



TODAY

Today, Maryland Avenue is a disconnected series of unimproved public spaces and disconnected street segments interrupted by an open trench that serves the CSX Railroad, which is used for transporting freight and passengers along the eastern seaboard. From the south, the rail line consists of two tracks over the Long Bridge, and three tracks that run through a short tunnel between 12th and 14th Streets which daylight within the open trench between 9th and 12th Streets. Along this segment, there are oddly-shaped remnants of under-used land and the buildings turn their back to the corridor, establishing a barrier and industrial character within this area.

The rail line skirts by Reservation 113, an unimproved park sitting at the intersection of Maryland and Virginia Avenues and 7th Street, SW. In this area, the tracks ascend and cross over 7th Street and continue on an elevated track along the Virginia Avenue corridor, passing by the Virginia Rail Express (VRE) commuter rail platform located between 6th and 7th Streets near L'Enfant Station. The single platform is not easily accessible or connected to other transit services. Seventh Street is a heavily used local commuter bus route that traverses the length of the city from the waterfront to the State of Maryland.

The corridor is framed by a mix of federally and privately owned office buildings. There are no residential or hotel uses in the area. Many of the federal buildings include employee-only cafeterias and an office building at 600 Maryland Avenue, near the L'Enfant Plaza Metro Station, includes a limited amount of retail buried within the interior of the building.

CONSIDERATIONS

There are several considerations to be addressed as decisions are made to revitalize the area.

CULTURAL FACILITIES: On axis with the US Capitol, Maryland Avenue includes three important sites identified in the *Memorials and Museums Master Plan* for future commemorative works. Two are prime sites reserved for works of the highest national importance; one site is located at Reservation 113, the other is the proposed President Dwight D. Eisenhower Memorial at the intersection of Maryland and Independence Avenues. A third candidate site is located at the Portals development between 12th and 14th Streets.

HISTORIC PRESERVATION: Reservation 113 and the streets that reflect the historic city plan are listed as contributing elements of the L'Enfant Plan of Washington in the National Register of Historic Places (NRHP). Although planned as prominent avenues, the portions of Maryland and Virginia Avenues that are located in the Study Area are considered non-contributing elements to the NRHP listing because of alternations made to the corridors when the rail line was constructed in the mid-1800s. Several of the buildings along the Maryland Avenue and 7th Street corridors were built during urban renewal in the mid-20th century and are nearing the threshold for consideration for inclusion in the NRHP. The Robert Weaver Federal Building (U.S. Department of Housing and Urban Development) was listed in the NRHP in 2008. The Wilbur Wright Buildings (Federal Aviation Administration) and the Lyndon B. Johnson Building (Department of Education) have been formally determined eligible for listing in the NRHP and the DC State Historic Preservation Office has indicated that it considers the Orville Wright Building and the GSA Regional Office Building eligible for listing in the NRHP. Compliance with Section 106 of the National Historic Preservation Act will be required prior to the federal government implementing plans to alter, repurpose, or redevelop resources considered eligible for or listed in the NRHP.