

4. GREAT LAWN ~ CAMERON GLEN

Vision & Character

The Great Lawn is located just inside the undulating Main Drive and extends to a green open space with healthy mature tree cover at the intersection of Main Drive and Georgia Avenue. It has been renamed “Cameron Glen,” in honor of Cameron Creek, which was buried about a century ago when Walter Reed was first developed. This is the largest open space on the Site; it covers approximately 6 acres of rolling hills, wooded groves and open lawn.

Historic Building 12, Buildings 8 and 9, along with proposed Building T straddle Main Drive where it intersects Georgia Avenue as a potential gateway to the historic center of the Site. Building 14, built in the 1970’s and with no historic value, currently presents itself as a wall bounding the west side of the Glen.

There may be an opportunity to open this building in some way so as to create a “green connection” through it. This connection would be in concert with the site-wide urban design principle calling to “enhance the open space”, by aiding the connectivity throughout the site via a network of open spaces. This green connection would also enforce the potential cultural heritage trail that could begin in the “cultural gateway” (see “Exhibit 4-140: Sub-Area Plan 4” on page 101) and run across the Glen, through the Building 14 site, and on to other open and historic spaces on the west side of the Site. However, it should be noted that the Reuse Plan recommends a Notice of Interest (NOI) user for Building 14. Additional analysis would have to be undertaken to determine the feasibility of altering the existing building in any way. Continued dialogue with the approved NOI user and any other potential users is recommended throughout the development process. Potential alteration to Building 14 is presented in the SAP only as a conceptual notion and not as a recommended design/development solution.

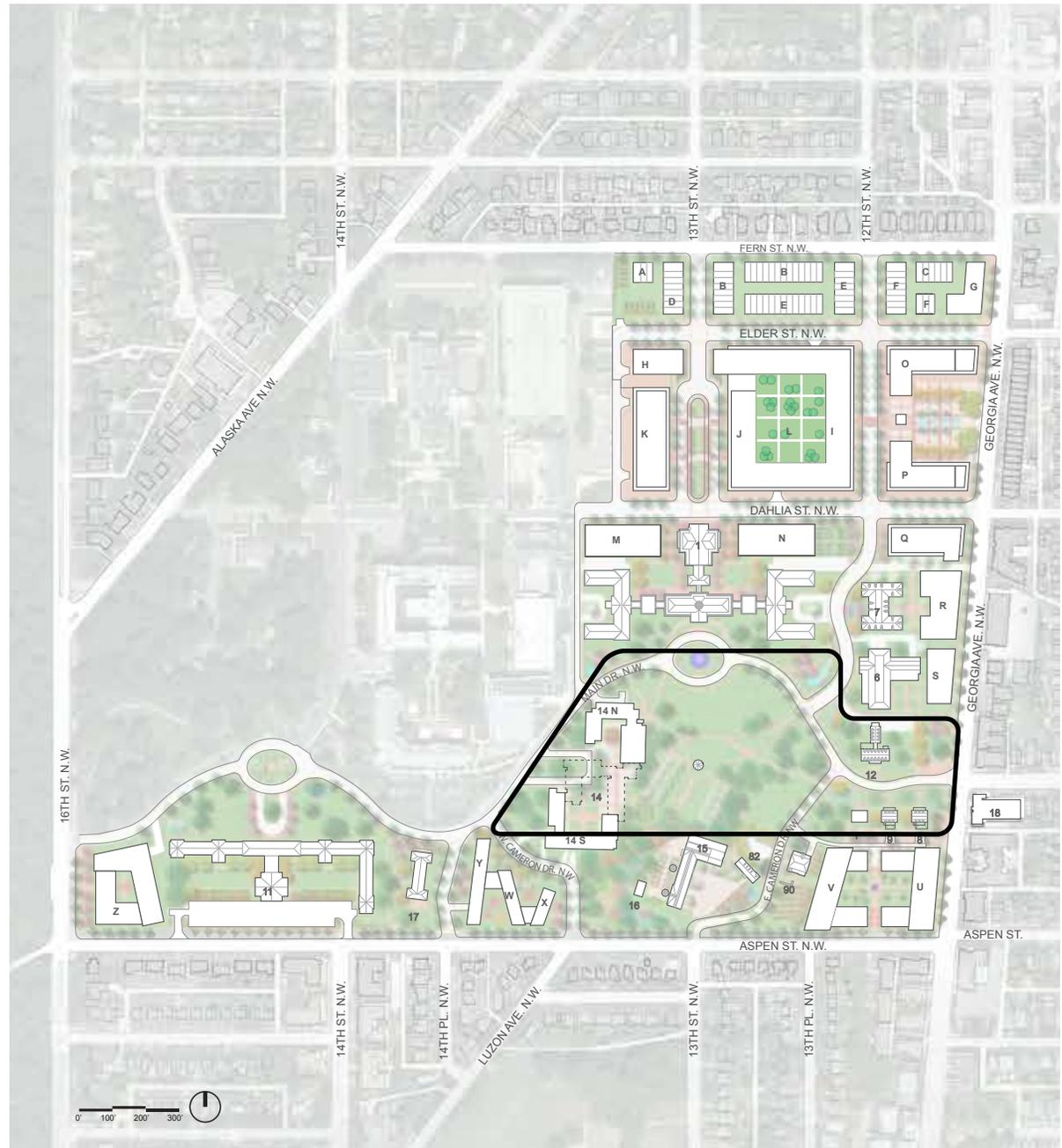


Exhibit 4-136: Sub-Area Key Plan - Cameron Glen ~ Great Lawn. Source: Perkins+Will.



Existing Rose Garden



Figure 4-140: View of the rose garden from the southwest. Source Lee & Associates, Inc..

Pedestrian Bridge Example



Figure 4-139: Pedestrian Bridge (example). Path in the forest, Kadriorg Park, Tallinn, Estonia) Source: <http://www.land-zine.com/index.php/2011/12/a-path-in-the-forest-by-tetsuo-kondo-architects/>

Casual Amphitheater Example



Figure 4-137: Scott outdoor amphitheater at Swathmore College, PA. Source: <http://www.scottarboretum.org/gardentour/amphitheater/>

Existing Great Lawn



Figure 4-138: Existing Great Lawn / Cameron Glen. Source: Lee & Associates, Inc.



Place Making

Amenities

In addition to the passive uses that could take place on the lawn, in around the rose garden, and other areas of the Glen, this wonderful space could also be programmed with outdoor activities such as ceremonies, film screenings, or other community gatherings. The rolling topography lends itself to informal amphitheater use, or may call for the placement of pedestrian bridges to facilitate scenic walks throughout the Site and promote further pedestrian connectivity (as seen in the images on page 99). There is no specific end-user prescribed for the potential “gateway” cluster of Buildings 12, 8, 9 and T. It is possible that Building T, perhaps in conjunction with its neighboring buildings, could be a visitors’ center, a cultural institution, or the head of the proposed cultural trail of interpretive exhibits showcasing the legacy of Water Reed.

The potential open space next to historic Building 12, with the existing tree canopy facing Georgia Avenue, would make for an area of respite contiguous for the use of existing and future residential neighbors alike. This green area could be enhanced with a combination of hard- and soft-scaped surfaces and furnishings encouraging passive and active recreation.

Building Orientation

Most of this area is labeled open space by the proposed Comprehensive Land Use Designations (see section 3.1). There is room for development on the Site of Building 14 and at Building T.

The new development on the Site of Building 14 should be designed as a building with two fronts; one facing Main Drive and one facing Cameron Glen. Main Drive could be seen as the “front door” whereas Cameron Glen could be its backyard.

Building 14 is an existing building with no historic or intrinsic architectural value; therefore, potential redevelopment/alteration could be explored. The building was built in modules, which allow it to be easily repurposed. For example, as shown in “Exhibit 4-135: Sub-Area Key Plan - Cameron Glen ~ Great Lawn” on page 98, a modification of the footprint would allow for different uses on this Site, such as a “live-work” scenario in conjunction with the transitional housing assistance providers proposed to occupy part of the building and the added pedestrian connections across the Glen. The footprint in Exhibit 4-135 is merely an illustrative example and further study will be required in order to determine the highest and best use at the time of redevelopment.

Additional analysis would have to be undertaken to determine the feasibility of altering the existing building in any way. Continued dialogue with the approved NOI user and any other potential users is recommended throughout the development process.

Building T should be oriented towards Main Drive, along with Buildings 8, 9 and 12. This group of buildings is seen as the “gateway” to the historic heart of the former Walter Reed campus.

Height and massing

To create continuity with the existing context, new construction should respect the historic context posed by Buildings 1, 8, 9 and 12, as well as the surrounding community. Building T is intended to follow the same massing and height of Buildings 8 and 9. Any development that could potentially occur near the Building 14 site should not exceed the existing Building 14 height and the massing should respect the openness of the historic open lawn and aim to restore the open connectivity that historically prevailed before the insertion of this building on the Glen in the 1970’s.



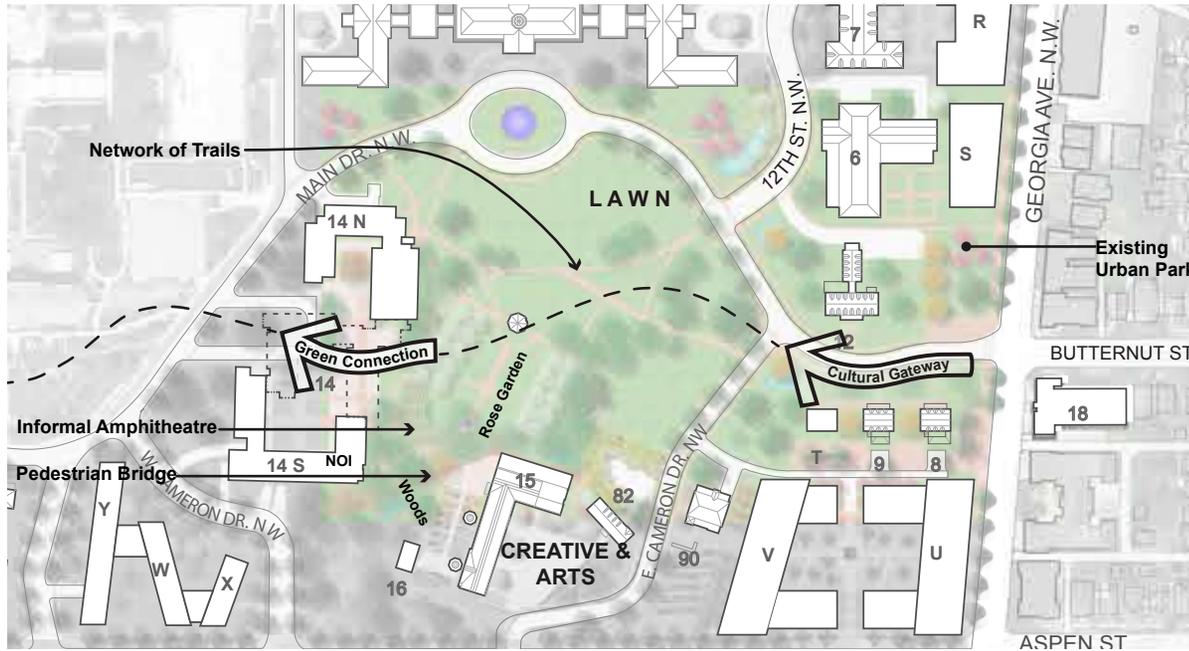


Exhibit 4-141: Sub-Area Plan 4. Source: Perkins+Will.

The exhibit above is a conceptual redevelopment for Building 14 and further analysis should be done at the time of development.



Exhibit 4-142: Sub-Area Key Plan 4. Source: Perkins+Will.

A. MAIN DRIVE SECTION

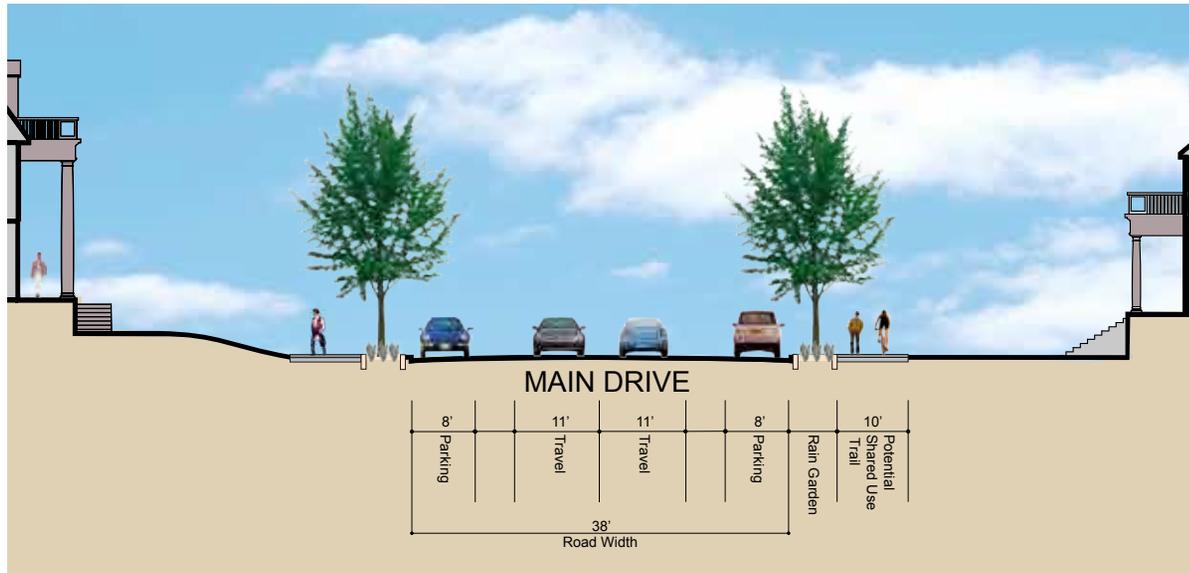


Exhibit 4-143: Sub-Area Plan 4. Source: Perkins+Will.

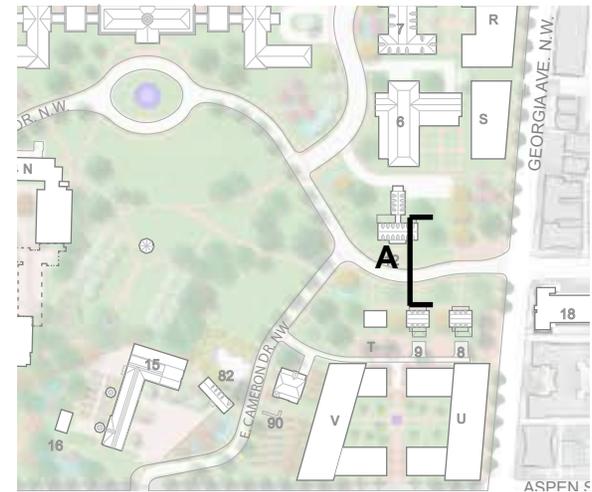


Exhibit 4-144: Street Sections Key Plan - Cameron Glen. Source: Perkins+Will



Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Provide minimum right-of-way (ROW) widths of 90 feet, that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curbside stormwater management, on-street parking, and bike lanes as feasible. (For more information on widening Main Drive, see page 119 under "Roadway Cross Sections").
- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** Due to the existing road widths constraints, bikes are envisioned to ride on a shared use trail along the south side of Main Drive (see "Exhibit 4-144: Pedestrian and Bicycle Mobility - Cameron Glen" on page 103) and on a shared use street along E. Cameron Drive. There would also be one

designated shared use trail connecting Luzon Avenue to 12th Street via Cameron Glen.

- **Pedestrians:** Pedestrian activity can occur in all directions throughout the open space, and through a network of trails on the Glen. A pedestrian connection between Main Drive and the Glen is encouraged via the Building 14 site, its shape or form to be determined at the time of development.
- **Vehicles:** W. Cameron Drive could be enlarged to provide on-street parking on both sides. E. Cameron Drive could potentially be closed to vehicular traffic on weekends or during special programs on the Glen. The new, curvilinear extension of 12th Street connects the Town Center with the Cameron Glen, ending at Main Drive, about 200 feet apart from the intersection of Main and E. Cameron Drives. This north-south connection further continues south via Main Drive and E. Cameron Drive to Aspen Street. Main Drive provides a through-connection between 16th Street and Georgia Avenue.
- **Loading and Service:** Loading and service would occur largely on existing service roads. Service to Building 12 should occur on its north side, so as not to disrupt the green area between this building and Georgia Avenue.
- **Parking:** There should be no surface parking lots. Building 14 has a 450-space parking garage underneath that should be reused for any future uses on the Building 14 site and future programs or special events on the Cameron Glen. Any other activities in this area could also be serviced by new adjacent on-street parking and by new and existing parking along Aspen Street, Georgia Avenue and the existing neighbor-

hoods. See the Transportation Impact Study (Appendix C) for more information.



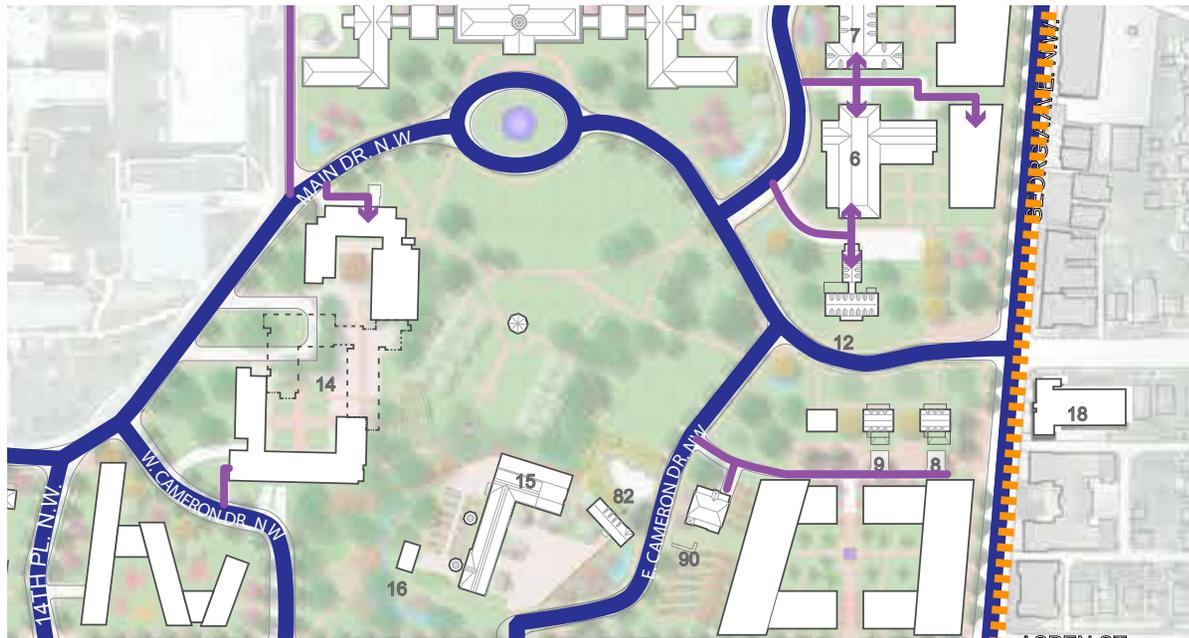


Exhibit 4-146: Vehicular Mobility - Cameron Glen. Source: Perkins+Will.

VEHICULAR MOBILITY

- Street
- Service and/or Parking
- Potential Streetcar

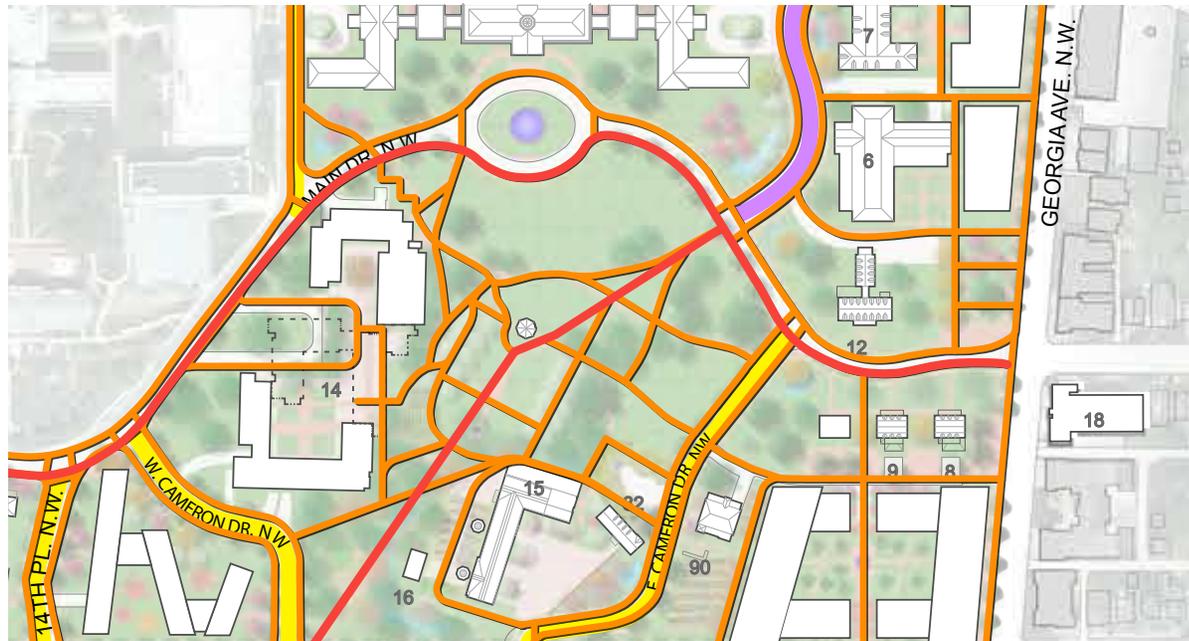


Exhibit 4-145: Pedestrian and Bicycle Mobility - Cameron Glen. Source: Perkins+Will.

PEDESTRIAN AND BICYCLE MOBILITY

- Pedestrian
- Proposed On-Street Bicycle Lane
- Proposed Shared Use Street
- Proposed Shared Use Trail



5. ASPEN STREET

Vision and Character

This proposed permeable strip of land runs from 16th Street to Georgia Avenue and is bounded by Main Drive and the Cameron Glen sub-area to the north.

Aspen Street is presently a mix of single family and multifamily homes, with most having their backs or sides facing Aspen street. In order to complement this character, the north side of Aspen Street would have a combination of building fronts and open space facing the street, providing ample walking areas to the Site.

There would be a mix of residential and mixed use buildings and an educational use separated by the large open space referred to as the Creative & Arts area. The most prominent feature of the west end of this sub-area is present at the corner of 16th Street fronting Rock Creek Park. This land is allocated for residential use per the proposed Land Use designations (see section 3.1). The east end of this sub-area presents a corner property on Georgia Avenue, planned to be redeveloped with a multi-story mixed-use building, and ground floor retail facing Georgia Avenue. The remaining piece of property is located between 14th Place and W. Cameron Drive, envisioned as having multi-family housing.

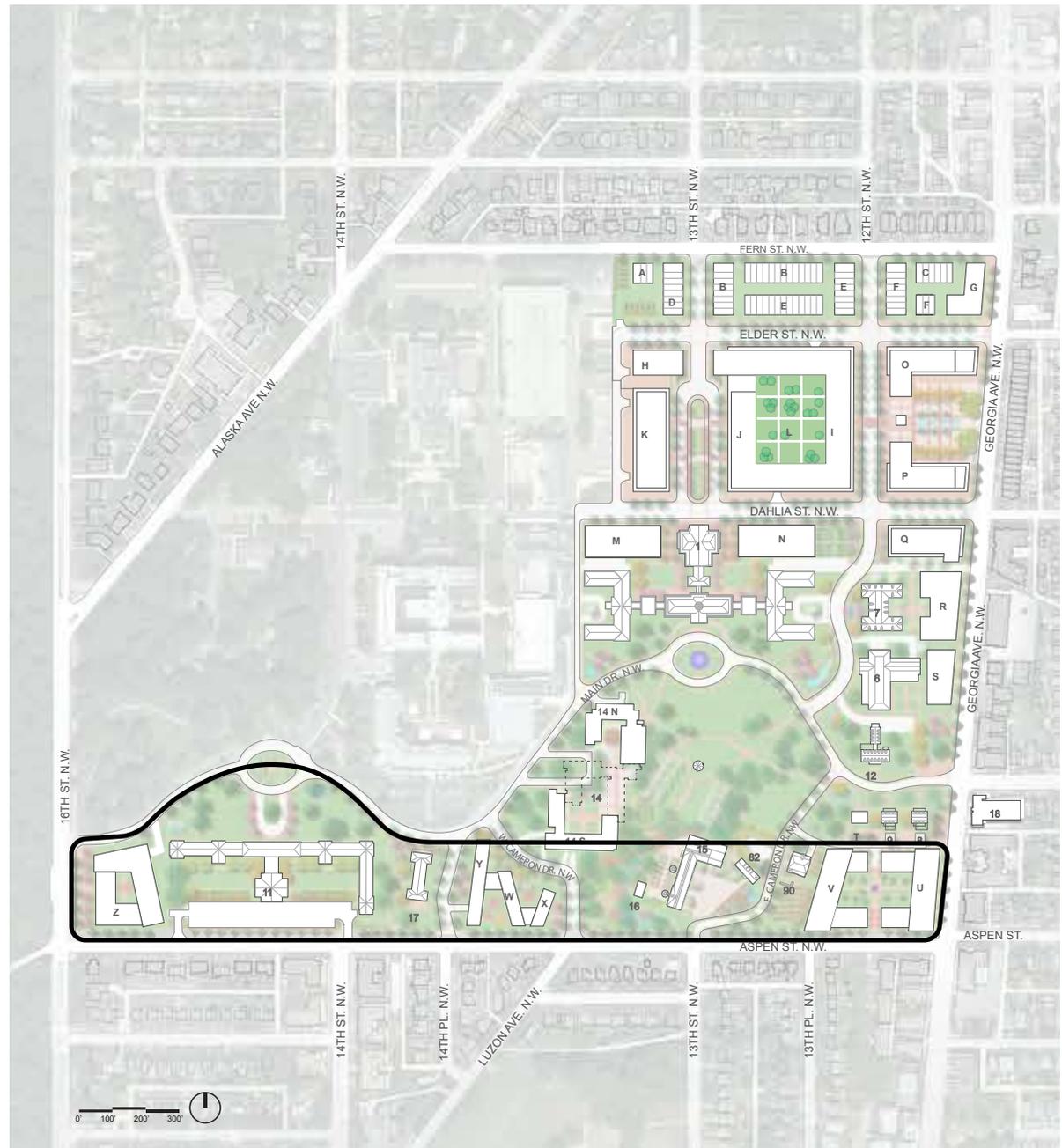


Exhibit 4-147: Sub-Area Key Plan - Aspen Street. Source: Perkins+Will.



Urban Agriculture Example



Figure 4-149: Urban Agriculture (example). Common Good Farm, DC. Source: <http://www.flickr.com/photos/christinbogs/sets/72157626780055856/detail/>.

Stormwater Management Park Example



Figure 4-150: Potential Stormwater/Water Feature (example). Tanners Springs Park, Portland, OR. Source: <http://fabulousportland.com/2010/02/19/sunshine-makes-me-happy/>

Place Making

Amenities

The open space between Luzon Avenue and 13th Place presents an opportunity for community amenities such as a green space serving as both a naturalized storm water collection and park land, community urban agriculture gardens, family recreation, and the possibility of a seasonal market place or similar outdoor activities occurring in the Creative & Arts space. This open, permeable area is also connected to Cameron Glen as well as on to 12th Street and the Town Center, providing pedestrian connectivity through a network of open spaces.



Figure 4-148: View of Creative & Arts Space. Source: Perkins+Will and Lee & Associates, Inc.



Exhibit 4-151: Sub-Area Key Plan 2. Source: Perkins+Will.



The existing cluster of industrial buildings north of 13th Street and 13th Place provide a unique setting, being informal in appearance and randomly placed with the historic character touch. The reuse of these buildings present an interesting opportunity for a creative, artistic special use not specifically identified yet. One thought is to encourage art gallery types of uses, possibly with work and retail shop space in a live/work scenario; hence the name for this area, “Creative and Arts” space.

The open space in the Creative & Arts area would consist of a combination of hardscape surfaces (for programmed activities), naturalized storm-water management systems and community gardens showcasing urban agriculture. Together, these open spaces contribute to the sustainable infrastructure of the Site while serving as an amenity to users of the Site as well as the larger community.



Exhibit 4-153: Sub-Area Key Plan 5. Source: Perkins+Will.



Exhibit 4-152: Sub-Area Plan 5. Source: Perkins+Will.



NEIGHBORHOOD CONTEXT



Exhibit 4-154: Looking south along Aspen Street: (From left to right / east to west) Four-story multi-family housing adjacent to Open Space in the middle, and three-story single-family homes on the far right. Source: Perkins+Will.



Exhibit 4-155: Looking south along Aspen Street: View of the back of single-family homes in between Luzon Avenue and 13th St.



Exhibit 4-156: Looking south along Aspen Street: View of the front of single-family homes just east of 14th Place.



Exhibit 4-157: Looking south along Aspen Street: View of the front of four-story multi-family housing just west of 14th St.



Building Orientation

The existing buildings in this sub-area have a large set-back from Aspen Street, creating abundant open space and greenery along the street. The potential new buildings on the two corner properties and the land between 14th Place and W. Cameron Drive should be designed with features that activate the street, such as entries, windows and balconies, even if the primary facade does not face Aspen Street.

Just as Building 1 becomes the south terminus of 13th Street, the Creative & Arts space becomes the north terminus of 13th Street. It is comprised of a set of historic industrial buildings placed according to the varying topography, unlike the stricter, grid-like plan of the rest of the Site. These relatively small buildings would serve as an historic backdrop for open air activities that could also be related to the ultimate use of the buildings.

Height and massing

Any multi-story buildings should conform to the heights set forth by the proposed Land Use Plan in section 3.1. Furthermore, the massing and height of these buildings should consider the neighboring context of Georgia Avenue, Aspen Street, and 16th Street, where neighboring multi-family buildings range from four to six stories. The height and massing of any future building on the corner of 16th and Aspen Street should be sensitive to the single family homes located on the south side of Aspen Street.



A & B. ASPEN STREET SECTION

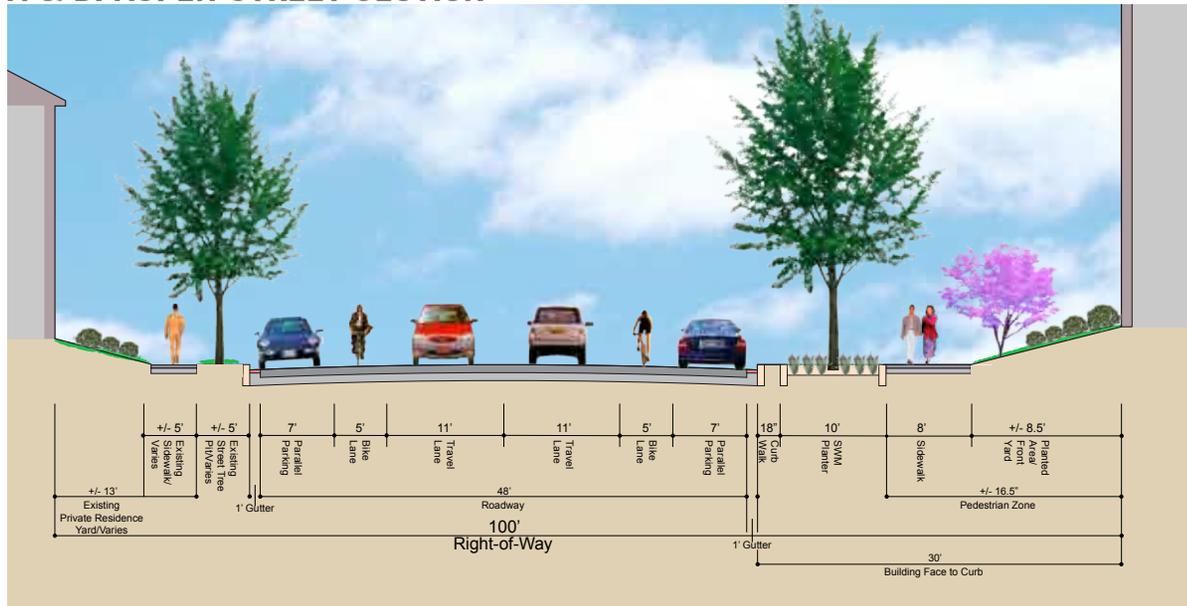


Exhibit 4-158: Aspen Street Section. Source: Perkins+Will.

C. ASPEN STREET SECTION BY GEORGIA AVENUE

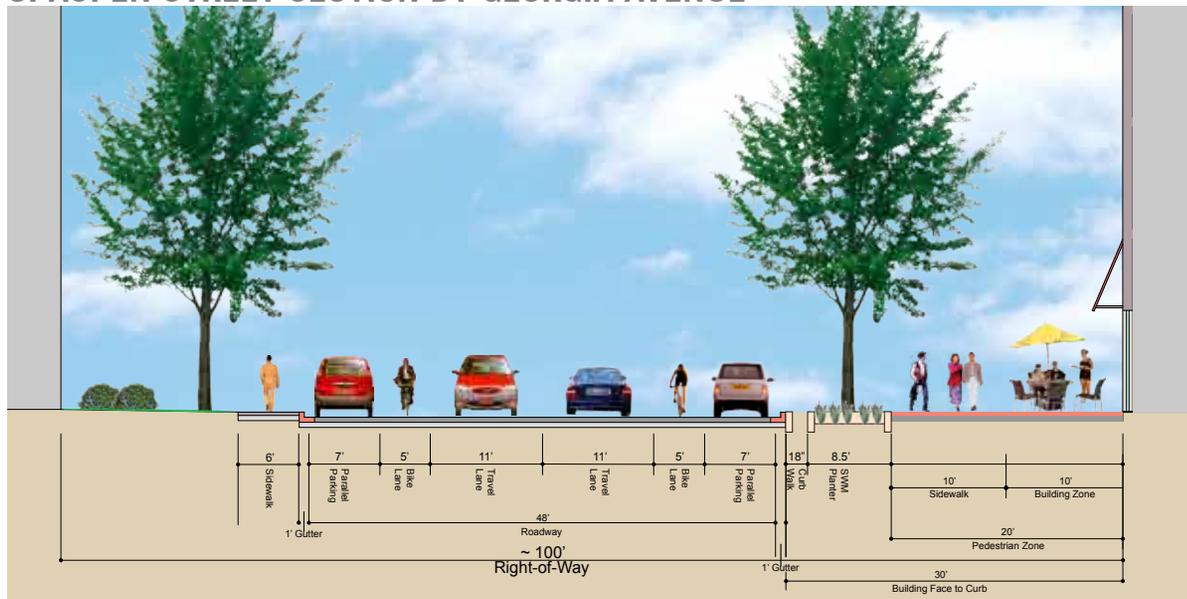


Exhibit 4-159: Aspen Street Section. Source: Perkins+Will.



Exhibit 4-160: Street Sections Key Plan - Aspen Street. Source: Perkins+Will



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- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. A new sidewalk could be installed on the north side of Aspen Street. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Integrate urban agriculture/community gardens around the Creative & Arts space serving the nearby residential community. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** An expansion northward could be built along Aspen Street to accommodate on-street bicycle lanes and a new sidewalk on the north side. Main Drive is envisioned as having a shared use trail running along its south side, and shared uses on 14th Place, W. Cameron and E. Cameron Drives, which are fairly short streets. A shared use trail stemming out of Luzon Street would cut through the open space into the Cameron Glen.
- **Pedestrians:** This sub-area is plentiful in open space and it should be designed to encourage pedestrian circulation and permeability from Aspen Street.
- **Vehicular:** 14th Place, W. Cameron and E. Cameron Drives are existing roads that are planned to be extended to connect to Aspen Street, thus providing vehicular access from the neighborhoods south of the Site. Main and E. Cameron Drives would likely maintain existing road widths until further study is done. E. Cameron Drive could potentially be closed to vehicular traffic on weekends or during special programs on the Glen.
- **Loading and Service:** Major parking garage and service entries should be consolidated. Loading docks should be concealed inside buildings and hidden from public view. Service alleyways would run through the sides of buildings as shown in the Vehicular Mobility (See "Exhibit 4-161: Vehicular Mobility - Aspen Street" on page 111).
- **Parking:** 14th Place and W. Cameron Drive could be widened to accommodate on-street parking. Aspen Street could be widened to the north to provide on-street parking. The only existing surface parking lot, would service the proposed school in Building 11. This lot would be reduced to meet the projected demand and to make room for playgrounds. Any activities occurring on the Creative & Arts space could be serviced by parking in the existing Building 14 parking garage and in the adjacent new and existing neighborhoods. New buildings should be built with dedicated parking below grade. See the Transportation Impact Study for more information.



VEHICULAR MOBILITY



Exhibit 4-162: Vehicular Mobility - Aspen Street. Source: Perkins+Will.

PEDESTRIAN AND BICYCLE MOBILITY

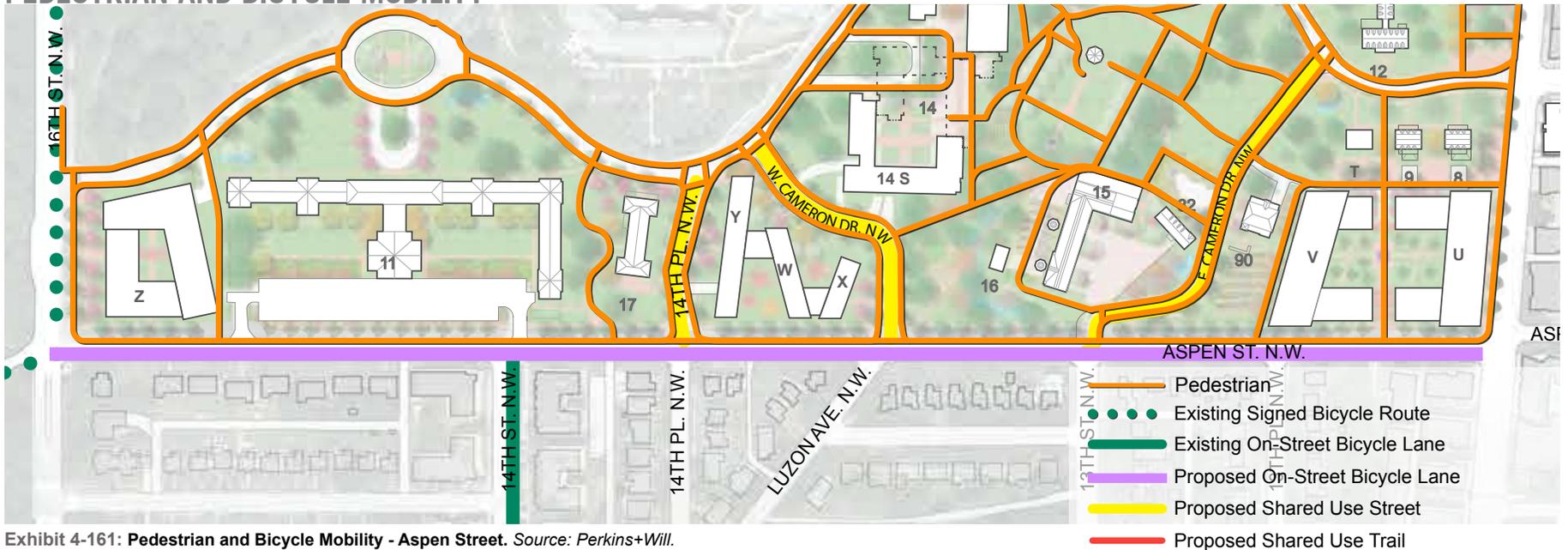


Exhibit 4-161: Pedestrian and Bicycle Mobility - Aspen Street. Source: Perkins+Will.

