

MARYLAND AVENUE & 7TH STREET CORRIDOR - PROJECT RECOMMENDATIONS

		Summary Description	Phasing - Related Projects Near- Term Projects (3-10 years) Long Term Projects (5-25 years) Coordination with Other Projects	Potential Partners Federal - F District - D Private Sector - P Cultural - C
Building and Site Development				
1	Cotton Annex*	See Independence Quarter	Coordinate with adjacent infill or redevelopment	F, D, P, C
2	GSA Parcels 1-3	Develop under used parcels along Maryland with a mix of uses, incorporating residential development where possible. Consider increasing the size of these parcels by aggregating with adjacent lands where feasible.	See Maryland Ave Focus Area Potential to Coordinate with Forrestal Complex Redevelopment	F, D, P
3	FAA (Orville Wright Building)*	Rehabilitate the Orville Wright building to conserve energy and water use. Increase space efficiency to accommodate additional employees.	Coordinate with strategy for Wilbur Wright Building, and construction of Maryland Avenue, 9th Street and C Street	F, D
4	FAA (Wilbur Wright Building) & GSA Parcel 4*	Consider repurposing the Wilbur Wright building and develop the infill parcel along Maryland Avenue for cultural or mixed-use development.	Coordinate with strategy for Orville Wright Building	F, P, C
5	GSA (Regional Office Building)*	Consider repurposing the GSA building to increase the height, modify the floor plate to improve light and ventilation, and potentially change the use to cultural or mixed-use development; reorient the building to engage with Reservation 113.	Coordinate with CSX re-alignment and Reservation 113 improvements	F, P, C
6	Dept. of Education Building	Rehabilitate Dept. of Education to conserve energy and water use, and increase space efficiency to accommodate additional workers.	Near Term Project	F
7	HUD Building	Rehabilitate HUD to conserve energy and water use, and increase space efficiency to accommodate additional workers. Consider reconnecting to the Central Utility Plant.	Near Term Project	F
Infrastructure, Streets and Public Space				
8	Maryland Avenue	Deck the CSX rail between 9th and 12th Street to establish an important park-like Boulevard with the civic decorum of L'Enfant's radial avenues and mixed-use vitality of the city. Minimize the physical and visual impacts caused by the varying grade changes and conditions along the Avenue. Design the Avenue as a prominent green street with a strong street wall that respects the historic 160-foot monumental view-shed to the US Capitol. Maximize street network connections, and design a dignified and cohesive walkable streetscape that connects a series of signature civic spaces. Maximize stormwater capture, filtering, and storage.	Near Term - Improve streetscape along existing road segments Long Term - coordinate with existing improvements	F, D, P, C
9	Rail Line Corridor	Realign the CSX rail line to accommodate a four track system to maximize the corridor's freight and passenger services carrying capacity for CSX, Amtrak, VRE, and MARC. Consider opportunities for long-term electrification of the passenger rail lines for MARC and Amtrak service. Deck and design the rail line to minimize grade changes and inconsistent design conditions along the avenue. Incorporate piezoelectric technology into the rail corridor to showcase sustainable practices.	Near Term - Depress and realign Rail	F, D, P
10	Reservation 113*	Program and design Reservation 113 as a signature urban park that supports transit activity and provides flexible space for local and national events, temporary and permanent commemorative works, and passive recreation activities.	Coordinate with CSX Rail improvements	F, D, C
11	Transit Enhancements	Create an Intermodal Hub - Expand and establish a signature intermodal transit hub to support freight and commuter rail services for VRE, and MARC. Lengthen and expand the number of platforms to increase transit capacity. Construct a photo-voltaic canopy to showcase sustainable practices.	Near Term - Develop Implementation Strategy for Long Term improvements	F, D
		New Metro Entrances - Construct new metro entrances at or near 7th Street just north of the Freeway, D and 7th Streets, and Virginia Avenue and 6th Street.		
		Pedestrian Access -Improve access between all modes of transit. Provide vertical and horizontal connections between the VRE platform, Metro station, and 6th and 7th Streets to enhance access for all modes of transit. Prioritize transit connections and pedestrian access along the 6th and 7th Street corridors.		
12	7th Street	Redevelop 7th Street into a retail corridor and intermodal commuter hub. Design it to be an active, complete street. Maximize the ability to accommodate bus, street car, and vehicles to increase mobility for all modes of transport within and beyond the SW Ecodistrict. Improve the pedestrian connection at the rail under-pass.	Near Term - Define interim improvements as part of long term enhancements	D
13	9th Street (South of Maryland)	Deck the I-395 tunnel ramps and build a street or a linear park and pedestrian connection between Maryland Ave and D Streets, SW.	Coordinate with Maryland Ave	F, D
14	11th Street	Construct 11th Street between Maryland and Independence Avenues, improving mobility, and providing access to buildings for daily functions (loading, parking, entries).	Coordinate with Forrestal Complex Redevelopment	F, D, P
15	C Street	Design C Street to serve as an extension of the park and a cohesive link to Maryland Avenue and design a pedestrian-friendly plaza at the Orville Wright Building to mitigate C Street grade changes.	Coordinate with Forrestal Complex Redevelopment, Maryland Avenue & Orville Wright rehab	F, D, P, C
16	D Street	Retain D Street as part of the street network and improve pedestrian connections between the lower level D Street and the elevated 10 th Street.	Coordinate with 10th Street improvements	F, D
	All Projects	Construct and connect infrastructure systems and buildings to generate, convey, collect, store, and distribute thermal energy and recycled water throughout the district. Design and orient building footprints to maximize natural light and air ventilation.		F, D, P, C

* The potential effects of any alterations will be fully considered in the NHPA Section 106 process.