

Maryland Avenue SW Plan Public Meeting

Final Draft Recommendations



July 14, 2011
6:30 –8:30 p.m.
1100 4th Street, SW (2nd Floor Meeting Room)

Meeting Purpose: *The DC Office of Planning (DCOP) would like to hear your feedback on draft recommendations for the Maryland Avenue SW corridor and talk about next steps for the Plan. A summary of what we are presenting is included in the meeting handout.*

Agenda

1. Open House 30 minutes
 - a. Please refer to your meeting handout and visit stations displaying draft recommendations for Maryland Avenue SW. If you have questions, don't hesitate to ask representatives from the DCOP or AECOM consultant team and/or use the comment boards.

2. Welcome, Presentation, Question & Answer
 - a. **The planning process** : Goals, Objectives, Input 15 minutes
 - b. **What we learned:** Market, Feasibility, Development 15 minutes
 - c. **Proposed solutions:** Draft Recommendations 45 minutes
Question and Answer

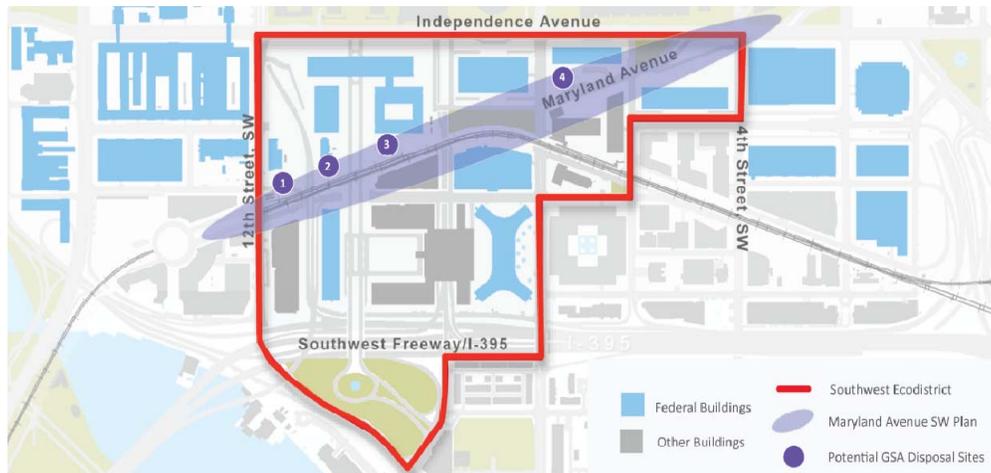
3. Next Steps 15 minutes

July 26	Southwest Ecodistrict Public Meeting 6:30-8:30 p.m., 1100 4 th Street SW, 2 nd Floor Development Scenarios, including public realm character for the 10 th Street, SW corridor
Aug-Sept	Draft Maryland Avenue SW Study Report Meet with agencies and individual stakeholders

4. Adjourn 8:30 p.m.

PROJECT STATUS

NCPC and DCOP, with input from public, federal, and private stakeholders, have completed the existing conditions assessment of the study area and developed land use objectives and sustainability goals and targets. We've also completed a market study, survey and Maryland Avenue, SW decking feasibility analysis. Based on input from the May 19 Public Meeting, we developed draft recommendations for Maryland Avenue and adjacent development sites.



Maryland Avenue SW Plan Goals & Objectives: The goal of the Maryland Avenue SW Plan is to establish a development and land-use framework for the Maryland Avenue corridor that is coordinated with other revitalization initiatives in Southwest, including the Southwest Ecodistrict Initiative. The Plan will guide revitalization through the reconstruction of the Avenue and its adjacent infill development sites into a lively mixed-use and sustainable boulevard with strong connectivity through Washington's core. The plan will provide public and private stakeholders a strategy that establishes a range of near-term and long-term actions for the following objectives:

- **Identifies best reconstruction alternatives for the Avenue** that are economically feasible, work with existing and planned infrastructure constraints, create a lively urban environment and connect with the rest of the city;
- **Creates a creative sustainable design framework** for the Avenue and existing and future development that meets the goals and objectives of the Southwest Ecodistrict;
- **Identifies the best land-use mix to achieve Comprehensive Plan goals** of creating a more lively and sustainable community around the Avenue, while developing funding strategies to pay for infrastructure improvements;
- **Creates urban design and public realm guidelines** that foster the creation of a sustainable and quality urban environment and builds on the Comprehensive Plan, Monumental Core Framework Plan and Center City Action Agenda; and
- **Identifies approaches that improve access and connect the Avenue** to a wide range of transit options, destinations and key activity corridors –like the SW Waterfront, National Mall, Independence Avenue, 7th Street and 10th Street –and nearby neighborhoods.

PART 1: DRAFT RECOMMENDATIONS

Development along Maryland Avenue shall:

- Be designed to allow for the future construction of and anticipate connection to Maryland Avenue should the development precede the decking and improved public realm.
- Be subject to zoning that will help achieve the desired mix of uses outlined in the Comprehensive Plan, specifically increasing the concentration of high-density residential development. Incentivize and/or require housing and maximize transit-oriented development, and allow for the option to develop office.
- Contribute to the overall Southwest Ecodistrict Initiative goal of 30% of new development being residential or hotel uses in the broader Ecodistrict study area. Exceeding a minimum of 1000 residential units in proximity is preferable.
- Include a variety of neighborhood and visitor-related uses along Maryland Avenue, such as retail, restaurant, service, entertainment, cultural, grocery, and hotel or inn uses that appropriately complement residential uses.
- Incorporate ground floor retail at key commercial nodes, including the 10th Street intersection, and L'Enfant Metrorail station, to help activate the Avenue and support the community.
- Accommodate a cultural/commemorative destination at the SW corner of Maryland Avenue and 10th Street.
- Minimize parking to meet citywide objectives of transit-oriented development. All parking should be underground or screened by retail or other uses from the street if located at or above grade. No parking minimums should be required. The appropriate ratio for maximum parking requirements, if any, will be subject to further study.
- Optimize the maximum available building height and envelope as appropriate to maximize the private development potential of transit-oriented infill sites.

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Development along Maryland Avenue shall also meet the following design guidelines:

- Orient building facades to frame and define the 160' historic Maryland Avenue corridor and reservation 113.
- Incorporate significant architectural features which frame and accentuate the intersection of Maryland Avenue and 10th Streets.
- Adhere to street frontage design guidelines from 6th Street to 12th Street such as:
 - A majority of the ground floor façade shall consist of transparent windows, display windows and or doorways.
 - A 14' minimum clear floor to ceiling height shall be encouraged for ground floor retail uses. This is subject to the type of desired retail.
 - A significant entrance for each building shall be located on the Avenue.
 - Service driveways and loading dock access shall not be located along Maryland Avenue; service access shall be provided for in future alleys or via front curb surface.

Design of the Reconstructed Avenue shall:

Public Realm

- Reinforce the concept of a connected series of signature open spaces.
- Respect the historic 160' wide L'Enfant plan right of way for Maryland Avenue.
- Continuously adjoin the façades of new development.
- Provide for a multi-modal connections and neighborhood serving park amenities at Reservation 113.
- Provide public amenities such as:
 - Connected, continuous sidewalks along the curblin and along building facades
 - A unifying allee of shade trees, consistently spaced from the centerline, to frame monumental site lines to the Capitol Building and provide a continuous canopy.
 - Grade level planting areas to maximize visibility below the continuous tree canopy
 - A variety of seating, dining and passive recreation opportunities
 - Flexible spaces for events (street segments can be closed)
 - Generous bike facilities, like bike racks, rentals and parking
 - Limited on street parking

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Circulation

- Prioritize bicycle and pedestrian circulation.
- Provide a narrow center street section flanked by wide park-like open space on either side.
- Provide for controlled intersections at 12th, 11th and 10th Streets.
- Provide for modest vehicular circulation along the Avenue and around Reservation 113 to support infill development and community needs.
- Provide for continued use of D street SW with refinements at 12th Street.

Transit

- Enhance multi-modal transit connectivity by linking pedestrians via reservation 113 to the VRE, MARC, AMTRAK, Metrorail, Metro Bus, Streetcar systems. Institute wayfinding and transit shelter/facility enhancements.
- Accommodate a four track railroad system, two tracks for freight rail activity and two tracks for passenger rail activity.
- Not preclude long term electrification of passenger rail lines to enhance service and efficiency for MARC, VRE and AMTRAK.

Sustainable Infrastructure

- Provide sustainable infrastructure elements within the Maryland Avenue corridor including:
 - Stormwater filtering and collection system which directs run off to infiltration zones either along the edge of the right of way or other systems with the Ecodistrict.
 - A piezoelectric generation pilot study along the Railroad to determine the viability and cost benefit of incorporating the technology on a larger scale with the District. Electricity generated by passing trains could be used to power lighting and other amenities along Maryland Avenue.

Broader improvements to the Southwest Rectangle neighborhood include:

- Underpass enhancements though general repair, maintenance and public realm improvements.
- As highlighted in the Center City Action Agenda and Framework Plan, incorporate pedestrian and transit improvements along key north-south connections like 4th, 7th, 10th and 14th Streets.

PART 2: ROAD MAP

The next steps to achieving a more vibrant, mixed use neighborhood and re-establishing Maryland Avenue include:

- SHORT TERM:** Enhance the Maryland Avenue Streetscape between 6th and 7th streets and interim improvements to Reservation 113 to establish a more accessible, sustainable and appealing neighborhood atmosphere.
- REDEVELOPMENT:** Encourage the disposal of GSA parcels 1 through 4 for private development with options for developing the parcels within the broader vision of the redeveloped Southwest Ecodistrict including the GSA regional office building and the US DOE complex.
- LAND USE:** Develop the Maryland Avenue corridor within the proposed DD zone in the citywide Zoning Regulation Review to meet the specific objectives of the Southwest Ecodistrict and Comprehensive Plan by incentivizing and/or requiring residential development and requiring street frontage design requirements at key locations.
- FUNDING:** Establish a viable toolkit of funding strategies for the Maryland Avenue construction that benefit the planning objectives of the District, Federal government, railroad/commuter/transit operators and adjacent property owners. Leverage multi-modal infrastructure improvements in the context of other beneficial infrastructure improvements to L'Enfant Station, Union Station and the Long Bridge.
- BRANDING:** Establish pilot projects that help market the Avenue as a gateway to sustainability, health and recreation around L'Enfant Plaza.