

CONCLUSION

The SW Ecodistrict Plan builds upon the vision articulated by the Legacy Plan and the Monumental Core Framework Plan. Both plans establish goals to integrate federal buildings, museums, and commemorative works with the capital city and to create a neighborhood that extends the vitality of the National Mall to the Southwest waterfront. When fully executed, these strategies will result in a revitalized and well-connected neighborhood that achieves the following;

NEIGHBORHOOD DEVELOPMENT

- › **Retains and improves space efficiency of 7.9 million sq. ft. of federal office space that will accommodate up to 19,000 additional employees.** This can be achieved by rehabilitating and redeveloping buildings to increase their space efficiency. It will help retain federal headquarters in the monumental core, consolidate agency functions, and reduce reliance on lease space.
- › **Creates an additional 2.8 million sq. ft. of private development that will accommodate 1.8 million sq. ft. of residential or hotel development and 1 million sq. ft. of private or federal office space.** This can be achieved by infilling on vacant or under-used parcels along Maryland Avenue and as freeway air-rights or repurposing potentially excess federal building space. This development will accommodate 5,000 –6,000 additional workers, 1,250 residents and up to 2,000 visitors.
- › **Accommodates at least 100,000 sq. ft. of convenience retail development.** This community-serving retail can easily be accommodated on the ground floors of private and federal buildings at key intersections along 10th Street and Maryland Avenue. This provides the opportunity to privatize and relocate interior cafeterias in federal buildings to the street frontage.
- › **Establishes up to 1.2 million sq. ft. of cultural and educational development for up to five museum sites.** Most of this can be accomplished on National Park Service lands. However, redevelopment of the Forrestal Complex and adjacent land will provide the opportunity to locate up to two additional museums and a new memorial site in close proximity to the National Mall and Smithsonian Institution. Together, these new destinations would attract an additional 1.5 to 2.5 million visitors a year.
- › **Creates more than 14.3 acres of new or improved parks and**

plazas and improves or creates up to five memorial sites. This is achieved by rehabilitating Banneker Park and Reservation 113, constructing the Eisenhower Memorial, establishing an urban park along the 10th Street and Maryland Avenue corridors, and establishing new open spaces on smaller parcels, or at important intersections of streets and avenues.

- › **Improves the quality of the public realm.** This is achieved by reconnecting the street grid, orienting publicly accessible uses toward the street, and improving the function and quality of the streets and sidewalks, including vehicular viaducts and underpasses crossing active rail and freeways.

MOBILITY

- › **Improves accessibility by improving access to and between all transit modes,** expanding the VRE platform at L'Enfant Station, providing transit lanes along the city's local connector streets, and providing for car share parking.
- › **Improves quality of the public realm by reconnecting the street grid,** locating and orienting publicly accessible uses toward or on the street, and improving the streetscapes, including sidewalks along over-passes and under-passes.
- › **Improves active walking and biking transportation by connecting the street grid;** prioritizing pedestrian and bicycle paths; providing attractive stairs and ramps between vertical grade changes; improving intersection crossing distances and traffic signalization; improving the quality of underpasses and overpasses, and providing dedicated bike lanes, bike sharing stations, bike parking, and bicyclist amenities.
- › **Establishes a primary transit center at L'Enfant Station and improves commuter rail ridership** by accommodating a four track rail corridor and expanding the width and length of the VRE station platforms; maximizing surface transit along 7th Street; establishing new Metro station entrances in the vicinity of L'Enfant Station; and improving pedestrian connections to and between all transit modes.
- › **Improves vehicular circulation by connecting the street grid,** retaining easy north/south access to the freeway, and providing adequate circulation for cars and buses that minimizes impact on adjacent residential neighborhoods.