



The Neighborhood Framework

INTRODUCTION

Washington embraces its dual role as the nation's capital and as a hometown. Its defining character is established by a diversity of cultural venues, distinguished architecture, broad open spaces, an extensive public transit system, and unique neighborhoods. Precedent planning initiatives including The National Capital Planning Commission's (NCPC) Legacy Plan and *Monumental Core Framework Plan* and the District of Columbia's *Center City Action Agenda* envision a capital city with a thriving downtown centered on the National Mall. These plans call for preserving the civic and ceremonial heart of the nation's capital while promoting mixed-use, walkable neighborhoods and work centers. This expanded definition of Washington's downtown looks to overcome the traditional physical and psychological boundaries between the federal and local city.

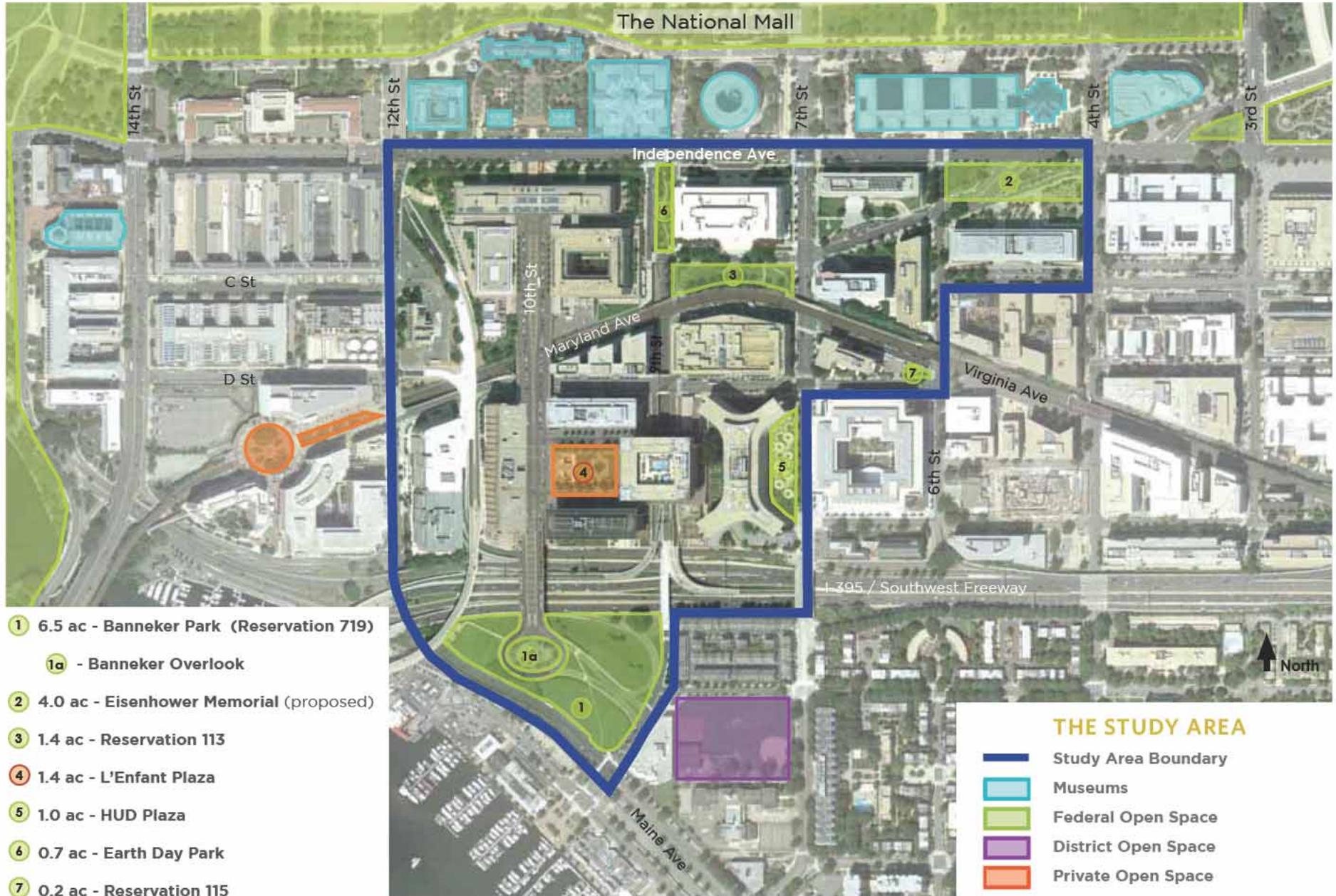
The federal and local governments share aspirations to advance Washington, DC, yet each has distinct missions and interests. The federal government is responsible for using federal lands, facilities, and resources efficiently; providing secure, quality workplaces; recruiting and retaining a talented workforce; and preserving and providing areas for national gatherings and expression, as well as places to honor our country's heritage and heroes. The District is responsible for developing an economically sound, livable, and inclusive city. In the center city, the District and private sector are creating walkable, engaging, and distinctive places to live, work, and shop. Important to all, mobility is the backbone of an efficient government and a livable city. Varied and flexible modes of transport contribute to well-functioning operations, affordability, convenient living, and economic and social vitality.

The Neighborhood Framework provides objectives and strategies for three areas to transform the study area into a revitalized and connected community.

- › **Civic Realm** strategies enhance and create a variety of public spaces, establishing attractive settings for future cultural destinations and neighborhood activities.
- › **Land Use** strategies accommodate existing federal office space and promote new residential, retail, and cultural uses.
- › **Mobility** strategies build on the existing road, rail, and bus infrastructure to enhance transit capacity, improve bike and pedestrian systems, and better connect all modes of travel. These strategies re-establish and improve existing rights-of-way to promote active, walkable streets and provide connections throughout the study area and between the National Mall and the Southwest neighborhoods.

The Neighborhood Framework builds on the SW Ecodistrict goals and federal and District precedent plans and responds to existing conditions and planned projects in and near the study area. Together with the Environmental Framework described in Chapter 3, these strategies inform the development scenario laid out in Chapter 4, and propose a path to a sustainable, well-connected and thriving neighborhood. These strategies should be used to guide future planning, design, and development decisions.

Civic Realm



THE IMPORTANCE OF THE CIVIC REALM

Washington's network of open spaces and cultural institutions are defining features of the nation's capital that embody our country's democratic ideals of freedom and openness. To extend the civic qualities of the National Mall and the Smithsonian museums and gardens into the study area, it is important to provide a variety of connected public spaces and locations for new cultural and educational destinations. These spaces and facilities should offer interesting and stimulating places for personal enrichment, accommodate large gatherings, support national events, and provide opportunities for daily interaction and relaxation. It is important to locate, configure and design these spaces and buildings to strengthen the relationship between them, and respect their civic character.

THE AREA TODAY

OPEN SPACE AND CULTURAL FACILITIES

Although directly adjacent to the National Mall and several of the Smithsonian Institution's most visited facilities, the plaque celebrating Benjamin Banneker is the only cultural or educational feature within the study area. Although 10th Street was designed to be an iconic pedestrian promenade, it and the surrounding network of public space are disjointed and ill-defined. Existing public space includes building yards, setbacks, plazas, and parks, comprising about 14.3 acres. Within the area, three public spaces are identified in NCP's *Memorials and Museums Master Plan* as "prime candidate" sites for future nationally significant memorials or museums. One site is located at the intersection of Independence and Maryland Avenues, and is authorized as the future location of the proposed Dwight D. Eisenhower National Memorial. The other two sites are Banneker Park and Reservation 113.

THE CASE FOR GREAT PUBLIC PARKS

Streetscape and open space improvements can increase property values, boost rents, and create a setting attractive to future cultural, residential, and commercial uses.

Case studies show that signature parks in close proximity to development can increase property values between 15-50 percent. Enhancements to Manhattan's Bryant Park increased adjacent property values by 50 percent. Creation of Chicago's Millennium Park boosted nearby property values by 25 percent. In Philadelphia development within 2,000 feet of its enhanced park system increased rent premiums by 15 percent.

Bryant Park,
New York City



Millennium Park,
Chicago



PUBLIC SPACE AND CULTURAL FACILITIES

To establish the SW Ecodistrict as a livable community and national cultural destination, the area's civic realm must be enhanced by creating and linking a network of high quality, diverse public spaces between the National Mall and the southwest waterfront.

OBJECTIVES

- › Dedicate the most important sites for museums, memorials, or other civic institutions of national importance.
- › Restore L'Enfant Plan squares, streets, and avenues to reclaim the street grid and open space network.
- › Establish an interconnected open space network of multi-purpose public spaces.
- › Create distinctive settings for new and redeveloped parks, plazas, and civic sites.
- › Enhance visual and symbolic linkages and programmatic relationships among prominent buildings, icons, and public spaces.

DESIGN STRATEGIES

- › Use the city's physical framework of major axial views, street grid, prominent termini, reservations, and scenic overlooks to site cultural facilities.
- › Use reciprocal views along corridors to create focal points that establish symbolic connections to extend the civic character of the National Mall into the study area.
- › Design buildings and landscape elements to define public spaces, frame vistas, establish pedestrian orientation, and encourage ordered movement through the study area.
- › Enhance avenues, streets, and public spaces with fountains, public art, landscape features, and other pedestrian amenities.
- › Improve street tree canopy to strengthen axial views and extend the park-like character of the National Mall into the study area.
- › Design parks and plazas to be accessible, safe, inviting, and flexible for year-round recreation and activity.
- › Orient building entrances and plazas to create usable and engaging places for pedestrians.
- › Harden the structural and architectural features of buildings to limit perimeter security in the public space or building yards;
- › Minimize perimeter security and make it indistinguishable from the landscape.



The SW Ecodistrict will have an interconnected open space network.

CIVIC REALM FRAMEWORK



PARK SPACES

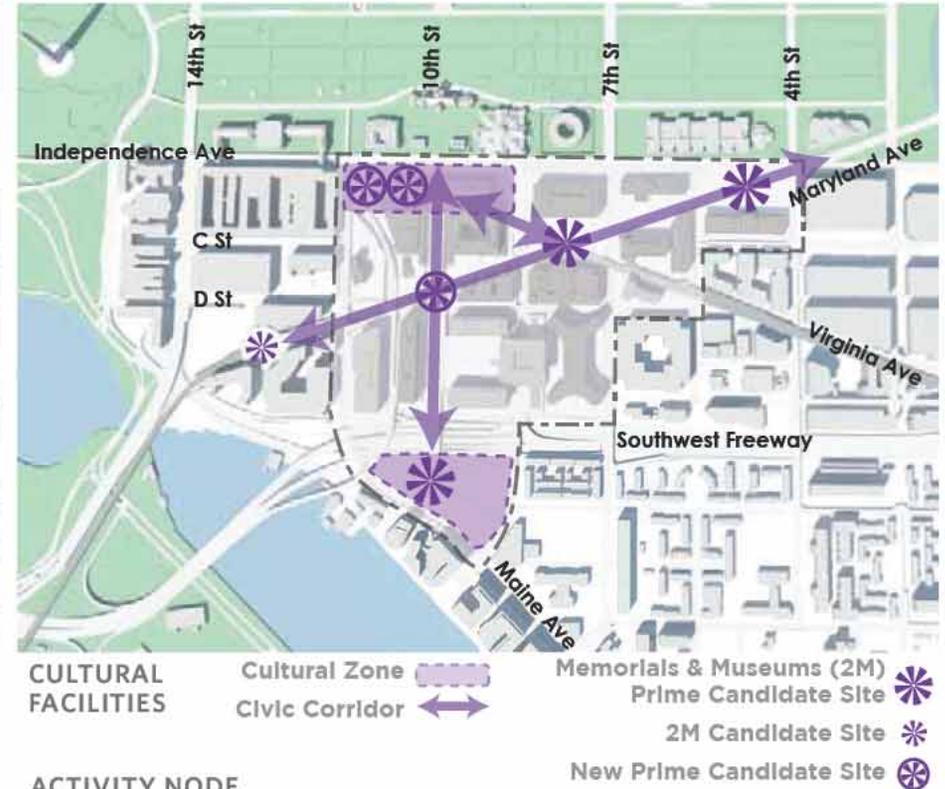
- › Provide a walkable, connected network of parks and plazas to support a variety of experiences: some passive and restorative, some commemorative, and others active and engaging.

GREEN TRANSIT STOP

- › Use innovative sustainable practices at the expanded VRE L'Enfant Station to manage stormwater and generate electricity.

GREEN LINK

- › Design 10th Street as a park-like boulevard that extends the civic qualities of the National Mall to the waterfront and establishes Maryland Avenue as a green boulevard that strengthens the linkage to the U.S. Capitol. Restore Virginia Avenue to link important civic sites and visually connect the study area to the National Mall.



ACTIVITY NODE

- › Use architectural and landscape features to establish activity nodes and to support a variety of activities for formal and casual public congregation.

CULTURAL ZONE

- › Concentrate cultural uses in locations that reinforce axial and symbolic relationships among existing and proposed civic places.

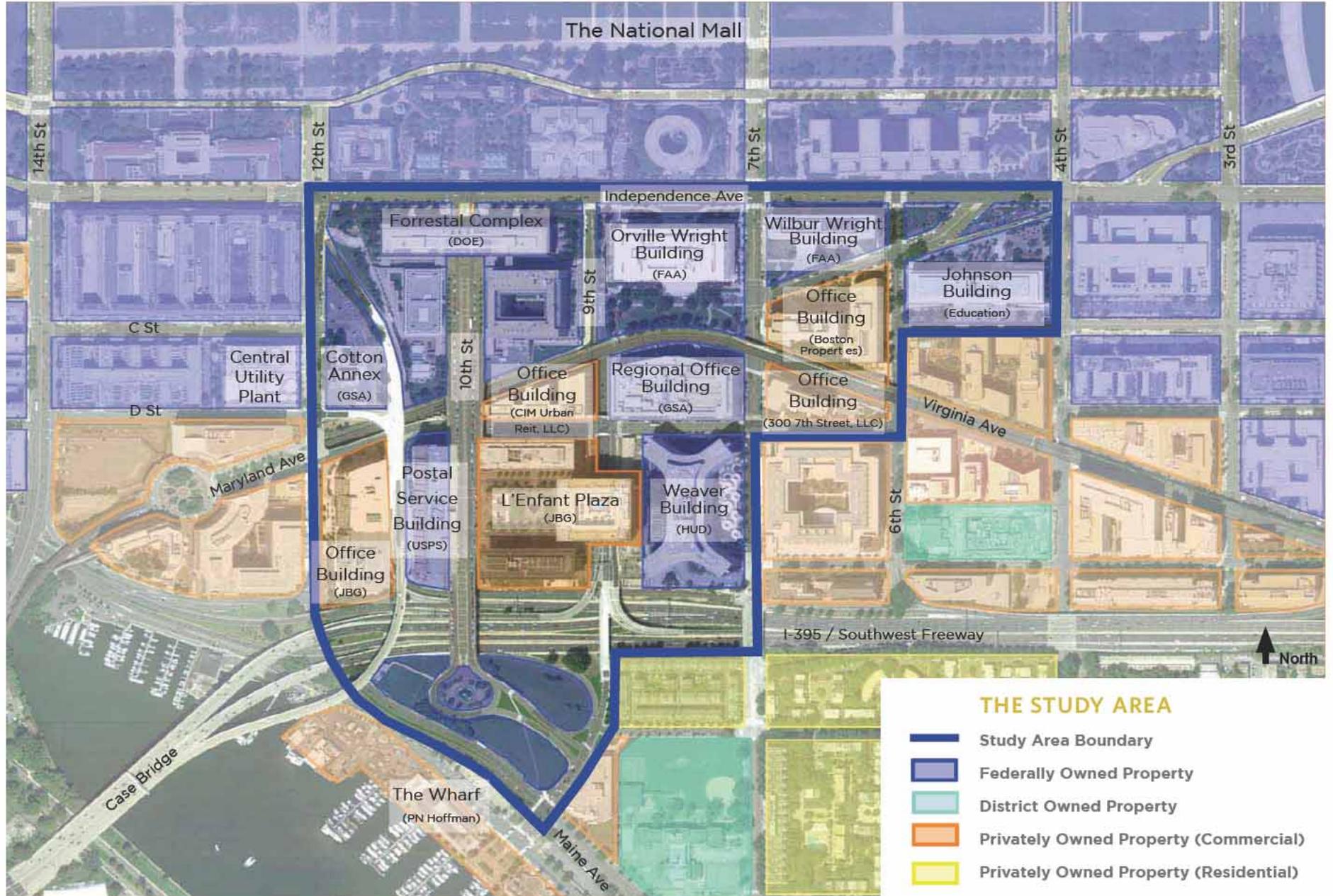
CIVIC CORRIDORS

- › Restore historic view corridors and establish walkable and memorable public spaces that reflect a civic quality befitting the nation's capital to strengthen the relationship between new and existing public buildings, museums, memorials, and public spaces.

CULTURAL ANCHORS

- › Site new museums, memorials, and civic institutions on axis with, or in proximity to, symbolically important public buildings and places.

Land Use Today



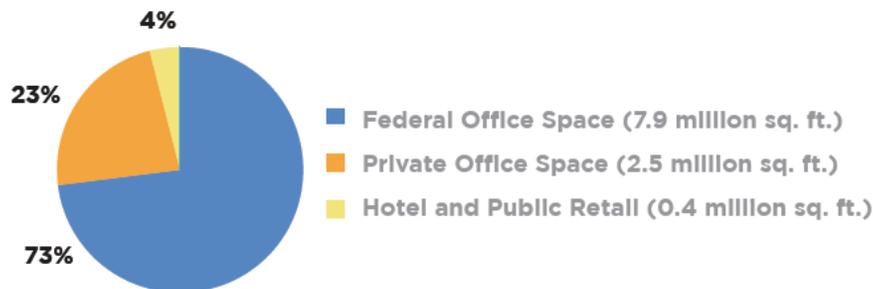
LAND USE

Economic vitality and resiliency is important for the fiscal health of the citizenry and its government. While the concentration of federal agencies is a foundation of Washington’s economy and is important to government efficiency, a compact transit-oriented mix of uses is paramount for creating a livable and sustainable urban community within the study area. To blur the boundaries between the federal and local city, it is important to balance the mix of uses to reinforce the monumental core’s civic nature while infusing diverse activities to stimulate economic vitality.

THE AREA TODAY

Superblocks filled with single-use office buildings dominate the area. A labyrinth of building entrances, streets, freeway ramps and stairs are the result of a tangled network of elevated viaducts crossing active rail and roadways. An expansive yet poorly defined public realm offers few pedestrian amenities, make walking difficult, uninviting, and generally unpleasant. The form of the buildings, related infrastructure, and inferior public realm contribute to the inefficient use of land and resources.

The study area supports approximately 10.8 million sq. ft. of development. Of this amount, 7.9 million sq. ft. houses five federal agency headquarters and ancillary offices, while the remaining 2.9 million sq. ft. is privately owned and primarily leased to the federal government. More than 32,000 employees work in the study area. Many of the buildings provide below-grade parking, cafeterias, convenience retail and other amenities only available to employees. There is one hotel, and nearly all of the publicly accessible retail is buried within buildings or located in underground shopping concourses.



MARKET STUDY: POTENTIAL BASELINE DEVELOPMENT PROGRAM

In 2011, the DC Office of Planning (DCOP) prepared a market study and survey to identify a potential real estate development program for the study area. The study evaluated demographics trends; the residential, office, hotel, and retail markets; and the projected development pipeline citywide. This study provided the assumptions used to model and identify the baseline land use mix and considerations necessary to inform and analyze the environmental and economic performance of the proposed development scenario.

Land Use	Baseline Assumptions	Considerations
Residential	1,000 minimum residential units to establish neighborhood identity and support ancillary retail	<ul style="list-style-type: none"> Current citywide projects planned or in the construction pipeline will likely limit residential demand in this area until 2020. A well-connected, attractive streetscape and park amenities will be required to attract new residential development to this area. Density bonuses and housing credits will help to incentivize and improve financial feasibility.
Hotel	600 hotel units	<ul style="list-style-type: none"> In addition to planned hotels in the pipeline, 300 rooms can be absorbed by 2020; an additional 300 can be absorbed by 2030. Hotels are more feasible than residential in the near term; hotels will contribute to use mix until residential demand can be absorbed
Office	2 million sq. ft.	<ul style="list-style-type: none"> Due to center city location, office will likely be absorbed.
Retail	100,000 sq. ft. retail can be absorbed today	<ul style="list-style-type: none"> New residential and hotel development will generate demand for retail. Successful retail will require limiting the number and size of internal employee-only federal cafeterias and convenience services. Residents, workers, and visitors surveyed desire places to eat and shop.
Cultural	1 million sq. ft. of public or private museums, memorials, or other civic institutions.	<ul style="list-style-type: none"> Demand based on private sponsorship. Trends indicate one new museum every 10 years, one new memorial every one year. (This suggests one to three new museums and more than a dozen memorial sites in the monumental core by 2025.) Four sites in the study area are called out in NCPC’s 2001 Memorials and Museums Master Plan for future commemorative works and cultural facilities.

FEDERAL FACILITIES: WORKPLACE, CAFETERIAS, AND SECURITY

Some of the federal facilities within the study area are nearing the end of their useful life. As funds are available, the federal government is investing in modernizing structures to make energy and space efficiency improvements to reduce operating costs. These energy improvements respond to Executive Order (E.O.) 13514 directives to reduce greenhouse gas emissions, conserve natural resources, and save money. Space efficiency improvements address changing agency missions and respond to technologies that support greater employee productivity and mobility. In 2011, the study area provided approximately 333 sq. ft. of space per employee. The General Services Administration (GSA) seeks to cut this in half, while assessing ways to modernize the workplace to attract and accommodate the next generation of federal employees.

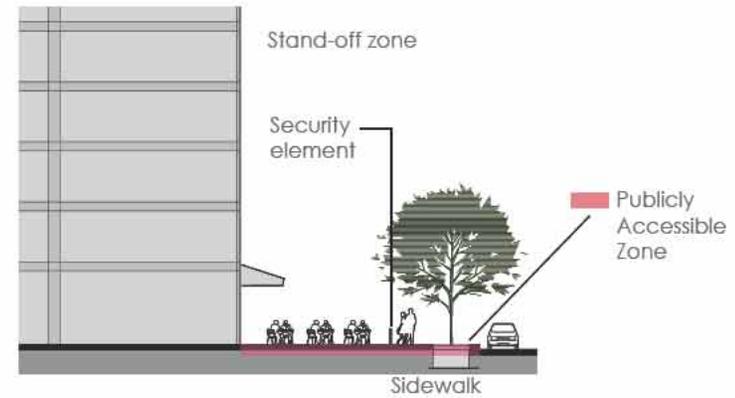
Many of the federal buildings contain cafeterias, gymnasiums, child care centers, and commercial services within the building interior that are only available to federal employees. While this practice is convenient to these employees, it impacts economic vitality and reduces active street life around the federal facilities. In recent years, the GSA and the NCPC encouraged the relocation of these facilities from the interior to the buildings exterior so they are visible and accessible to the general public. Employing this space planning principle devotes more facility area to usable office space, improves the public realm, supports economic development, and contributes to active streets and a more attractive, secure facility.

Since the 1995 and 2001 terrorist attacks, the federal government has invested in perimeter security measures to secure facilities. These security improvements respond to the Interagency Security Committee's Risk Management Process for Federal Facilities, which allows facilities to customize setbacks based on agency need, security threats, and location. Large setbacks or barriers placed within sidewalk can hinder walkability and access to buildings. While security is necessary, the emphasis on perimeter barriers creates the perception of an inaccessible and defensive bureaucracy and conflicts with democratic ideals of an open and transparent society.

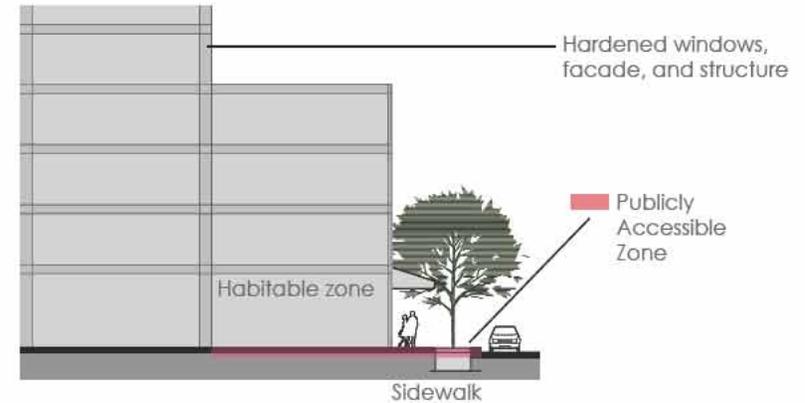
Smart security design practices can meet multiple objectives. One method is to harden the building structure and skin, and provide kiosk retail and public accessible uses in the setback zone. Another is to integrate an independently hardened structure along the front of the building or within the ground floor to accommodate public accessible uses. Bio-retention areas within the sidewalk area can form a moat-like feature that seamlessly provides perimeter security, manages stormwater, and improves the quality of the streetscape.

BUILDING SECURITY STRATEGIES

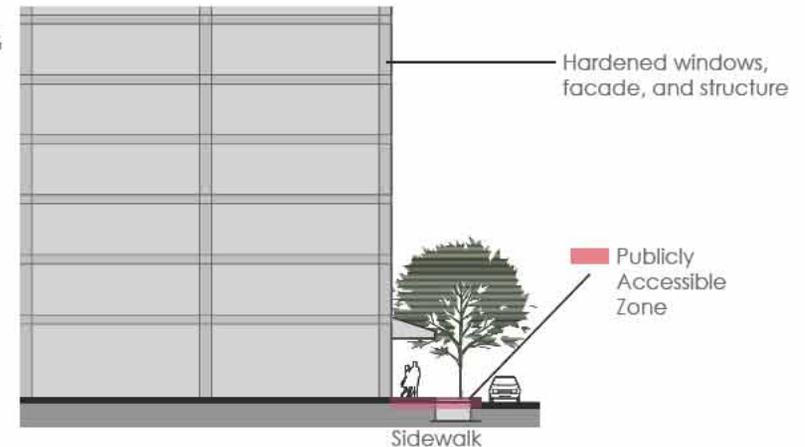
BUFFER ZONE



HABITABLE ZONE



BUILDING HARDENING



PRIVATE INVESTMENT

Private property owners in the area are making improvements to their real estate holdings. More than 2 million sq. ft. of Class A leasable office space was renovated between 2007 and 2012, and an additional \$2 billion in investment is planned. Projects include extensive alterations and infill development at L'Enfant Plaza, such as upgrades to the underground shopping concourse, as well as a new hotel and new office buildings. In addition, "The Wharf," a new multi-block neighborhood along the southwest waterfront, is scheduled to break ground in 2013.

The area's potential transformation as envisioned by the *SW Ecodistrict Plan*, the momentum of the community's private development, proximity to the National Mall, and the availability of land prime for development is beginning to gain the interest of memorial and museum sponsors looking to site new facilities and commemorative works.

HISTORIC PRESERVATION

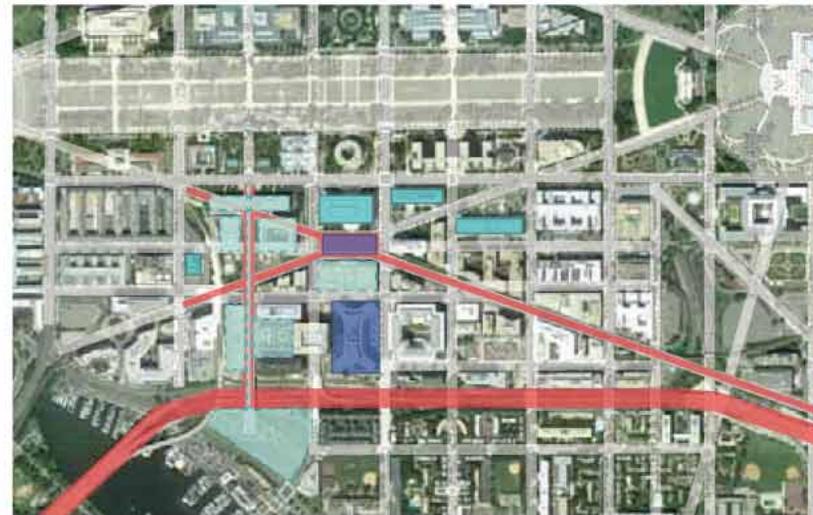
Juxtaposed within the study area are two eras of city planning. The urban context established through the L'Enfant and McMillan Plans for the City of Washington, commonly referred to together as the L'Enfant Plan, remain discernible. However, the mid-20th century Urban Renewal Plan dramatically altered this framework. While completely different in approach, each initiative represents important periods in American planning, urban design, and architecture.

The 1997 National Register of Historic Places (NRHP) nomination for the L'Enfant Plan lists its contributing and non-contributing elements or components. Generally, the L'Enfant extant street and open space system, and the views and vistas it defines are designated contributing elements. The non-contributing elements are components added since 1942 to construct the Southwest Freeway, related transportation network, and Modern-era superblocks.

At or approaching 50 years of age, the Mid-century Modern buildings and landscapes within the study area are being evaluated for eligibility for listing in the NRHP. The Department of Housing and Urban Development Headquarters (1963-1968) designed by Marcel Breuer was listed in the NRHP in 2008. While appreciation for Modern buildings is growing, the mid-century alterations to the historic street grid complicate the task of reconnecting severed rights-of-way and undoing grade separations. It is difficult to integrate the large scale Modern building typology undertaken during Urban Renewal with the fine-grain historic urban context established by the L'Enfant Plan. It is also challenging to upgrade aging mechanical systems and other inefficient features of these mid-century facilities.

Federal agencies are required to comply with the National Historic Preservation Act in the development of proposals to sell, alter, repurpose, or redevelop resources determined eligible for or listed in the NRHP.

NATIONAL REGISTER OF HISTORIC PLACES



- L'Enfant's Street Network
- Non-Contributing Elements
- Listed
- Eligible for Listing
- Not Fully Evaluated for Listing

LAND USE AND ACTIVE BUILDING FRONTAGE

To establish the SW Ecodistrict as an attractive place to live, work, and visit, the plan seeks to balance the study area's predominantly office only development by adding new residential, cultural, and commercial uses that will support an economically viable, livable, and walkable neighborhood and cultural destination.

OBJECTIVES

- › Promote compact mixed-use transit-oriented development and active streets.
- › Maximize efficient use of urban land and federal facilities. Retain agency headquarters, federal office space, and cultural uses near transit, the seat of government, and the National Mall.
- › Program and design streets and buildings in a way that integrates the civic qualities of the National Mall with the vitality of the city.
- › Relieve pressure to build on the National Mall by providing alternative locations and maximizing the use of nearby federal parkland for cultural purposes.

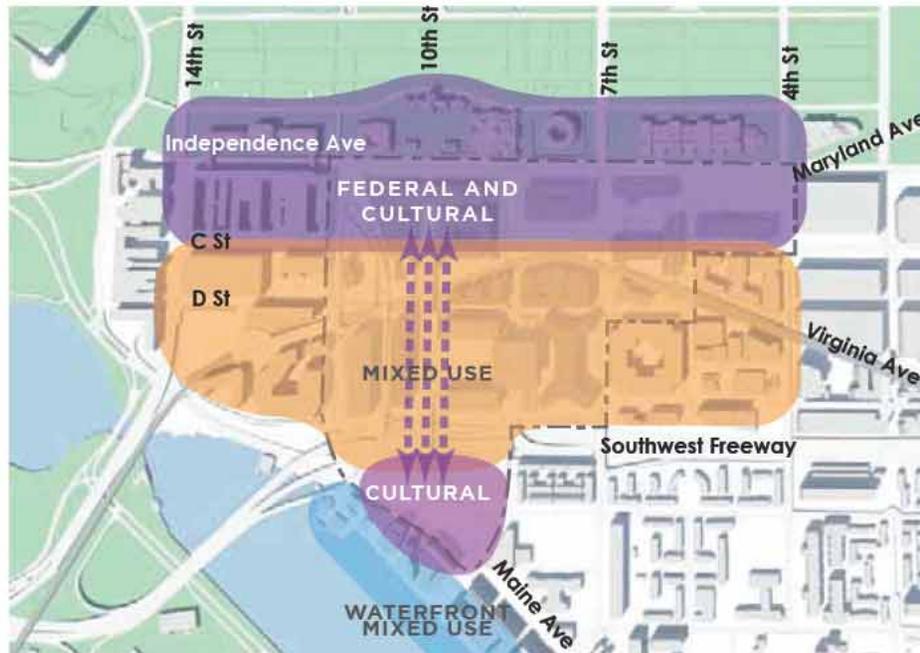
DESIGN STRATEGIES

- › Rehabilitate and repurpose buildings and redevelop and infill underused areas with new development.
- › Locate and design new buildings along the avenues and primary streets in a manner that respects the monumental core's civic qualities.
- › Increase the diversity of uses by mixing complementary uses vertically within a building or horizontally within a block.
- › Cluster museums, memorials, and civic institutions to establish new nationally significant cultural destinations.
- › Cluster residential development to establish an identifiable neighborhood and community identity.
- › Design public spaces and building frontages that are publicly accessible, visually engaging, and accommodate street level restaurants, retail, cultural uses, public services, and other activities and amenities.
- › Relocate (or eliminate) employee-only interior cafeterias and tenant amenities to the exterior of federal buildings to allow for public access to these establishments.
- › Integrate sustainable building and landscape practices within public space, and use as features for interpretive opportunities.
- › Encourage complementary programs between museums and civic institutions to strengthen educational programs and activities.



The SW Ecodistrict will retain and attract agency headquarters, mixed-use development, and active building frontages. The renovation of GSA Headquarters and the U.S. Department of Transportation Headquarters (top two images at right) are good examples of providing active street level uses while also addressing security requirements.

RECOMMENDATIONS



LAND USE



FEDERAL AND CULTURAL ZONE

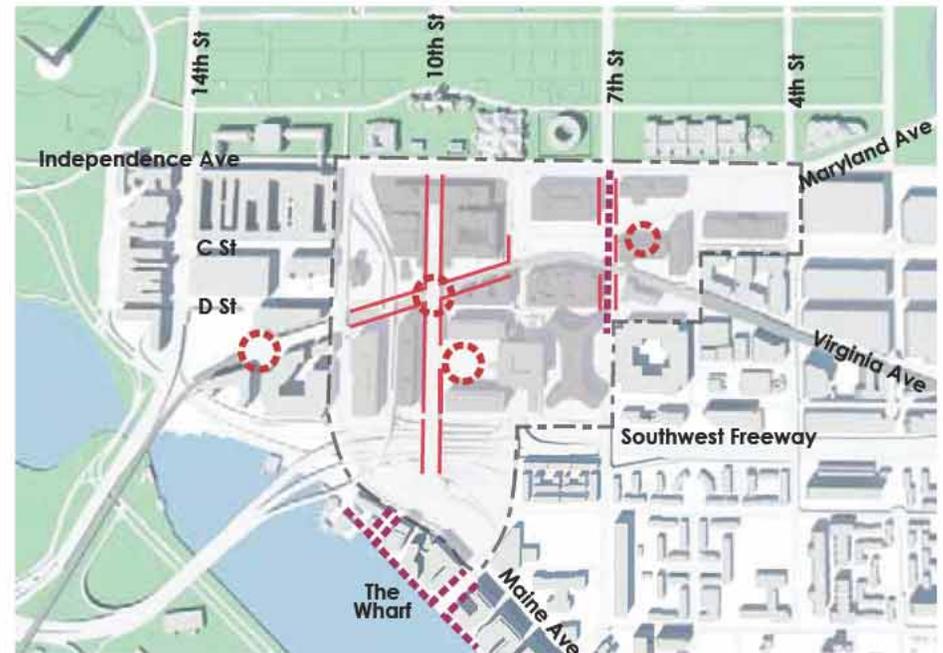
- › Orient buildings and public spaces to focus on Independence Avenue. Program and design them to accommodate a mix of uses, such as museums, civic and educational institutions, plazas, residences, and offices to complement the Smithsonian Institution buildings and other federal agency headquarters in a setting befitting the monumental core.

MIXED USE ZONE

- › Concentrate federal and private offices, residences, and commercial activity within a neighborhood-workplace setting.

CULTURAL ZONE

- › Establish a concentration of museums, memorials, cultural uses, and educational institutions that offer the civic qualities and visitor experience as found at the National Mall and Smithsonian museums.



COMMERCIAL NODES AND ACTIVE BUILDING FRONTAGES



COMMERCIAL NODES AND FRONTAGES

- › Concentrate street fronting retail activity near transit hubs and key intersections adjacent and accessible to public sidewalks and plazas.

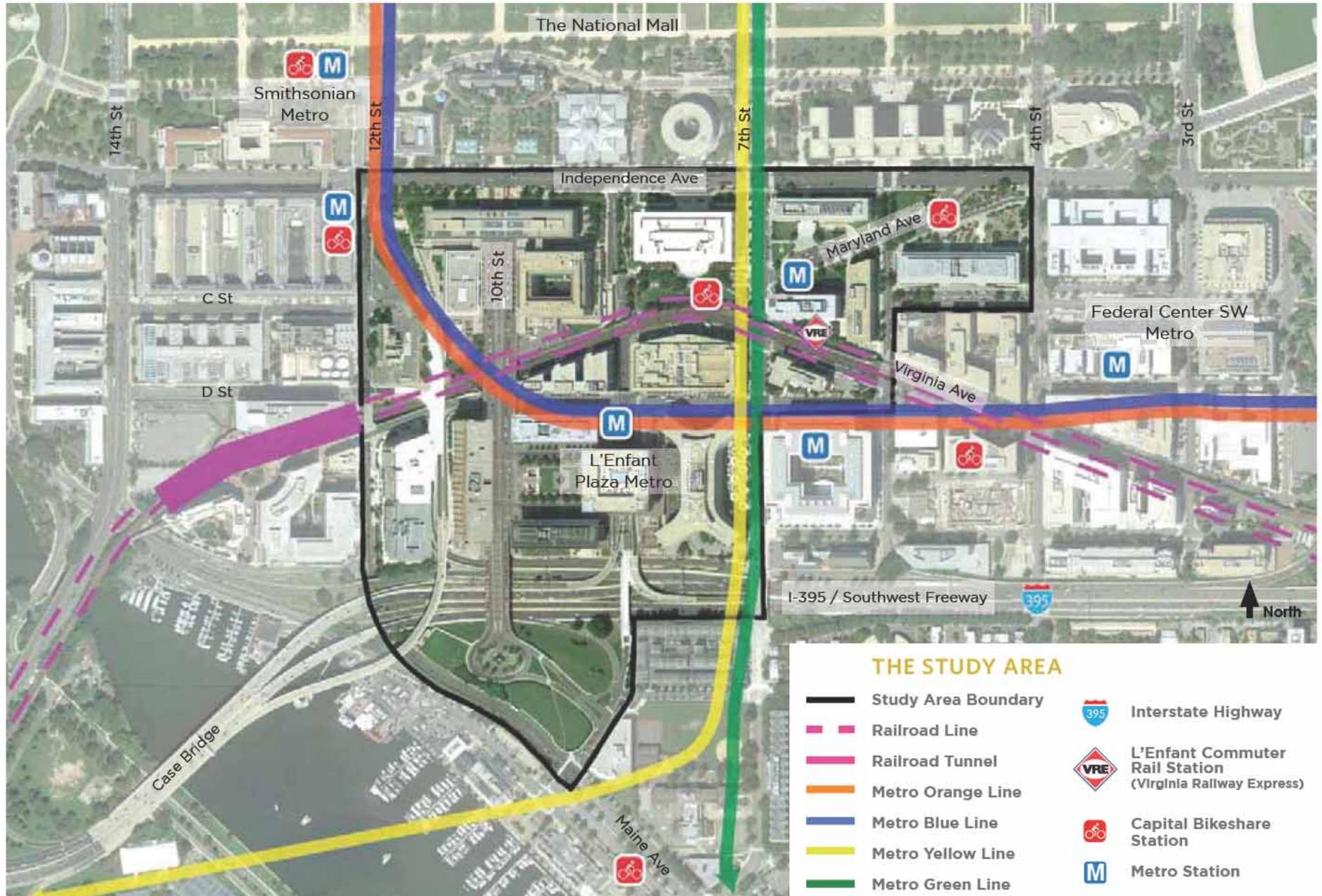
ACTIVE BUILDING FRONTAGES

- › Locate publicly accessible institutional, educational, cultural, or commercial uses in all or a portion of the ground floor of buildings to establish active frontages and enliven streets.

WATERFRONT MIXED USE - THE WHARF

- › A mixed-use waterfront neighborhood.

Mobility - The Transportation Network Today





MOBILITY - TRANSPORTATION AND STREET NETWORK

Washington is recognized for its walkable neighborhoods and its regional transit system. However, achieving the SW Ecodistrict's goal to improve mobility to, from, and within the area will require reconnecting the street grid, expanding transit capacity, encouraging multimodal transportation services, and enhancing intermodal connections. This is critical to support high-density compact development and is essential for a pedestrian-oriented community. Expanded transit also helps reduce roadway congestion and air pollution, lessens dependence on fossil fuels, improves public health and business productivity, and makes it easier to access jobs and contribute to the local and regional economy.

TODAY

The study area's greatest assets are its transit and road connectivity to the city and the region, and convenient location directly adjacent to the National Mall, the most visited Smithsonian museums, and the southwest waterfront. The area is easily accessible from the Southwest Freeway and is well-served by numerous local and commuter bus routes, Metrorail, and Virginia Railway Express (VRE) commuter rail. Freight rail serving the Mid-Atlantic and Midwestern states also traverse the area. As demand grows for freight, passenger, and commuter service, the rail system is increasingly constrained. In addition, the disconnected street grid and multiple levels of streets and sidewalks make walking and bicycling unpleasant and difficult.

Freeway access is provided via the 9th and 12th Street freeway ramps. These roads serve about 15,000 vehicle trips during the PM peak hour with 13,000 allocated to office trips. Although the SW Ecodistrict development scenario proposes substantial new development, it will likely have minimal impact on peak hour traffic since most trips will be added to the transit system. As more housing is introduced, automobile trips could decline because of greater live-work opportunities and increased reliance on transit. In the study area there are approximately 700 on-street parking spaces and approximately 4,964 spaces within garages; approximately 2,500 spaces are on federal property, equating to about 1 space for every 13 federal employees. Most federal buildings and private offices provide below-grade parking for their employees. Public parking is provided on-street and below L'Enfant Plaza.

The Federal Highway Administration is studying how to reduce congestion and improve connections over the 14th Street and Case Bridges. The District Department of Transportation (DDoT) is conducting the M Street Corridor Transportation Study to assess transportation improvements in Southwest Washington. The District of Columbia, the National Park Service (NPS), and the Washington Metropolitan Area Transit Authority (WMATA) are considering future transit improvements that affect the study area. DDoT proposes to extend a Circulator route and a new streetcar line along 7th Street and seeks to improve intercity and tour bus operational issues that impact adjacent neighborhoods and businesses. Nearby, the NPS is planning a National Mall Circulator route, and is studying how to address tour bus operations on the National Mall. WMATA is evaluating improvements to long-term rail service, including how to relieve congestion on the Green Line and at the L'Enfant Plaza Metro Station, and ways to improve access to this Metro station.

Physical and operational constraints outside and within the study area will limit the ability to improve regional commuter rail and interstate freight services. Several initiatives are underway that have the potential to improve freight transportation and transit capacity. The District Department of Transportation is conducting a study of the Long Bridge to determine how best to increase rail capacity. The Union Station Redevelopment Corporation is studying how to improve rail operations and the user experience at Union Station. CSX, owner of the rail corridor, is improving the rail line as part of the National Gateway project to increase freight capacity between the Mid-Atlantic and the Midwest regions of the United States. These initiatives provide an opportunity to make improvements within the rail corridor to enhance commuter service as well as deck the rail line to reconstruct Maryland Avenue above.

The number of stakeholders, their operational requirements, and the jurisdictions that cross neighborhood, city, and state borders makes rail solutions complex. Decisions made by one provider could hinder or support robust commuter rail service in the Mid-Atlantic region over the next 50 years. Constrained rights-of-way, growing ridership, and competing operational needs call for strong partnerships and coordination among all transit service providers.

TRANSPORTATION

To establish the SW Ecodistrict as a well-connected community, the plan seeks to improve mobility and accessibility to, from, and through the study area.

OBJECTIVES

- › Maximize transportation choices.
- › Minimize garage parking to encourage use of public transportation.
- › Maximize use and efficiency of the existing rail corridor and transit network.
- › Provide accessible and clearly identified pedestrian connections to connect all modes of transit.
- › Accommodate tour bus parking in appropriate locations.

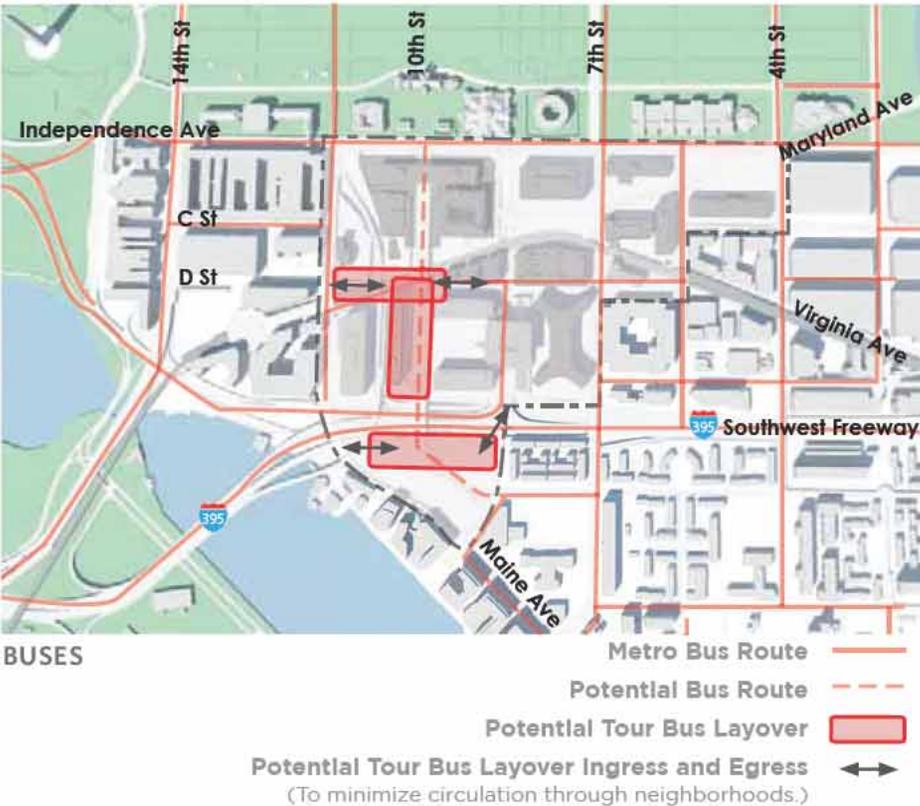
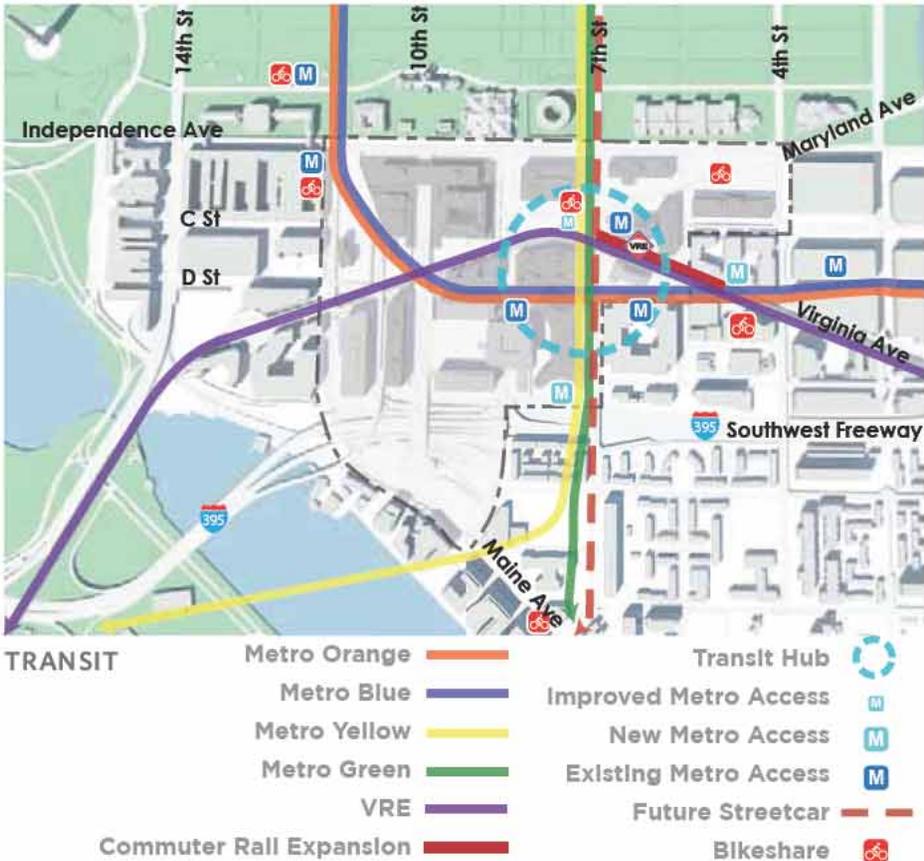
DESIGN STRATEGIES

- › Expand the rail line to four tracks to maximize freight and commuter rail services.
- › Increase the number and size of passenger platforms at the L'Enfant Commuter Rail Station to accommodate expanded VRE, MARC, and Amtrak service.
- › Cluster transit services to ensure that local and regional networks are efficient and well connected.
- › Ensure easy, convenient, and intuitive pedestrian access between transit modes.
- › Provide for electric vehicle use, car sharing, and bike sharing.
- › Employ parking management strategies to maximize convenient car parking and encourage alternative forms of transportation.
- › Design the lower level of 10th Street to accommodate tour bus parking. If parking below Banneker Park is determined appropriate, it must not limit, discourage, or prevent the development of future national museums or commemorative works from locating on site and shall be designed to prevent tour bus routes from traversing adjacent residential neighborhoods.
- › Increase the number of bicycle lanes to provide connections to nearby neighborhoods and the citywide network of dedicated lanes.
- › Provide bicycle parking facilities at L'Enfant Commuter and Metro Station to increase multimodal transit opportunities.



The SW Ecodistrict will offer multiple transportation choices for employees, residents, and visitors.

TRANSIT FRAMEWORK



TRANSIT HUB EXPANSION

- › Expand and design the rail corridor and L'Enfant Station to accommodate the growing commuter ridership and better accommodate MARC, VRE, and Amtrak services. This can be achieved by increasing the number of tracks and the number and size of passenger platforms; designing for low- and high-passenger loading platforms; and providing infrastructure for electric trains.
- › Locate future streetcar, Circulator, and bus services near Metrorail and the commuter rail stations, and improve pedestrian connections among all modes.

METRORAIL

- › Locate new Metro entrances or improve existing entrances to improve Metro access from the Southwest neighborhood and connections between Metro, commuter rail, and surface transportation. Improve platform capacity to accommodate growing Metro ridership.

BICYCLE INFRASTRUCTURE

- › Increase the number of bike lanes and bikeshare stations and facilities, including directional signage and bicycle parking, storage, and repair.

TOUR BUS PARKING AND ROUTES

- › Conduct a tour bus parking and route circulation study to determine the appropriate locations and design for potential underground tour bus layover parking. Accommodate bus layover parking in appropriate locations where bus access and loading functions and routing do not impact locations for future cultural development or impact residential neighborhoods.

STREET NETWORK, FUNCTION AND CHARACTER

To improve mobility and livability, it is important to increase physical linkages and the quality of connections for pedestrians, bicyclists, and drivers within the study area and to adjacent neighborhoods. Streets establish the structure and character of the neighborhood; as public space they contribute to the neighborhood's functionality and the pedestrian experience.

OBJECTIVES

- › Restore the L'Enfant Plan street network.
- › Provide streets that accommodate a range of functions that facilitate local and federal needs.
- › Design streets to establish an identity and create a sense of place that reinforces their function and character within the neighborhood.

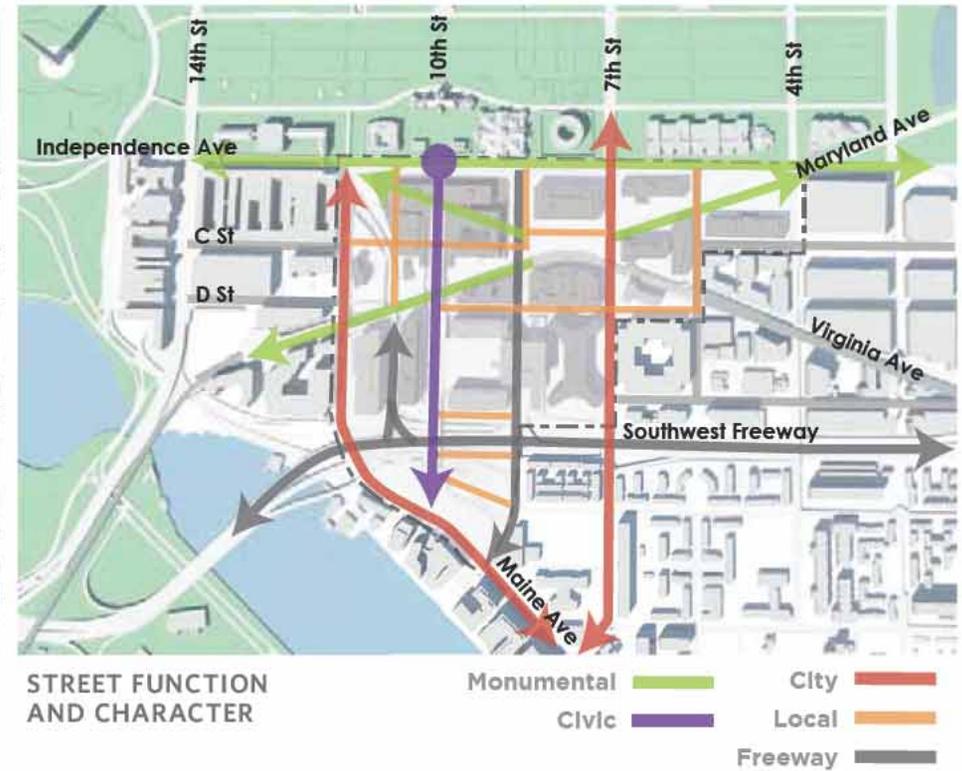
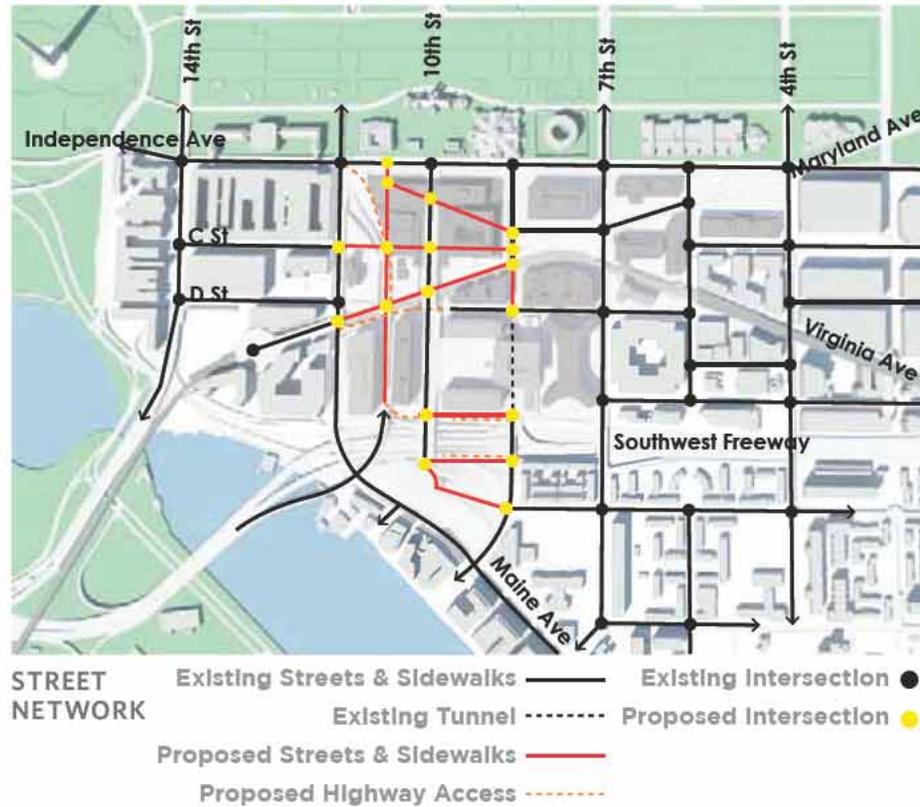
DESIGN STRATEGIES

- › Establish a network of streets that are walkable, beautiful, distinguished, green, and lively.
- › Design streets for a range of functions that facilitate traversing the city, loading and parking, daily activities, and special events.
- › Design streets to improve connectivity for pedestrians, bicyclists, transit users, and motorists.
- › Design streets to provide inviting and continuous sidewalks, reduce curb cuts, and incorporate transit-friendly wayfinding and infrastructure.
- › Design streets to capture, cleanse, and transport stormwater.
- › Design the street network to improve connectivity and link desirable activities along building frontages and public spaces.
- › Improve intersections to maximize pedestrian and bicyclist accessibility and safety.
- › Improve crosswalks and employ traffic calming measures, such as curb extensions, on-street parking, and minimizing right-on-red turns.
- › Ensure easy, convenient, and intuitive pedestrian access between buildings and elevated streets.
- › Improve overpasses and underpasses to include trees, vegetation, lighting, and public art to enhance the pedestrian experience.
- › Employ operational strategies to restrict the size or types of vehicles that can access certain streets, blocks, or loading areas.



The SW Ecodistrict street network will serve a range of functions and create a sense of place.

STREET FRAMEWORK



PROPOSED STREETS AND INTERSECTIONS

- › Restore the street grid to reestablish the street network and improve vehicular, pedestrian, and bicycle connectivity throughout the study area.

MONUMENTAL STREETS

- › Design their streets to respect the monumental core’s ceremonial and cohesive character and to accommodate large special events. Orient, mass, and articulate buildings and landscapes along monumental streets to establish signature architecture, strong-edged, tree-lined view corridors, and cohesive symbolic linkages.

CIVIC STREETS

- › Design these streets to accommodate daily activities and large, special events. Anchor streets with signature cultural uses linked by a series of public spaces, activities, and mix of uses that prioritize the civic experience.

CITY STREETS

- › Design local connector streets to accommodate cross-town commuting, and significant pedestrian use and activity.

LOCAL NEIGHBORHOOD STREETS AND ALLEYS

- › Design local neighborhood streets to accommodate daily activities, strengthen east-west connections, and provide locations for operational requirements for adjacent buildings.

SOUTHWEST FREEWAY

- › Redesign access ramps as urban interchanges where necessary to accommodate air-rights development of new buildings and access roads.

The Neighborhood Framework



Recommended Development Scenario
Study Model (2030)

CONCLUSION

The Neighborhood Framework links civic realm, land use, and transportation strategies to promote a revitalized, mixed use, and connected neighborhood that balances the needs of the federal and local city. Federal buildings are seamlessly integrated with new cultural, residential, and retail uses. Well-defined and inviting public spaces attract visitors and residents alike, and physically connect the National Mall to the southwest waterfront. An expanded street network and transit system connect to the larger region, and support a walkable, bikable community.

CIVIC REALM AND LAND USE

- › **Retain, reconfigure, and improve space efficiency of 7.9 million sq. ft. of federal office space that will accommodate up to 19,000 more employees than currently work in the area.** This is achieved by rehabilitating and redeveloping buildings to increase their space efficiency. This helps retain federal headquarters in the monumental core, consolidates agency functions, and reduces reliance on lease space.
- › **Create an additional 2.8 million sq. ft. of private development that will accommodate 1.8 million sq. ft. of residential and/or hotel development and 1 million sq. ft. of private or federal office space.** This is achieved by infilling development on vacant or underused parcels, using air rights, or repurposing potentially excess federal building space. New development will accommodate 5,000–6,000 additional workers, 1,250 residents, and up to 246,000 hotel guests annually.
- › **Accommodate at least 100,000 sq. ft. of convenience retail.** Community-serving retail should be located at the ground floors of private and secured federal buildings at key intersections along 10th Street and Maryland Avenue. This provides the opportunity to privatize and relocate employee-only cafeterias to the street frontage and make them directly accessible to the public.
- › **Establish up to 1.2 million sq. ft. of cultural and educational development for up to five identified museum sites.** Most could be accommodated upon existing National Park Service land. 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 Castle. Together, these new destinations would attract an additional 1.5 to 2.5 million visitors annually.

- › **Create more than 14.3 acres of new or improved public parks and plazas and improve or create up to five memorial sites.** This is achieved by rehabilitating Banneker Park and Reservation 113, constructing the Dwight D. Eisenhower National Memorial, establishing an urban park along the 10th Street and Maryland Avenue corridors, and establishing new public spaces on smaller parcels or at important intersections of streets and avenues.
- › **Improve 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

- › **Increase accessibility.** This can be achieved by improving access to and between all transit modes, expanding the VRE platform at L'Enfant Station, providing transit lanes along the city's streets, and providing for carshare parking.
- › **Improve active walking and biking.** This can be achieved by connecting the street grid; prioritizing pedestrian and bicycle paths; providing attractive stairs and ramps between vertical grade separations; improving intersection crossing distances and traffic signalization; improving the quality of underpasses and overpasses, minimizing parking, and providing dedicated bike lanes, bike sharing stations, bike parking, and other bike-friendly amenities.
- › **Establish a primary transit center at the VRE Platform of L'Enfant Station and improve commuter rail ridership.** This can be achieved by accommodating a four track rail corridor and expanding the width, length, and platform heights; 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.
- › **Improve vehicular circulation.** This can be achieved 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.



THE SW ECODISTRICT WILL BE A WELL-CONNECTED COMMUNITY