gather comments and input on what types of activities and design features were preferred in the Park.

The stations included presentation boards with information, large plan sheets with sticky notes for comments, a station for written and online commenting, and a visual preference survey. The survey consisted of 46 different images that were displayed on the wall, and participants were asked to comment on a score sheet whether or not they could envision that activity taking place at Buzzard Point Park. The NPS PEPC site collected additional comments over the 30-day comment period ending August 15, 2016. More information about the July public meeting can be found in Appendix 1.



Stakeholder Meeting – September 26, 2016

Following the Public Planning and Information Session, NPS held a stakeholder meeting at NPS Headquarters to gather more detailed information and discuss more specifically with key stakeholders what they could envision and support for the Park and its activities and programs. Those in attendance included the following:

- DC Office of Planning (DCOP)
- District Department of Transportation (DDOT)
- District Department of Energy and Environment (DOEE)
- Capitol Riverfront Business Improvement District (BID)
- Anacostia Waterfront Trust
- Earth Conservation Corps
- National Parks Conservation Association
- Anacostia Watershed Society
- Groundwork Anacostia River DC
- Anacostia Park and Community Collaborative (APACC)
- District of Columbia Environmental Education Consortium (DCEEC)
- DC Advisory Neighborhood Commission (ANC) 6D Ward 6
- Casey Trees
- Anacostia Riverkeeper
- Washington Area Bicyclist Association (WABA)



Information presented at this meeting included background and site analysis information, and the results of the comments received at the July 2016 Public Planning and Information Session. The group was presented with the initial thoughts from NPS about what could be accomplished on the site based upon the physical constraints. Discussion took place about the preferred location and arrangement of the Anacostia Riverwalk Trail through the site.

Concept Plan Presentation – December 13, 2016

The second public meeting held in December 2016 was designed to present the public with the results of the planning and information session and to introduce the two preliminary concepts for the Park. The format was more formal than the July meeting and included a Power-Point presentation of the information and concept designs.

Following the presentation, participants were encouraged to review hard copy enlargements of the concepts and offer verbal and written comments. The NPS PEPC site collected additional comments over the 45-day comment period ending January 27, 2017.

Based on the information gathered from the meetings, the public participation and comments (in general) indicate:

- A unique and distinct park setting is desired—not an extension of the existing urban waterfront fabric.
- The desired activities are water-based and the park should support and provide maximum accessibility.
- The Anacostia Riverwalk Trail and pedestrian connections are important. Bike and walking paths should be provided.
- A natural shoreline should be developed and more trees and natural vegetation should be provided.
- Direct access to the water should be provided without over-developing the shoreline.

The public outreach strategy to date has been quite successful in gathering essential input from stakeholders, community members, and the general public. The comments and feedback received throughout the process has resulted in a much more informed set of concepts that hopefully will lead to a single preferred alternative coming out of the subsequent National Environmental Policy Act (NEPA) process. More detailed information about the December public meeting can be found in Appendix 2.

Guiding Principles and Influences

In developing the preliminary concepts for the Park, the design team utilized a series of guiding principles and influences to help create and inform the design concepts. These principles and influences were developed out of the feedback received from the NPS, stakeholders, and public comments. The principles and influences are listed on the opposite page.

GUIDING PRINCIPLES AND INFLUENCES

Shoreline Treatment	Sound
Mixed-Use	Multi-Purpose
Connectivity	Visual Access—Eyes on the Park
Unique	Mobility Multi-Modal
Recreational Streets	Image & identity
Public Art	Sustainability & Maintenance
Fun & Sociability	Public/Private
Shade & Sunlight	Land Water Relationship
Lighting	Buzzard Point Story





DESIGN CONCEPTS

Based upon the feedback received from the public and stakeholder outreach sessions, the NPS proceeded to develop two initial concepts of how the Park could best serve the public in the future. Both concepts take advantage of the opportunities that the Park property presents and they maximize the ability for the Park to meet the needs of the greatest number of visitors.

The general design concept is inspired by the native marshland that historically softened the transition between land and water. It seeks to restore the natural beauty of the site. Located in a busy urban area, Buzzard Point Park will become a place where residents can stroll down a shoreline promenade lined with trees and marsh grasses, muffling the sounds of the city. The waterfront, once inaccessible, will be transformed into a peaceful retreat for both recreation and relaxation.

Both designs begins with the shoreline. In sharp contrast to the hard lines used in other area waterfront parks, the concepts use soft edges and organic shapes defined by native marsh plantings. This holistic approach provides shoreline stability and flood protection, while making the waterfront accessible. This concept uses soft edges and organic shapes created by native marsh plantings to define the connection between land and water. By contrast, some of the other urban waterfront parks in the District have used a harder and more sharply defined edge.

Both designs also include a series of Recreational Pods (Rec Pods) offering a variety of play, education, and interpretive opportunities along the Anacostia Riverwalk Trail. These spaces are intended to be more multifunctional to meet a variety of recreational needs. Each space can be designed to meet a specific need such as a play area, water feature, rest stop, fitness station, public art display, or a simple open lawn area. Visitors seeking active recreation will be able to use the continuation of the Anacostia Riverwalk Trail, linking to the existing trail ending at Diamond Teague Park.



Concept 1

This concept transforms the Park into a linear waterfront and gateway park serving as the entrance to the Buzzard Point neighborhood. Within the Park is both the Anacostia Riverwalk Trail and a pedestrian promenade separated by landscape features including grass dunes and open lawn areas. The shoreline includes a terraced ledge to provide uninterrupted access to the water's edge. The Park could include a pilot kayak share program that aims to provide a simple and affordable means to navigate along the river. The NPS would repurpose the Matthew Henson Earth Conservation Center to provide restrooms and other park support amenities, including handicap parking.



1 Adjacent mixed-use land development

2 Landscape transition zone

3 Open lawn

4 Rec Pod

5 Landscape buffer

6 Multi-use trail

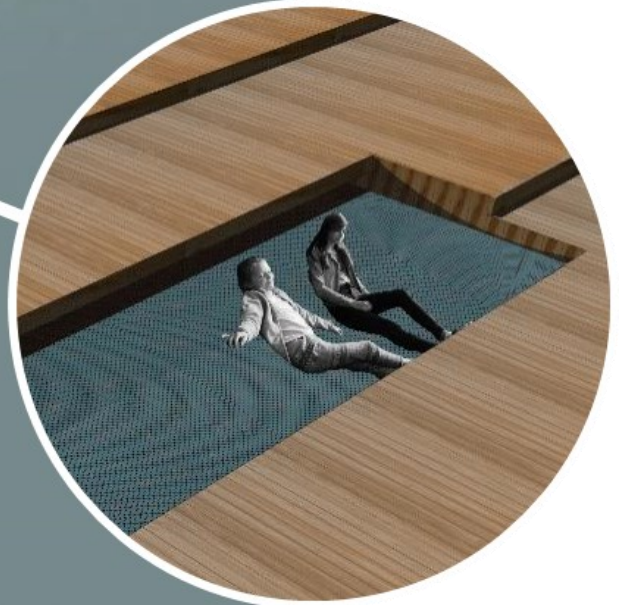
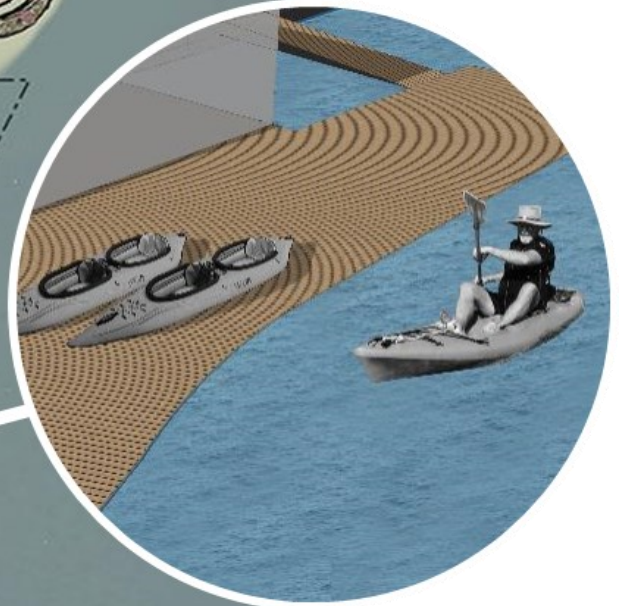
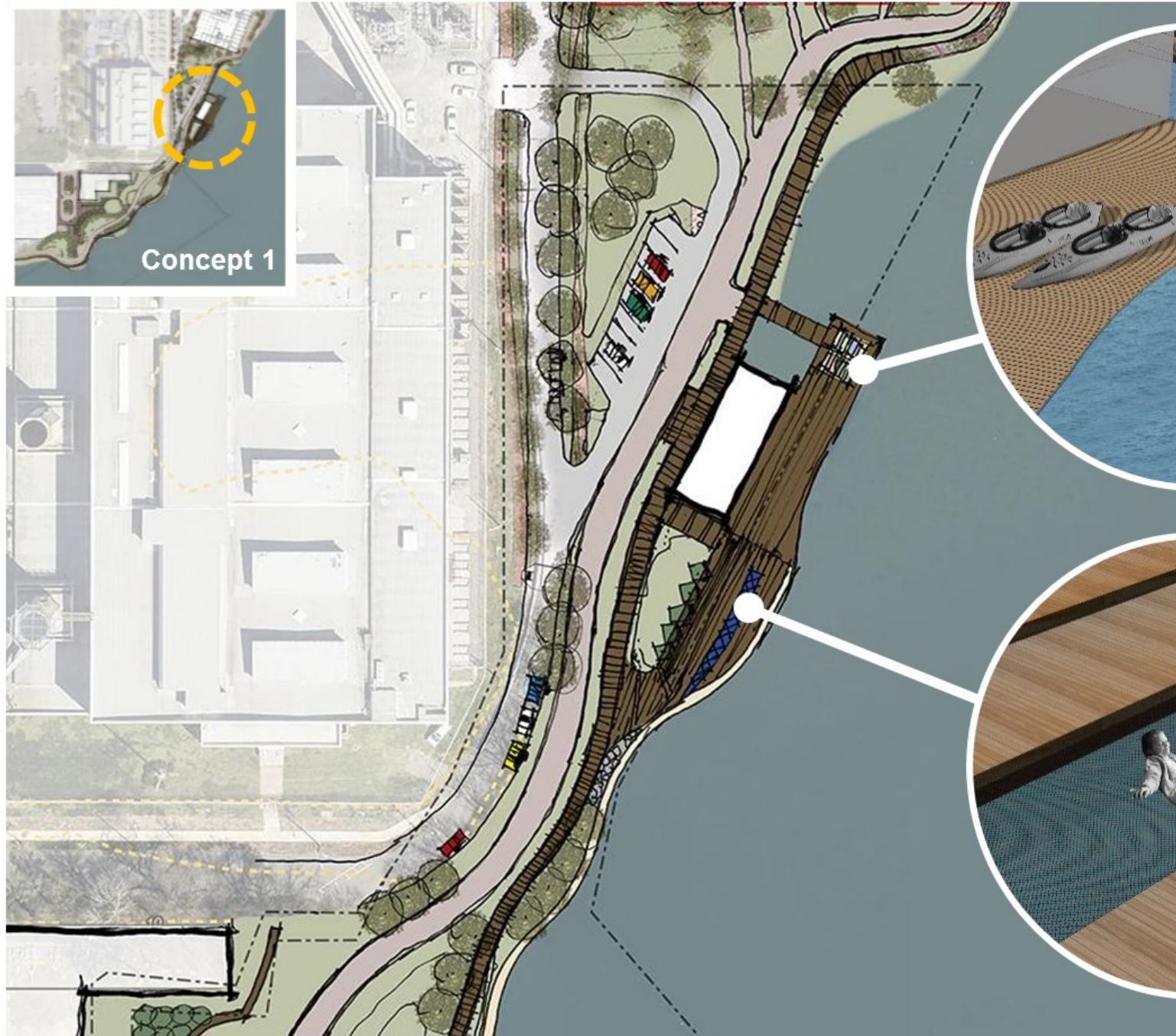
7 Stormwater filtration

8 Riverwalk – pedestrian only

9 Curvilinear graded banks with stepped sills

10 River



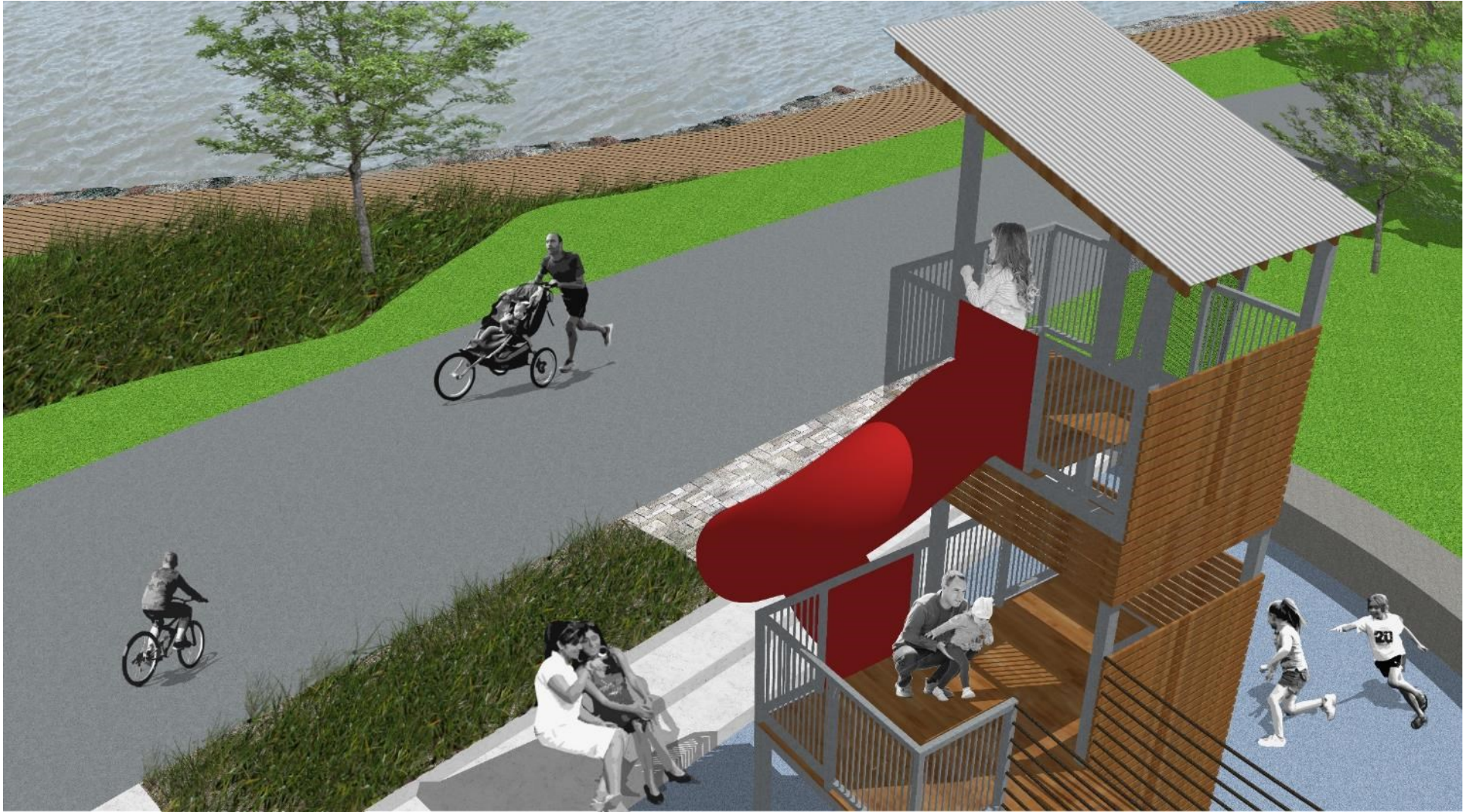








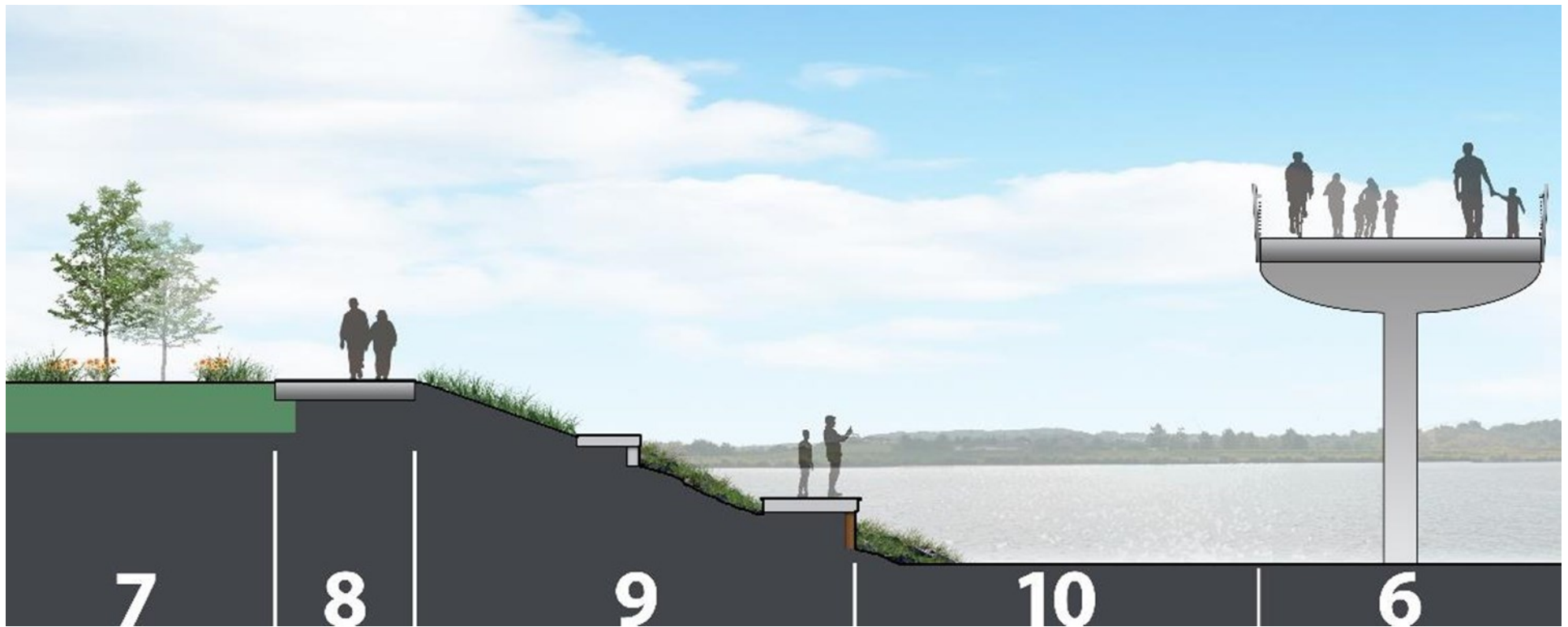






Concept 2

This concept proposes to locate the Anacostia Riverwalk Trail within the river. By elevating the Anacostia Riverwalk Trail over the water, a unique park experience is created, with the potential to become a new DC attraction. Along the elevated trail, overlooks have been incorporated to take advantage of city and river views. This concept also includes many of the same elements as Concept 1, such as the pedestrian promenade, terraced ledge, Rec Pods, repurposing of the existing Matthew Henson Earth Conservation Center building, and the kayak share pilot program.



Stormwater filtration

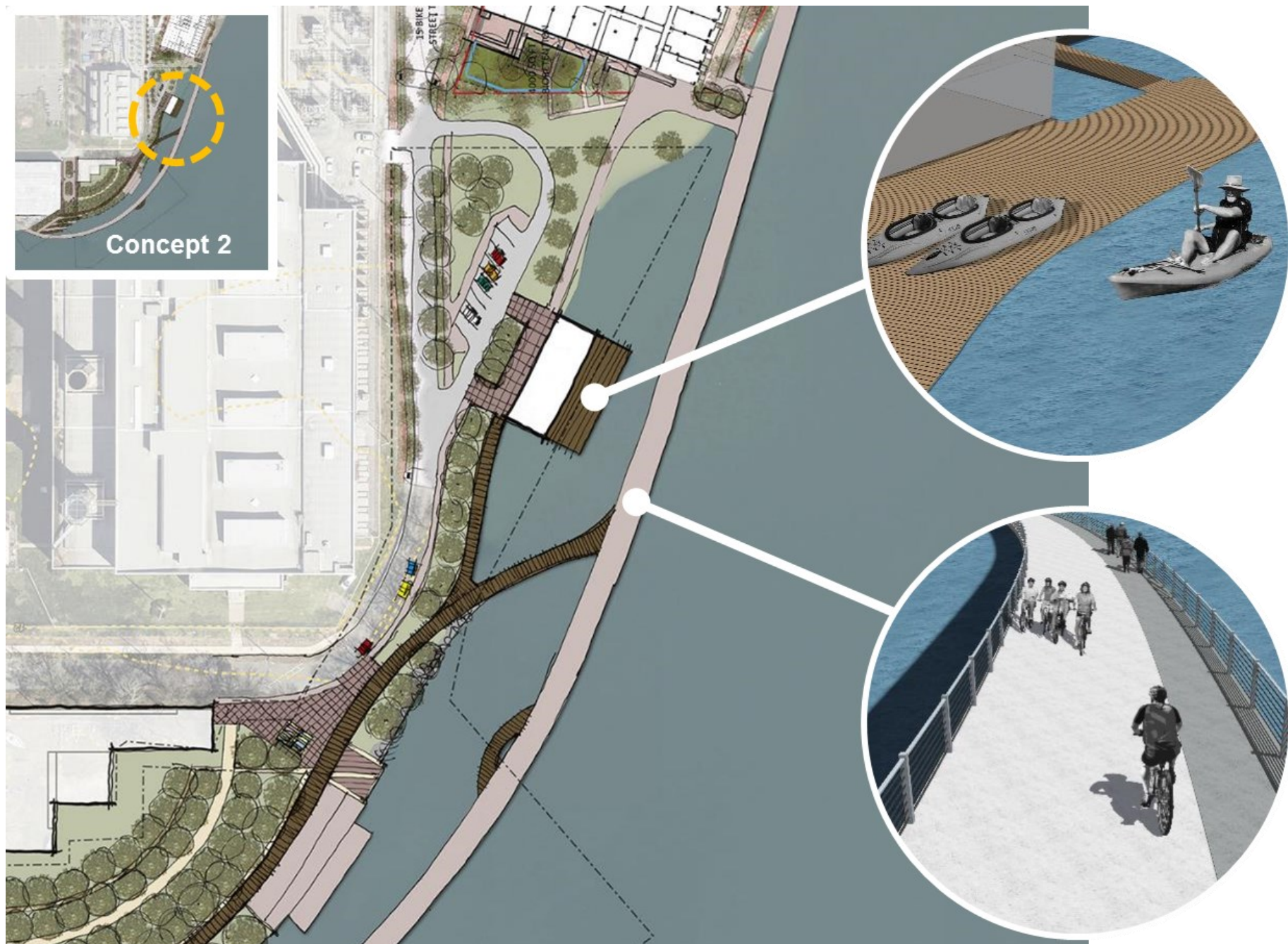
Riverwalk pedestrian
only

Curvilinear graded backs with
stepped sills

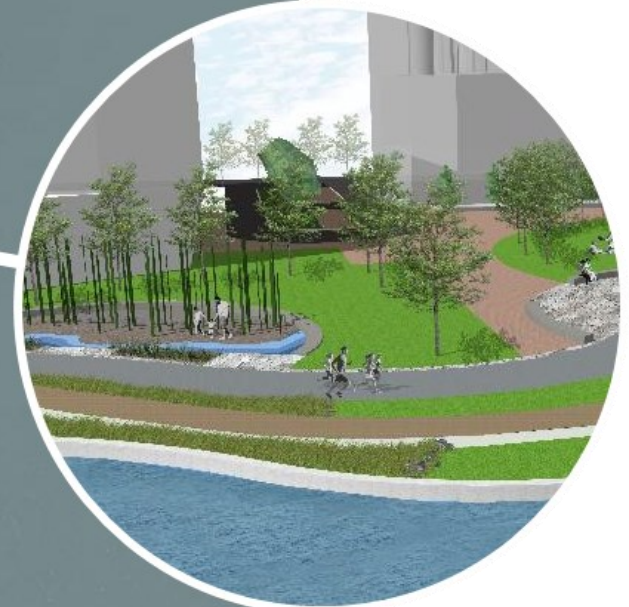
River

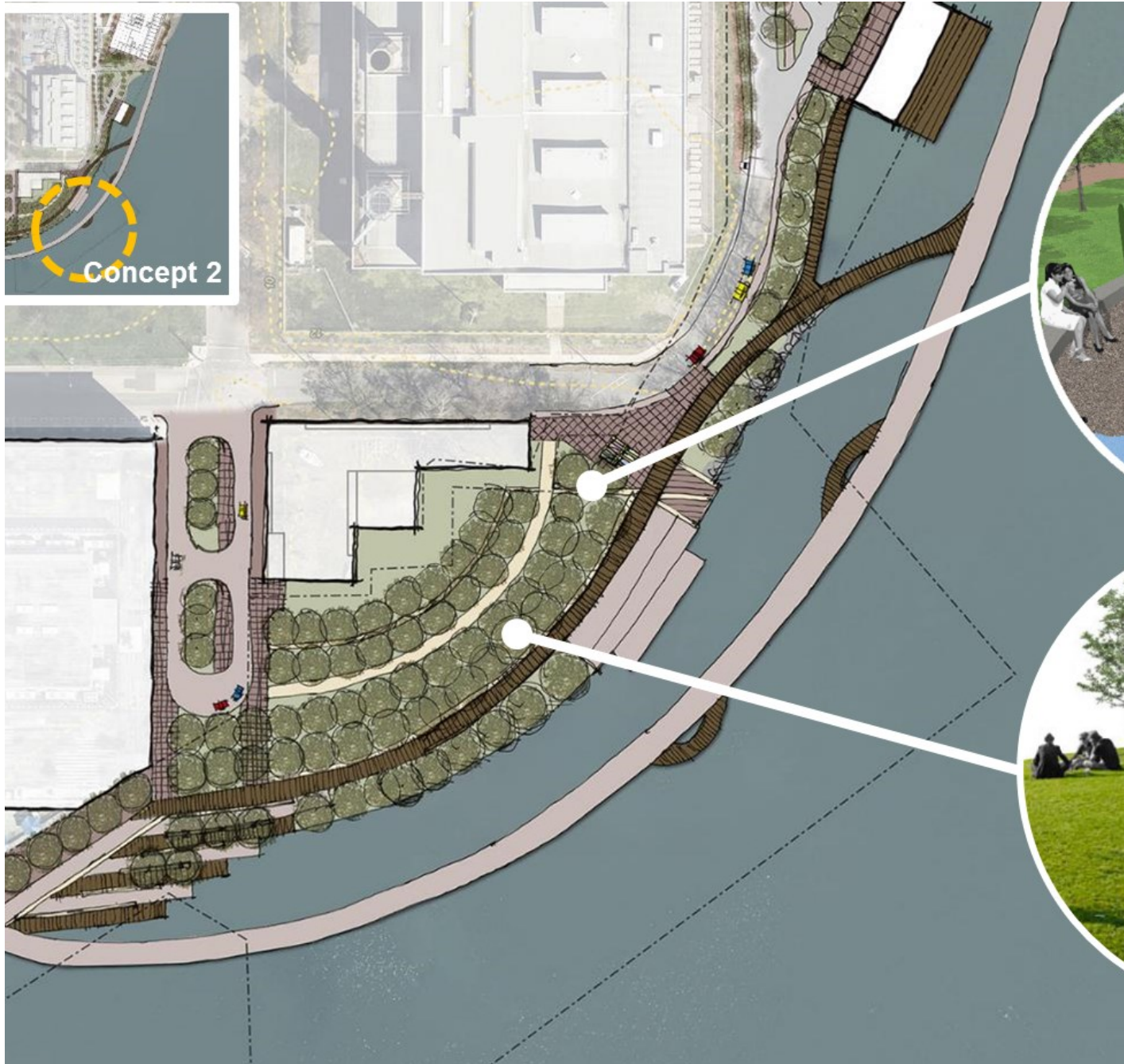
Multi-use trail















PARK MANAGEMENT

The new Buzzard Point Park will be managed by NPS. They will be responsible for daily maintenance, security, and oversight of any programs that are conducted in the Park.

The surrounding developments present opportunities for collaboration on the operations and maintenance of portions of the Park. As the developments proceed to construction, further discussions will be taking place with NPS to better define those opportunities and determine if collaborative efforts on operations and maintenance is feasible and agreeable to all parties.

A variety of key stakeholders have a vested interest in the success of Buzzard Point Park. As development project move forward and NPS advances the design of the Park, there will be a need to partner with these stakeholders to discuss various operational, programming, and maintenance needs for the Park.



COST ESTIMATES

At this stage of the park design process, detailed cost estimates are not possible as many of the key elements to the Park still need to be better defined and quantified. The NPS has undertaken an effort to provide a range of costs for each of the preliminary concepts contained in this report. The range includes some basic quantification of some of the more costly components in the Park. To assist in developing general per square foot costs for the various Park improvements on the land, NPS recently researched completed parks in DC and along the Anacostia River waterfront to use as comparison sites. The sites researched were the Yards Park, Canal Park, and Diamond Teague Park.

Yards Park

The Yards Park had a construction budget of \$49.5 million. It covers 5.7 acres and contains 1,100 linear feet of waterfront complete with a marina, water features, a signature pedestrian bridge, and multiple hardscape and vegetated open spaces for public gathering. It had a \$49.5 million construction cost. This equates to \$45,000 per linear foot of waterfront or an average of \$200.00 per square foot of park space.

Canal Park

Canal Park, located between M and I streets SE, was constructed for \$20 million and covers 3.0 acres. It has no waterfront and contains a mixture of hardscape and vegetated spaces. This park has an average cost of \$150.00 per square foot.

Diamond Teague Park

Diamond Teague Park is a 39,000 square foot public park that contains approximately 1,000 linear feet of waterfront. It had a construction cost of \$6.2 million. This equates to \$160.00 per square foot or \$6,200.00 per linear foot of waterfront.

Concept 1

An advantage of Concept 1 is that the park can be constructed from the land side. Demolition and reconstruction of the shoreline treatments can be accomplished without the need for water access.

The major components of Concept 1 include approximately 1,200 linear feet of shoreline reconstruction. If the shoreline were to be vegetated, the cost could range anywhere between \$7-9 million including the grading and vegetation and the necessary breakwater construction out in the Anacostia River. If the shoreline is designed as a more conventional armored edge, that component of the design may cost between \$3-5 million.

The demolition of the existing restroom building and marina office building would cost approximately \$60,000 based upon a \$30.00/SF demolition cost. This assumes that there are no hazardous materials in the structures and no unforeseen complications in the construction of the buildings that would warrant additional cost. When applying a general square foot cost to the remainder of the Park, the improvements shown on the land side as Concept 1 may cost in the range of \$14-22 million. Combining the ranges for the Park improvements, site demolition, and shoreline stabilization, the overall cost range for Concept 1 is (\$17 + demo to \$31 + demo) million.

When applying a general square foot cost to the remainder of the Park, the improvements shown on the land side as Concept 1 may cost in the range of \$14-22 million. Combining the ranges for the Park improvements and the shoreline stabilization, the overall cost range for Concept 1 is \$17-31 million.

Concept 2

The major difference in the park design with Concept 2 is the placement of the Anacostia Riverwalk Trail on an elevated structure out in the Anacostia River. The structure would have a cost range of \$150-200 per square foot. Based upon the overall length of the trail structure, the cost for that element could be between \$3.5-5 million. The accompanying connections to the land could add \$1-1.5 million to the overall structure cost. Using the same square foot unit cost as in Concept 1, the park improvements for Concept 2 estimates would range between \$14-22 million. Adding the Park improvements, the elevated structures, and the shoreline restoration, the overall cost for Concept 2 could be between \$20.5 and \$36 million.



NEXT STEPS

This report completes the “pre-NEPA” portion of the park planning and design process. As the NPS moves into the official NEPA phase of development, there are a number of critical steps that need to be completed to be able to arrive at a preferred alternative for the Park. The key steps are listed below in order of priority.

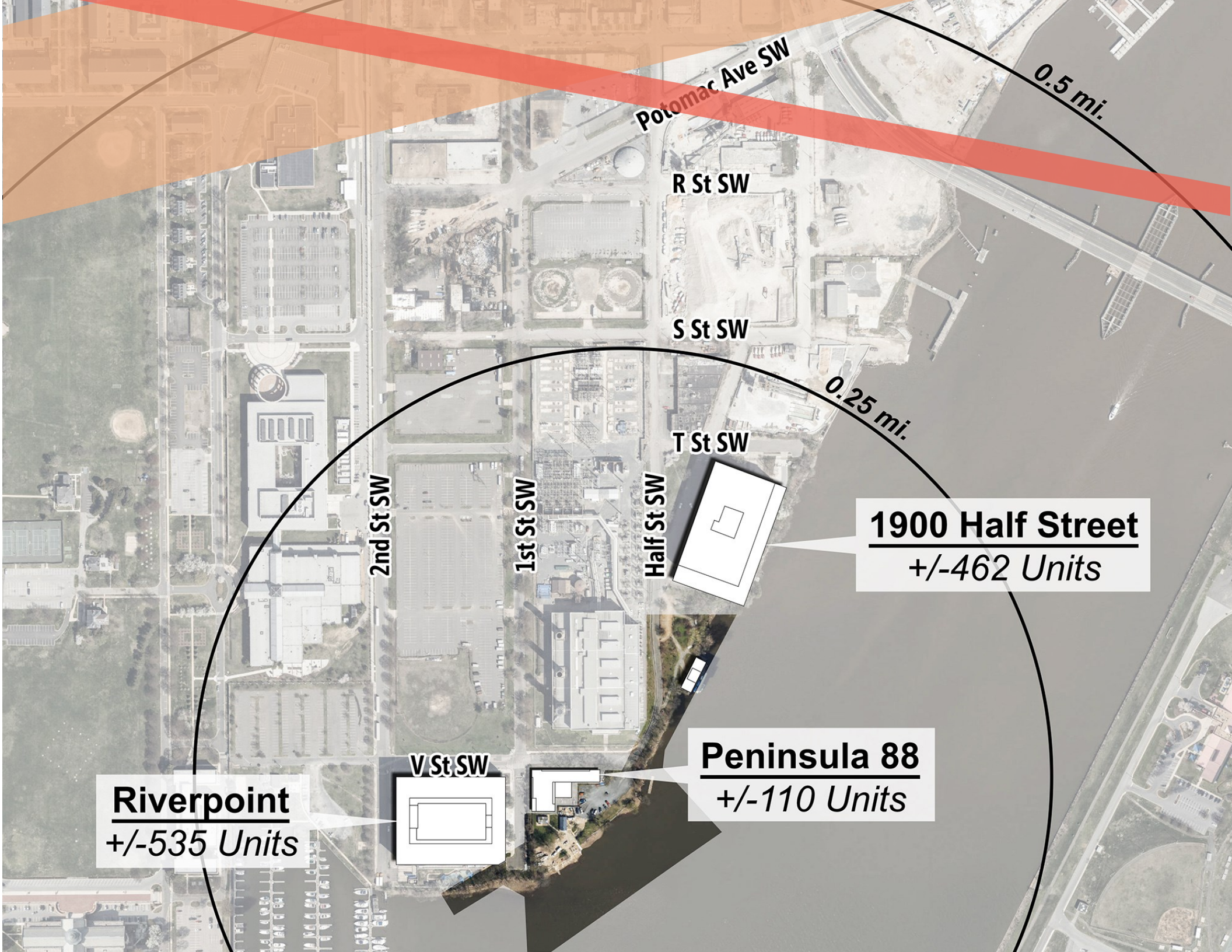
Survey and Title Research of Park Boundary

This study was completed using GIS-level data about the actual parcels that comprise the Park property. A critical first step is to conduct a survey investigation into the specific ownership and rights to the various parcels both on land and in the water. Order of priority is to first identify which parcels are publicly and privately owned, then determine specific rights for those parcels. This will require an investigation of historic records, plat, and deeds, and consultation with both NPS staff and the DC surveyor’s office.

Coordination with Adjacent Developers

There are three different developers currently working on designs for projects adjacent to the Park. The 1900 Half Street project is at the eastern end of the Park, the Peninsula 88 project is in the central portion of the Park, and the Riverpoint Development is at the western end of the Park. Each of these projects will have construction right up to the Park boundary. In the case of the 1900 Half Street and Riverpoint Projects, the developments will construct additional portions of the Anacostia Riverwalk Trail. As the Buzzard Point Park design advances, additional coordination will be required with each of these developers to ensure that the connections from the Park to the developments are woven seamlessly into the aesthetic of the riverfront.

A key element in the development of the adjacent properties is the 100-year floodplain. Each development is required to raise the first floor of their building to be above the current 100-year floodplain. The developer of the Riverpoint project is considering raising the surrounding street to be out of the floodplain as well. This may have impacts on the 100-year flood elevation of other surrounding properties, especially the Buzzard Point Park. Further advancement of the Buzzard Point Park design will need to continually coordinate with the adjacent developers to understand the outcome of their flood studies and adjust the park design as necessary.



Potomac Ave SW

0.5 mi.

R St SW

S St SW

0.25 mi.

T St SW

Half St SW

1st St SW

2nd St SW

V St SW

1900 Half Street
+/-462 Units

Peninsula 88
+/-110 Units

Riverpoint
+/-535 Units

Coordination on Alternatives

As the Buzzard Point Park compliance and design advances, NPS will coordinate closely with the necessary federal and local agencies such as DDOT, DOEE, DCOP, National Capital Planning Commission (NCPC), U.S. Commission of Fine Arts (CFA), etc. to assess environmental impacts and develop mitigation strategies if necessary.

NEPA Compliance

Based on the level of work proposed at Buzzard Point Park, NPS would need to complete an EA in accordance with the NEPA, *Director's Order 12: Conservation Planning, Environmental Impact Analysis, and Decision-making* (DO12), and the 2015 NEPA Handbook. The EA would analyze the environmental impacts of the proposed action and alternatives to the proposed action.

NHPA Compliance

Cultural resources related to the Buzzard Point Park project will be evaluated in the EA in accordance with the National Historic Preservation Act (NHPA) at 54 U.S.C. § 300101 et seq. During the preparation of the EA, the NPS will consider the impacts of the EA's proposed action and the alternatives to said action on historic properties and archeological resources.

Existing Structures Investigations

As the project proceeds to the next stage, it will be important to have a more thorough survey and assessment of each of the existing structures on the site to better understand the feasibility of incorporating them into the future plans for the Park. The restroom building, former marina office, and the Matthew Henson Earth Conservation Center should be surveyed for structural integrity and general condition, code compliance, presence of hazardous materials (asbestos, lead paint, etc.), and a determination of their suitability for reuse should the NPS decide to incorporate them into the future plans for the Park.

The following draft schedule will be dependent on available funding.

POTENTIAL SCHEDULE	
Task	Year
EA	2018
Design	2018 - 2019
Construction	2020

Further Design Work

As the project moves into the NEPA phase, the design concepts will need to be advanced to more specifically define the alternatives to be studied. Critical information needed to shape the design includes topographic surveys and property boundaries, potential for hazardous materials, feasibility of the various shoreline treatments and structures, and coordination with the surrounding owners to better define connections, floodplain elevations, and programming. The design work will allow for specific alternatives to be studied for their environmental impacts.

CFA/NCPC Reviews

As alternatives are developed, the NPS will need to begin formal coordination with the U.S. CFA and the NCPC. The process will begin with staff level meetings to explain the goals of the project, coordination with stakeholders to date, and overall scope of the project. The CFA and NCPC reviews will assist in the analysis of alternatives leading to a selected alternative.

Environmental Permitting

Any work along the shoreline, in wetlands, or jurisdictional waters of the U.S. will require coordination with the USACE, USCG, and the DOEE. Each agency has its specific area of influence and purpose for their permits. Concepts that involve construction of structure in the Anacostia River will receive the greatest scrutiny and will require more significant outreach and coordination with the permitting agencies.

APPENDIX 1

July 2016 Public Meeting

BUZZARD POINT PARK PUBLIC PLANNING AND INFORMATION SESSION July 14, 2016

This Appendix presents an overview of the Buzzard Point Park “Public Planning and Information Session” held on July 14, 2016. This overview includes meeting details and a summary of comments that NPS received during the meeting as well as during the 30-day public comment period that followed.

DESCRIPTION OF THE PUBLIC PLANNING AND INFORMATION SESSION

The Buzzard Point Park “Public Planning and Information Session” took place on Thursday, July 14, 2016 from 6:30 to 8:30 p.m. at the Southwest Neighborhood Library, located at 900 Wesley Place SW, Washington, DC 20024. It is estimated that approximately 70 people attended, with 64 attendees registering on the sign-in sheet.

A press release was issued and a notice was posted on the NPS Planning, Environment and Public Comment (PEPC) website. The meeting notice, in the form of a flyer, was uploaded on June 6, 2016 in advance of the meeting.

In addition to the meeting notice, the project’s PEPC page offered the public a way to post comments directly into the PEPC website. Uploading comments to PEPC is ideal for those who could not attend the meeting in person, those who preferred to type their responses, and those attendees that had more comments to share after the meeting.

More specifically, the Buzzard Point Park PEPC page provided a means to submit preferences on various images (further discussed and explained below) as well as general feedback. In addition, all the materials available at the July 14th meeting were posted to the PEPC page for the commenter’s review. These materials included:

- Project Overview Handout
- History of Buzzard Point Park
- Existing Conditions - maps/photos
- Visual Preference Photos
- Visual Preference Response Form
- Buzzard Point Area – Planning Studies (Non-NPS)
- Buzzard Point Aerial Photo

The 30-day public comment period for this planning and information gathering effort began on the day of the meeting, July 14, 2016, and ran until August 15, 2016.

At the July 14th meeting, attendees could circulate throughout the room to speak to NPS and consultant representatives to address specific issues. The information was arranged in an open-house workshop format with seven different stations established to provide information about the park, its history, and to gather comments and input on what types of activities and

design features were preferred in the park. The specific station descriptions are as follows:

Station 1 – Check-In:

Allowed participants to sign in, create a name badge, and pick up a project introduction sheet that contained the project overview, schedule, and a map of the displays in the room.

Station 2 – History:

Included an historical timeline display noting a variety of milestones of the property from 1791-2016.

Station 3 – Existing Conditions:

Included a series of displays and maps highlighting specific natural and built features on the site and its context within the Southwest waterfront and the Anacostia River.

Station 4 – Planning Initiatives:

Contained multiple displays highlighting references to the site and the part that it will play in the rebirth of Southwest DC. Displays extracted points from a variety of planning documents previously completed or in development.

Station 5 – General Feedback:

Allowed participants to sit down at tables, fill out a written comment card, or post their comments directly to the NPS PEPC website via digital tablets.

Station 6 – Collaborative Map:

Encouraged participants to brainstorm by reviewing large site maps; a larger scale map was hung on the wall and a more detailed site map was placed on a tabletop. Participants posted comments directly on the maps with sticky notes.

Station 7 – Image Preference:

Asked participants to review 46 numbered images of a wide variety of activities, programs, and waterfront park designs. Score sheets asked participants to rate each image based on their opinion of how that design or activity was suited to the Buzzard Point Park site.

SUMMARY OF COMMENTS

Introduction

Twenty-two pieces of “full” comments (i.e., non-sticky note) were received during the public comment period (July 14, 2016 - August 15, 2016). Out of the 22 comments, 14 of them were submitted directly to PEPC either at the public meeting or during the comment period and 8 were physical comment cards collected at the meeting and later uploaded to PEPC.

In addition, all sticky note comments were later typed and reviewed. The visual preference response form ratings were also reviewed, and any handwritten comments that were written next to a rating were later typed for ease of review.

Overall, this session provided significant feedback on what the attendees and online reviewers would like to see incorporated into the new park.

The following summary of comments is provided to outline the major groupings of comments, along with examples of specific comments to illustrate.

Predominant Themes and Issues Identified from the Public Comments

1. Marina for Powerboats/Sailboats and Water Taxi: Comments requested the construction of a new marina to replace the former Buzzard Point Marina (BPM).

- “As a former ‘slip holder’ at BPM I’d like to see the park reopened to allow trailer boat storage and monthly/annual wet slip leasing. I’ve kept numerous boats on their trailers at BPM over the years and have enjoyed easy access to the Potomac and Anacostia Rivers as well as the option to trailer to further locations knowing I had a safe and secure and affordable place in DC to store when I returned. Improvements to the grounds would be nice but the main purpose should remain for pleasure boating.”
- “The best use of Buzzard Point is a marina to provide low cost alternative to store and access the water front in DC.”
- “Water taxi could be nice during soccer.”
- “As long as it doesn’t overwhelm the site- water taxi is great”
- “Marina for sailing and motor boating”
- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“Community sailing center”

2. Trees: Comments requested an increase in the current tree canopy in Buzzard Point Park by planting more trees as well as preserving the Park’s existing, healthy trees.

- “Please preserve all existing healthy trees in Buzzard Point Park, and plant as many more as possible.”
- “Primary considerations when creating concept plans for this park include: protecting existing healthy and non-invasive trees, integrating new trees into the design (if possible select trees that are water tolerant, salt-tolerant, large shade trees, urban hearty), employ creative design to provide green space that can actively be used by park-goers.”
- “As a Washington, D.C. resident, I would like to see this Buzzard Point Park be a place with significant tree canopy! The park is in Ward 6, which is the DC ward with the lowest tree canopy. Please protect existing trees at Buzzard Point Park if these trees are healthy and non-invasive.”

3. Wildlife considerations and habitat: Comments requested that the new Buzzard Point Park design promote wildlife preservation, habitat creation, and safety (e.g., removing/avoiding/mitigating barriers to wildlife movement and reducing/avoiding bird collisions).

- “Preserve wildlife”
- “City Wildlife is happy to provide more information about any of these wildlife issues and would be pleased to work with NPS toward a wildlife-friendly project at Buzzard Point.”
- “Please consider planting many other deep-rooted native plants to absorb storm-water runoff and create wildlife habitat for birds, pollinators and others.”
- “What about the other resources an urban park provides such as wetlands, wildlife habitat, and urban agriculture? NPS needs to focus on the diverse uses of an urban park outside of human entertainment.”
- “I think that if you are able to preserve the native ecosystem and perhaps restore the wetlands area, the wildlife will be become even more abundant, and the river will become even more beautiful to all who know and love it.”

4. Continuation of the Anacostia Riverwalk Trail: Comments requested the continuation of the Anacostia Riverwalk Trail through Buzzard Point Park.

- “Make new access points for Anacostia Water Trail.”
- “I have one big comment- please plan to continue the Anacostia Riverwalk Trail through Buzzard Point.”
- “We also hope there will be opportunities to link the western and eastern shores of the Anacostia through the park’s connection with the Anacostia Riverwalk Trail in order to capitalize on the other recreational infrastructure found on Anacostia Parks’s eastern shore.”
- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“Continue the Riverwalk trail!”

5. Natural shoreline and wetlands: Comments requested natural shorelines and wetland protection in Buzzard Point Park.

- “I’m especially supportive of using native vegetation (herbaceous and woody) to provide boundaries between spaces (rather than hardscape features) and to provide shade/windbreaks.”

- “Public access should be limited to specific areas where wetland ecosystems will not be destroyed by foot traffic.”
- “Lastly, I would suggest that there is ample green space, not only for passive recreation to reflect the serene nature of Buzzard Point Park, but also to limit the amount of concrete/asphalt being placed near the water.”

6. **Well-being:** Comments requested that the new Buzzard Point Park promote the human connection to nature for reflection and relaxation.

- “The combination of shady trees, lush grass, and the lapping water will make the park all the more enjoyable and therapeutic for us District residents.”
- “Buzzard Point is one of my favorite places in the District. It is a hidden gem. It is quiet, natural, and serene. It is the one place in DC where you can enjoy a peaceful moment without crowds or traffic. You can watch wildlife, listen to the river lap at the edges, and enjoy a beautiful view. I hope you will preserve this tranquility in the new Buzzard Point Park.”
- “We encourage NPS to adopt a biophilic framework in the planning of Buzzard’s Point.”

7. **Café and Farmer’s Market:** Comments suggested that the new Buzzard Point Park include food facilities or markets.

- “Café or vendors if trash/cleaning can be maintained.”
- “Incorporating a café with a marina would be good.”
- “Food inclusion is needed, Buzzard Point is a food desert.”
- “Café is nice idea if healthy, locally grown food”
- “Great opportunities to get fresh vegetables and fruit out to local residents through a farmer’s market.”

8. **The Arts, Humanities, and Education:** Comments suggested that the Buzzard Point Park design include educational opportunities and an infusion of art to inspire creativity and reinforce the community’s identity.

- “Large sculptures define a sense of place.”
- “Include art from the neighborhood and/or work through a museum.”
- “Open creek/watershed space would be so valuable for environmental education.” purposes”

- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“Riverfront environmental education center”

9. Canoe/Kayak/Paddleboard launch, rental, and storage:

- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“Kayak, canoe, paddleboard storage and launch (low cost storage)”
“Kayaking access”
“Canoe/kayak launch and rental”

10. Recreation Facilities such as Walkways, Bike Paths, and Playgrounds: Comments requested that the Park facilitate a variety of recreation activities for various age groups and interests.

- “Playground good addition, maybe as long as not so big.”
- “Play structure would be nice.”
- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“We, and many others, hope that walkways along the water is being included in this planning.”
“Safe bike lanes”

11. Seating: Comments requested functional, yet unique and creative, seating.

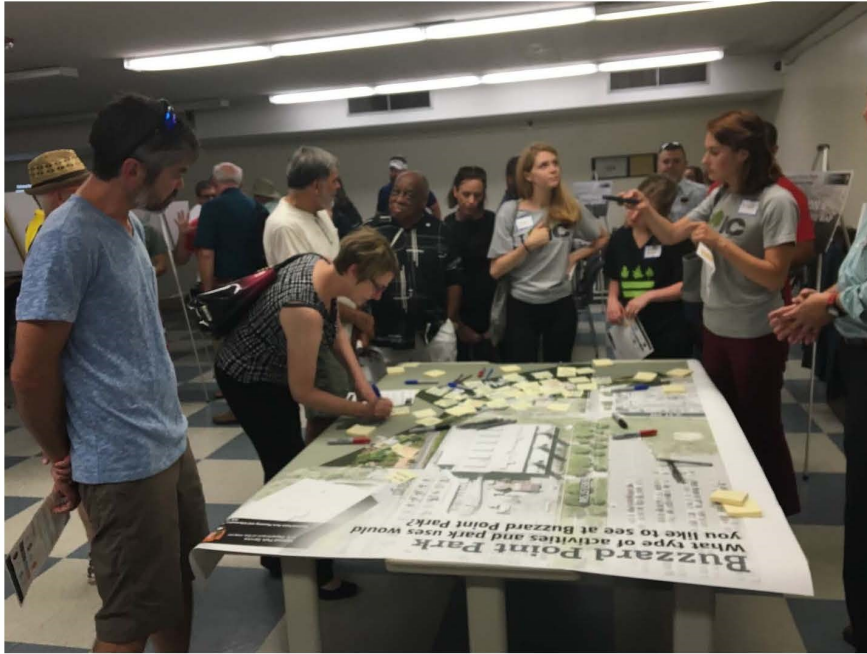
- “Chaise lounges are great! But would like some surrounding vegetation.”
- “Green seating near the water is great.”
- “Long consistent seating would be nice.”
- *What type of activities and park uses would you like to see at Buzzard Point Park?*
“Hammock grove”
“Benches or lounge chairs along river walk”



Station 6 Activity



Station 6 Wall Map with comments



Meeting Participants Commenting at Station 6



Station 7 Image Preference Survey

APPENDIX 2

December 2016 Public Meeting

BUZZARD POINT PARK CONCEPT PLAN PRESENTATION December 13, 2016

This Appendix presents an overview of the Buzzard Point Park “Concept Plan Presentation” held on December 13, 2016. This overview includes meeting details and a summary of comments that NPS received during the meeting as well as during the 45-day public comment period that followed.

DESCRIPTION OF THE CONCEPT PLAN PRESENTATION

The Buzzard Point Park “Concept Plan Presentation” meeting took place on Tuesday, December 13, 2016 at the Southwest Neighborhood Library, located at 900 Wesley Place SW, Washington, DC 20024. It is estimated that approximately 40 people attended, with 34 attendees registering on the sign-in sheet.

A press release was issued and a notice was posted on the project’s NPS Planning, Environment and Public Comment (PEPC) website. The meeting was held to present the findings of the July 14, 2016 “Public Planning and Information Session” and two Design Concepts that had been developed as a result of the July 14 session. All materials that were made available at the meeting were posted on the PEPC website. These materials included meeting handouts and a PowerPoint presentation.

The 45-day public comment period for feedback on the two Design Concepts began on the day of the meeting, December 13, 2016, and ran until January 27, 2017.

Meeting attendees received a one-page project overview handout and a four-page project newsletter at the sign-in and registration table. The project newsletter contained illustrative plans of the two Design Concepts being presented. Attendees could circulate throughout the room to speak to NPS and consultant representatives to address specific issues. The information was arranged in a workshop format with two different stations. The station descriptions are as follows:

Sign-in/Registration

Allowed participants to sign-in, create a name badge, and pick up a project overview handout and project newsletter. An area was designated for the public to submit written comments on supplied comment forms, or submit comments digitally to the NPS PEPC site via tablets.

Station 1 – Design Concepts

At the first station, a brief PowerPoint presentation was given by project consultant representatives, Mr. Jon Conner and Mr. Andy Mears. The presentation explained the results of the July “Public Planning and Information Session” meeting and presented the thought process and subsequent development of the two Design Concepts. The presentation described the various components of the designs and the distinctly different ways the Anacostia Riverwalk Trail could be incorporated into the Park.

Station 2 – General Questions

Large scale prints of the Design Concepts were placed on tables for review and comment by the public. Design staff were on hand to help answer questions about the development of the designs and programming. Attendees could write directly on the Design Concept maps. Sticky notes were also available to place on the maps.

SUMMARY OF COMMENTS

Introduction

Ninety-six pieces of correspondence (comments), with the exception of comments placed on sticky notes during the meeting, were submitted during the public comment period (December 13, 2016 - January 27, 2017) either electronically on the PEPC website or in person at the meeting. More specifically, of the 96 comments, 88 comments were submitted via PEPC and 8 physical comment cards were collected at the meeting.

At the meeting, two types of comment cards were provided: “Comment Form 1” used for general comments and “Comment Form 2” for comments specifically on the two Design Concepts. “Comment Form 2” labeled the two Design Concepts as “Concept A” (multi-use trail on land) and “Concept B” (multi-use trail suspended above the river). The aforementioned 8 comment cards were collected during the meeting—one “Comment Form 1” card and seven “Comment Form 2” cards.

There were also large design maps of each concept: “Design Concept 1” map showed the concept that included the multi-use trail on land and the “Design Concept 2” map showed the concept that included the multi-use trail suspended above the river. Attendees could post sticky notes or write directly on them. Following the meeting, all sticky notes and text added to the maps were typed for review.

In addition, NPS received five letters from various DC organizations and agencies within the meeting’s public comment period. The letters were received from the District Department of Energy and the Environment (DOEE), the National Capital Planning Commission (NCPC), the District Department of Transportation (DDOT), the DC Chapter of the Surfrider Foundation, and the Washington Area Bicyclist Association (WABA). All five letters are included at the end of this Appendix.

The following summary outlines the major topic areas present in comments stemming from the “Concept Plan Presentation,” along with examples of specific comments to illustrate.

Predominant Themes and Issues Identified from the Public Comments

1. Support or preference for Design Concept 1/Concept A: Comments were received in support of Concept 1/Concept A.

- “I feel that Concept 1 is the better of the two presented in this document. It has a nice balance of open green space and pedestrian/bike access. It also seems much more feasible to deliver on than option 2, with it's trailway out over the water.”
- “I prefer concept 1 because it seems better to integrate the pathway into the shoreline rather than build a new freestanding pathway over the river.”
- “I prefer bike trail concept 1, so the bike trail meanders through the park.”
- “While the trail proposed in Concept 2 would provide a unique experience, there may be additional or more intensive environmental, historic preservation, and viewshed impacts than Concept 1. It appears that Concept 1 would integrate the trail within the park while minimizing environmental impacts and NCPC staff encourages NPS to explore this design concept further.”

2. Support or preference for Design Concept 2/Concept B: Comments were received in support of Concept 2/Concept B.

- “I want to thank the Park Service for listening to the public comments and would like to express my support for Concept No.2. It maximizes the green space and allows excellent water access.”
- “I like how Concept 2 allows for more trees in the park and the walkway built through the tree-area.”
- “I think Concept 2 for the Buzzard Point Development Concept Site Plan will be better aesthetically and would be fun for cyclists to be able to ride over the water.”
- “I prefer Concept 2 which brings the trail offshore, elevating it over the Anacostia River, while the pedestrian promenade stays on shore. thank you!”
- “I like concept number 2. I think a world class city should have a modern bike trail.”

3. Oppose or disfavor of Design Concept 1/Concept A: Some comments received expressed opposition or disfavor of Concept 1/Concept A.

- “I reviewed the two proposed concepts for the Buzzard Point park, and am writing to express my general preference for Concept 2. My primary motivation for this preference is that I fear Concept 1 will, in reducing the tree canopy along the riverfront result in a denuded waterfront space (not unlike the much-criticized Anacostia Riverfront Park on the east side of the river).”

4. Oppose or disfavor of Design Concept 2/Concept B: Some comments received expressed opposition or disfavor of Concept 2/Concept B.

- “Concept B (trail suspended above the river): Putting trail in the river poses too many issues with river bottom, etc.”
- “Putting the trail away from shore over the water separates it from the rest of the space which creates a barrier to the ideal ‘shared mixed-use space.’ It also adds a barrier to those on shore from fully enjoying the river and seeing the sights on the river, like the boats, including pleasure craft, dragon boats, rowers, etc.”
- “Concept 2 with the bicycling trail in the river would be too costly both in money and environmental damage to an already compromised river. The new trail section of the Anacostia at Kenilworth Gardens is an example of a project too costly in time delays, overruns and environmental damage.”

5. Support for a combination of design aspects from Design Concept 1/Concept A and Design Concept 2/Concept B: Some comments suggested combining aspects of Design Concept 1/Concept A and Design Concept 2/Concept B.

- Concept A: “Combine w/ Concept B - include full tree canopy coverage. Choose large shade trees (diverse palette).”
- Concept B (trail suspended above the river): “Combine with Concept A (bring ARW Trail to land and extend shoreline).”
- “Combine Concepts 1 & 2: On land Anacostia RW trail from Concept 1; Tree canopy-filled park from Concept 2.”

6. Trees and Natural Shorelines: Comments requested an abundance of trees and natural shorelines in Buzzard Point Park.

- “Plant a diverse palate of trees and protect existing trees: Maintain existing healthy trees and plant urban-hearty, water-loving trees at Buzzard Point Park. Prioritize large shade trees to maximize environmental benefits.”
- “Most simply, more trees and therefore more places to relax in the shade, at a place that can otherwise be very hot and muggy in the summer is more desirable, at least to me.”
- “Have elements of natural shoreline (wetlands vegetation), not just plantings on terraced sea wall.”

7. Viewshed: Some comments expressed concern that the elevated trail component of Design Concept 2/Concept B would negatively affect the view from land.

- Concept B (trail suspended above the river): “Elevated trail interferes with view shed. Consider floating trail if not on park.”

- Concept B (trail suspended above the river): “Not a fan of elevated trail; don’t block people’s access to and view of the river’s edge.”
- “Elevated path concerns me- will block views from park itself.”
- “I support concept 1 for the bike trail and promenade. While I’m looking forward to biking on the trail myself, and concept 2 seems less likely to have pedestrians crossing the path, it seems like it will be eyesore over the river.”

8. **Safety:** Some comments expressed safety concerns and issues regarding Concept 2/Concept B.

- “I prefer option #1 because I believe it will be safer. Isolating cyclists on an offshore path separates them from easy assistance in case of crime or injury. Also being over the water might be too windy and stifling particularly on a cold and breezy winter’s day.”
- “I love the idea of riding on a raised path over water. Just PLEASE don’t construct it out of wooden planks. They are slippery when wet, high maintenance and loud when you ride on them.”

9. **Flooding:** Commenters suggested that NPS consider and account for flooding events in the Buzzard Point Park design.

- “Will the park do anything to prevent flooding in the area? If it can reduce flooding in a coastal area that is prone to flooding then the park could be beneficial beyond recreation.”
- “Plan for flooding of features at river’s edge and associated maintenance/cleaning.”

10. **Separation of Pedestrian and Bicycle Facilities:** Commenters expressed support for the incorporation of a pedestrian-only promenade in both designs.

- “First of all, congratulations on moving forward with the new bike trail(s) in SW, DC by Buzzard Point. I’ve lived in SW, DC for 20 years and am an avid cyclist so this is very exciting. I prefer option two as I believe that (1) separating cyclists from pedestrians is a good idea for the longer term as the area becomes more and more densely populated and (2) I think it will be very, very cool and make for some great cycling.”
- “I’m delighted by the proposals to develop the bicycle trail at Buzzards Point. While I could support both concepts I prefer Concept 2 in that it separates the cycling trail from the pedestrian trail. That will become increasingly important with development in the area and increased use by pedestrians and cyclists alike.”

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Energy and Environment



MEMORANDUM

TO: Tammy Stidham
Project Coordinator, National Park Service
National Capital Parks East

FROM: Jay Wilson
Green Building Program Analyst
Department of Energy & Environment

DATE: January 27, 2017

SUBJECT: Buzzard Point Park schematic design

Thank you for the opportunity to comment on the conceptual designs for Buzzard Point Park. The District Department of Energy and Environment (DOEE) and the National Park Service (NPS) share similar goals and viewpoints regarding the restoration and revitalization of the Anacostia Waterfront, and the work at Buzzard Point is an important part of this effort.

As such we feel it is critical that the NPS carefully consider the context of this park and how it will reflect the character of a restored Anacostia River. To this end, DOEE finds both proposed concepts lacking in a few key aspects. First, and perhaps most importantly, the proposals include hardened banks or shoreline reclamation and one of the proposals includes a large elevated concrete path. These proposals are directly contrary to the primarily natural character that is the hallmark of the Potomac and Anacostia Rivers. Furthermore these proposals conflict with the recently-adopted District legislation entitled the "Fisheries and Wildlife Omnibus Act of 2016" that, among other items, aims "to the maximum extent possible, promote the use of living shoreline projects."

Furthermore, DOEE's stormwater regulations require a 25-foot buffer from development along shorelines wherever possible. This buffer would ideally be wooded or natural cover. Neither concept put forth by the NPS meets this regulation, something that should be simple to achieve considering the development is to be a park space.

The District of Columbia is practically unique among large cities around the world in being set among wild, undammed waterways. DOEE's vision is to highlight this unique characteristic of our city by further re-wilding the Anacostia through expanding wetlands, utilizing living shorelines, and increasing riparian forest buffers. This unique park will serve as an attraction and educational resource for the residents of and visitors to the District. In addition, this naturalized and more resilient design will help to mitigate against flooding due to sea level rise and storm surge. This design would seek to augment the natural character of the Anacostia River by restoring fringe wetlands and waterfront forests, while simultaneously serving stormwater management and flood protection function and creating a place for discovery and play.



401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 7858

January 27, 2017

Ms. Tammy Stidham
National Park Service
National Capital Region
1100 Ohio Drive, SW
Washington, DC 20242

Re: Buzzard Point Park Development Concept Plan

Dear Ms. Stidham:

Thank you for the opportunity to comment on the Buzzard Point Park Development Concept Plan. Buzzard Point Park is situated in a prime location along the north bank of the Anacostia River and directly adjacent to a neighborhood experiencing a rapid period of redevelopment. The replacement of the Frederick Douglass Memorial Bridge and planned DC United Soccer Stadium will encourage economic investment and revitalization throughout the neighborhood. The National Capital Planning Commission (NCPC) supports the National Park Service (NPS) in developing concept plans to improve access to the river and reclaim the waterfront for city residents and visitors.

With respect to the two concepts that NPS developed, both appear to provide a park that will offer passive and active recreational uses while enhancing the shoreline. Both concept designs are in alignment with the Legacy Plan's recommendations to enhance waterfront access for residents and visitors from Georgetown to the National Arboretum. One of the primary differences between the two concepts is the treatment and location of the Anacostia Riverwalk Trail. Concept 1 places the trail within the park in close proximity to the shoreline while Concept 2 elevates the trail over the water. While the trail proposed in Concept 2 would provide a unique experience, there may be additional or more intensive environmental, historic preservation, and views/hed impacts than Concept 1. It appears that Concept 1 would integrate the trail within the park while minimizing environmental impacts and NCPC staff encourages NPS to explore this design concept further. We understand that the concept plans are early in the planning process, and we look forward to further consultation on the project as it moves into the environmental review and design development process.

If you have any questions regarding the comments in this letter, please contact Jennifer Hirsch at (202) 482-7239 or jennifer.hirsch@ncpc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Sherman", with a long, sweeping horizontal line extending to the right.

Michael Sherman
Director, Policy and Research Division

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

January 27, 2017

Tammy Stidham
Chief, Planning, Compliance & GIS
National Capital Region
National Park Service
1100 Ohio Drive SW
Washington, DC 20242

RE: Buzzard Point Park Concept Public Comment Period

Dear Ms. Stidham,

Thank you for the opportunity to provide comments on the National Park Service's (NPS) Buzzard Point Development Concept Site Plan. The District Department of Transportation (DDOT) is pleased that NPS is embarking on a planning process to shape the future of the park in Buzzard Point. DDOT looks forward to coordinating with NPS through the remainder of the planning process and future Environmental Assessment (EA) to ensure a mutually beneficial park design that achieves NPS's goals as well as broader multimodal transportation and circulation objectives within Buzzard Point.

In particular, DDOT will continue to work with NPS to advance a park design that accommodates a two-way vehicular connection ideally with pedestrian facilities on both sides of the street connecting V Street with Half Street. Based on DDOT standard dimensions, this connection would require approximately 42 feet to accommodate a 22-foot cartpath for two-way circulation and 10-foot sidewalk sections (including a 6-foot pedestrian circulation zone and 4-foot tree box) on each side of the street.

DDOT is pleased that both concepts include the Anacostia Riverwalk Trail through the site. As the concept is further developed through the EA, the Trail should be consistent with the *Anacostia Riverwalk Trail Design Guidelines*, which call for separate pedestrian and bicycle facilities with some accommodations available for a combined facility when space is constrained.

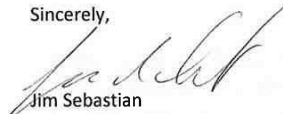
Concepts should show the estimated dimensions of available land area between the Pepco facility and the Anacostia River, which is the most spatially constrained portion of the site. The estimated dimensions will assist NPS and DDOT in evaluating the magnitude of space available for park and transportation improvements at this pinch point. Due to spatial constraints at this location, accommodating both the multimodal connection and Trail may require a segment of the Trail be cantilevered or constructed as a boardwalk over the Anacostia River, which should be reflected in Concept 1. Survey work completed as part of the EA will refine the understanding of available land area.

Further coordination is needed with DDOT and the property owners of the former Coast Guard Headquarters and 88 V Street SW on the design of the dead-end segment of 1st Street. Land ownership should be confirmed, and the design of the street should accommodate vehicular site access for adjacent developments before transitioning to a park-like design as it approaches the river.

The concepts appear to utilize DDOT right-of-way for the park design. Land ownership in the area is unclear, and the EA should clarify ownership and use restrictions. As the process advances, NPS should explore land ownership requirements for both parties, which may include use by permit, easement, or land transfer.

Again, thank you for the opportunity to provide comments. DDOT looks forward to continued coordination with NPS.

Sincerely,



Jim Sebastian
Acting Associate Director

Ms. Tammy Stidham
National Park Service -- National Capital Region
1100 Ohio Drive, SW
Washington, DC 20242

January 25, 2017

RE: D.C. Chapter of the Surfrider Foundation's comments on the
Buzzard Point Development Concept Site Plan

Dear Ms. Stidham,

The D.C. Chapter of the Surfrider Foundation (D.C. Chapter) is writing to provide comments on the Buzzard Point Development Concept Site Plan (Plan) released by the National Park Service (NPS) via a newsletter on December 13, 2016 (Newsletter) and Concept Plan Review Meeting presentation (Presentation).

The D.C. Chapter is an all-volunteer chapter of the Surfrider Foundation, a 501(c)(3) nonprofit organization, that focuses on the health of our coastal watershed and protecting public access to our local waterways. Our over 3,000 members and supporters in the D.C. area include surfers, stand-up paddlers, prone paddlers, kayakers, canoeists, open water swimmers, and clean water activists. Over the years, our chapter has hosted numerous river cleanups and events along the Anacostia waterfront.

The D.C. Chapter supports improved public access to the Anacostia River and applauds NPS for identifying two concepts for an improved Buzzard Point Park.

The D.C. Chapter supports "Concept 1."

The D.C. Chapter believes Concept 1 would provide improved access to the Anacostia while also preserving the shoreline ecosystem of the river. The D.C. Chapter has three concerns with Concept 1:

- (1) Minimizing shoreline impact, preserving the natural environment;
- (2) Providing free public access to the river; and
- (3) Ensuring sufficient access to the park.

(1) Minimizing shoreline impact, preserving the natural environment

The D.C. Chapter selected Concept 1 because it appears -- based on the Newsletter and Presentation -- that it would require minimal impact to the river during and after redevelopment. Concept 1 does not include a raised multi-use trail thereby avoiding disturbances to the river environment that would result from the installation and future maintenance of the raised trail. This could also potentially avoid disturbances to the settled river bed.





(2) Providing free public access to the river

Concept 1 identifies a "terraced ledge to provide uninterrupted access to the water's edge." (Newsletter, pg. 2.) Concept 1 further identifies a "pilot kayak share program." The D.C. Chapter wants to ensure that the public can use such terraced ledge to launch their own watercrafts, including stand-up paddleboards or kayaks, without charge, and will not be required to pay for access via the kayak share program.

(3) Ensuring sufficient access to the park

Neither the Newsletter nor the Presentation discuss access to the park via public transit or car parking. The D.C. Chapter wants to ensure that sufficient public transit and non-motorized transit options are available close to the Park, including sufficient bicycle racks. Transit options could include:

- Addition of Capital Bikeshare locations at or near the Park. (The closest Capital Bikeshare location is 0.9 miles away.)
- Additional stops at or near 1st and V Street SE by Metrobuses. (The closest Metrobus stop appears to be 0.7 miles away.)
- Dedicated parking for visitors bringing their own watercrafts and using launch areas.

If NPS would like to discuss the D.C. Chapter's comments provided above or any other questions/matters, please contact Michael Caruso at vicechair@dc.surfrider.org.

Sincerely,

Executive Committee
D.C. Chapter of the Surfrider Foundation



January 27, 2017

Tammy Stidham
Chief, Planning, Compliance & GIS
National Capital Region
National Park Service
1100 Ohio Drive SW
Washington, DC 20242

Comments on Buzzard Point Development Concept Site Plan

Dear Ms. Stidham,

On behalf of the Washington Area Bicyclist Association (“WABA”), I am pleased to submit these comments in regards to the Buzzard Point Development Concept Site Plan.

Increased transportation options, especially non-motorized options, are absolutely paramount within the design of Buzzard Point Park, due to influx of 1100+ new residents. A connected trail that links into the street network is a vital piece of the park’s design, and we applaud NPS for including the Anacostia Riverwalk Trail as a prominent element in the park’s design.

Elements of the design concepts that WABA supports:

- Inclusion of the Anacostia Riverwalk Trail. WABA believes that the trail is a community asset and integration into Buzzard Point Park will enhance both the park and the trail.
- Trail user separation. Providing the trail and an additional pedestrian promenade separated by landscaping lessens the chance for negative interactions between trail users. WABA supports providing this dedicated space for pedestrians.
- Width of the Anacostia Riverwalk Trail. WABA appreciates that the width of the trail will be 20 feet. We encourage NPS to maintain that width.

There are a few elements of the design that raise concerns:

- We are concerned that choosing a boardwalk-style trail could result in higher than usual maintenance costs for NPS or DDOT, with the result being that the aging boards become uneven, slippery when wet, bumpy, or otherwise hazardous if they are not regularly maintained.

- We are concerned that the view from the shore onto the boardwalk may be marred by the concrete pillars that support the boardwalk.
- We are concerned that trail users may feel isolated on the boardwalks, especially during off-peak hours, when some users may feel unsafe.

WABA does not have a preference between Concepts 1 and 2, but encourage NPS to include the elements of the designs that we support in the final design.

Thank you for the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Billing', with a stylized, flowing script.

Gregory Billing, Executive Director
Washington Area Bicyclist Association