

STREETSCAPE GUIDELINES  
**GOLDEN TRIANGLE**  
BUSINESS IMPROVEMENT DISTRICT

A project of the Golden Triangle Business Improvement District  
Funded by The Metropolitan Washington Council of Governments TLC Technical Assistance Program  
With technical assistance from Rhodeside & Harwell Landscape Architects and Planners

## CONTENTS

Introduction	1
Goals	5
Area Characteristics & Street Types	9
General Guidelines	15
Tenant Zone (Public Parking Area)	17
Sidewalk Zone	18
Amenity Zone	19
East-West & North-South Streets	29
Micro Parks	37
Special Streets & Corridors	41
Dupont Circle Historic District	51
Stormwater Managment Landscaping	57

\*Graphics are for illustrative purposes only and may not reflect the full design intent



## INTRODUCTION

This document presents design guidelines for the streetscape within the Golden Triangle Business Improvement District. This includes guidelines for:

- The location and type of sidewalk amenities
- Furniture
- Paving materials
- Planters and trees
- Other landscaping

The guidelines are to be used for renovations and repairs within the public realm that are undertaken by the City or property owners. As future policies concerning the public realm are enacted, the guidelines may be affected.





17th Street at L Street, NW

## RATIONALE

Just steps from the White House, the Golden Triangle is DC's premier business district. This area has the highest density of commercial space in the City and has many of the highest rents and sales of office space in the DC region. More than seventy-eight thousand people work in the BID's 43 blocks at some of the most prestigious organizations in the world; these workers collectively earn more than \$6.6 billion in wages each year. In addition, each block in the BID contributes an average of \$10 million in revenue to the City annually through property and sales tax.

Yet the Golden Triangle's streets and sidewalks are a patchwork of inconsistent public spaces. As other commercial areas in the City and the region are developed, the Golden Triangle needs a public realm—including the streets and sidewalks—that reflects the high quality and uniqueness of its properties and the world-class destination the BID has become, improving the long-term competitiveness of the area.

Streetscape guidelines are increasingly being used in the commercial areas of DC (Downtown BID, NOMA, etc.) as an effective tool in reinforcing the image of an area.

This document presents a formula that will improve the quality, character and environmental impact of the public realm in the Golden Triangle.

## IMPLEMENTATION

This document was developed by the BID through a process of stakeholder meetings, revisions and approval by its board of directors. It will be referenced by the District Department of Transportation, Office of Planning and other District agencies when reviewing proposals for streetscape improvements and evaluating permits that go before the District's Public Space Committee. Property redevelopment projects and exterior renovations that include changes to the abutting public space should use these guidelines at the beginning of their design process to align with the goals of the Golden Triangle community and the reviewing District agencies.





## GOALS

## GOALS

The Golden Triangle should have a streetscape that reflects its position as a premier business district and lead the way in transforming public space to be more accessible, active, safe, inviting and environmentally friendly.

### ACCESSIBLE

The BID is a busy multi-modal commercial area with over 78,000 workers commuting to the area every weekday. The area also has visitors to its restaurants and retail and tourists attracted to the nearby White House and Lafayette Park. The sidewalks must accommodate stops for over 30 local and commuter bus routes and six metro station exits that are huge generators of pedestrian traffic. Bicycle lanes and bicycle racks are important to keep the area accessible for multiple modes of transportation. On-street parking, valet parking and on-street loading are essential as well for many street-front businesses.



*I Street at 17th Street, NW*

### ACTIVE AND SAFE

Street-front businesses are the anchor for an active and safe street. Streetscape elements must be flexible enough to complement the variety of ground floor businesses. Sidewalk cafes and street vending placed in thoughtfully considered locations can make an area feel more active. The placement and design of street lighting, landscaping, and other street amenities will help improve the safety of the area.



*18th Street at I Street, NW*

## GOALS

## GOLDEN TRIANGLE

## ENVIRONMENTALLY FRIENDLY

Trees and landscaping contribute not only to the beauty of an area but to a positive environmental impact. Additional permeable space and low Impact development techniques can reduce stormwater runoff and pollution creating a healthier environment.



18th Street at L Street, NW

## INVITING

In addition to offices, the BID is home to many restaurants and retailers. An improved streetscape can make the area more attractive and inviting to workers and visitors. Streetscape elements such as landscaping, trees and benches can make the area more comfortable. Paving designs, public art and other street amenities can make the area more interesting and distinctive.



Farragut Square



# AREA CHARACTERISTICS & STREET TYPES

## GOLDEN TRIANGLE



## AREA CHARACTERISTICS

Office buildings make up most of the building stock in the BID. The daytime professional population creates demand for street-front retail, outdoor cafes and restaurants in the area. There is high pedestrian activity on the streets with especially high amounts near the six Metro station exits in the BID. Street trees are generally young and provide little canopy because of the existing streetscape's harsh conditions resulting in a low survival rate for trees.

Many of the streets in the BID already have some of the features of these guidelines but there is little consistency block-to-block and sometimes building-to-building. Few streets have sidewalks that are designed for multiple uses as outlined in these guidelines.



*Connecticut Avenue at K Street, NW*



*L Street at 19th Street, NW*

## AREA CHARACTERISTICS & STREET TYPES



*Jefferson Place at Connecticut Avenue, NW*

The average width between building facade and face of curb is 24', although some streets, such as 19th Street, have areas up to 40' wide and are often used as sidewalk cafes. Other areas, including some sections within the Dupont Circle Historic District, are as narrow as 12'.



*M Street at 19th Street, NW*



## STREET TYPES

Every street in the BID will follow the General Guidelines described in the next chapter with the exception of the border streets which are not covered in this document. In addition to the General Guidelines, there are design features that should be applied to each street type defined in the map at right.

Differences in levels of pedestrian and vehicular traffic, predominating uses of ground floor spaces, streetscape width and distinct neighborhood characteristics call for variations in the guidelines to best suit each street type.





The East-West Streets and North-South Streets follow the general guidelines with a few differences based on the orientation of most buildings in the BID.

Individual design features built on the general guidelines will be described in subsequent chapters for K Street, 19th Street, and Connecticut Avenue, as they are Special Corridors with unique functions within the BID and the greater area.

The Dupont Circle Historic District overlaps with a northern section of the BID (shown on page 55), shaping the private and public space. These streets will require more flexibility in the general guidelines to maintain the feel of the Historic District.



## GENERAL GUIDELINES GOLDEN TRIANGLE

## GENERAL GUIDELINES

The majority of streets in the BID are lined with commercial office buildings with ground floor retail. Sidewalks are wide enough in most areas to accommodate various amenities, street furniture, landscaping and sidewalk cafes.

The general guidelines are designed to give the BID a cohesive look of a high-quality, unique, and cosmopolitan area while being flexible enough to accommodate the BID's different building types, distinct storefronts and multiple uses of the public space. Property owners may propose materials above the standard while keeping the same dimensions and patterns in these guidelines if they do not detract from the cohesive look described in this document.

### STREETSCAPE LAYOUT

*These guidelines are for the public space between a building's property line and the curb face. This space is defined as three separate zones:*

1. Tenant Zone (Public Parking Area)
2. Sidewalk Zone
3. Amenity Zone





*M Street at 19th Street, NW*

## **TENANT ZONE** (also known as “Public Parking Area”)

The tenant zone is the space directly adjacent to the building front. The size of this area depends on the street type, the amount of space available, and the intended and permitted use by the property. Sidewalk cafes are encouraged by the Golden Triangle and DDOT as they bring more activity onto the streets and most of the sidewalks in the area are wide enough to accommodate them. DDOT issues permits for sidewalk cafes based on unobstructed sidewalk space, proximity to the restaurant entrance and other factors.

Public art is another potential use for the tenant zone. Sculptural artwork can provide a more distinct character to the façade of modern glass and steel office buildings. The Golden Triangle supports a flexible range of uses for this area by the property owner and its tenants to help activate the sidewalks.

## SIDEWALK ZONE

The sidewalk zone is an unobstructed path for pedestrians that should be a minimum of 10 feet wide. The standard paving is 2' x 3' light gray precast concrete unit pavers in a running bond pattern, except on the Narrow Streets indicated on the “street types” map on page 12. This consistent paving is required along the length of the sidewalk except at major building entrances, where distinct patterns with higher quality materials may be used. Higher quality entrance materials should extend 1/3 the width of the public space from the face of building to back of curb.



*M Street at 19th Street, NW*



*M Street at 18th Street, NW*

## AMENITY ZONE

The amenity zone provides a considerable opportunity for improvements in the beauty, comfort, identity and environmental impact of the BID and include planters, trees, furnishings and lighting.



## TREES AND TREE PLANTERS

Trees are a vital part of an urban landscape. Trees provide shade, clean air, beauty and storm water absorption. Large canopy trees such as oaks, elms, and maples will provide the most shade with minimal obstruction of the ground floor retail.

Adequate soil volume is essential to the survival of urban trees. Tree boxes should be a minimum 10 feet long and 4 feet wide as long as a minimum 10 foot wide sidewalk is retained.

Existing tree boxes that are smaller than 3' x 3' should be expanded or retired when the existing tree dies.

A root barrier should be used between planted areas to prevent sidewalk buckling. However, structural soil should be used under the sidewalk to increase root space when possible.

Yellow blooming flowers are encouraged for tree boxes and existing planters to brand the neighborhood. Tree boxes should be planted with perennials as to minimize disturbance of the tree roots.

## TREE PLANTER FENCE

DDOT UFA encourages the use of fencing around tree boxes to protect trees from the high pedestrian activity in the BID. The DDOT standard is a three-sided 18" tall ornamental fence pictured below. The fence should be open on the street side and kept back 18" to prevent damage to car doors. The fence should not have a bottom plate so rain water can flow easily into the tree box.



19th Street at I Street, NW

## AMENITY ZONE PAVEMENT

Within the amenity zone between tree boxes there should be 6" x 6" granite pavers. These pavers are not a DDOT standard however they allow for the percolation of water through the joints, reducing stormwater runoff and providing more water to the trees. The joints should be a maximum of 1/4 inch to meet ADA requirements. At new tree installations structural soil should be used underneath the pavers to allow for drainage and additional water and air to reach the root zone of adjacent trees. Pavers over structural grating may be used in lieu of structural soil.



17th Street at K Street, NW

## GENERAL GUIDELINES

## GOLDEN TRIANGLE



## BENCHES

Proposed benches should be six to eight feet long. The image below shows a suggested bench style but properties are encouraged to be creative with bench types. Where benches are located they should face away from the street. In some cases when the sidewalk is wide enough benches can be oriented perpendicular to the street. Benches should be placed next to tree boxes to benefit from the shade.



## TREE LIST

APPROVED BY DDOT URBAN FORESTRY ADMINISTRATION (UFA)

### LARGE TREES

(30'-60' tall)

- *Ulmus americana* American Elm (Princeton, New Harmony, Frontier or Accolade varieties)
- *Ulmus parvifolia* Lacebark Elm
- *Quercus bicolor* Swamp White Oak
- *Quercus nutallii* Nuttall Oak
- *Quercus phellos* Willow Oak
- *Gleditsia triacanthos* Honeylocust (Shademaster or Skyline)
- *Zelkova serrata* Japanese Zelkova (Halka or Green vase)
- *Nyssa sylvatica* Blackgum (male-only)
- *Sophora japonica columnaris* Columnar Scholar Tree
- *Celtis occidentalis* Hackberry

### SMALL TREES

(20'-30' tall)

- *Pistacia chinensis* Chinese Pistache
- *Cercis canadensis* Eastern Redbud
- *Koelreuteria paniculata* Golden Rain Tree

## SUGGESTED ACCOMPANYING PLANTS FOR TREE PLANTERS

APPROVED BY DDOT URBAN FORESTRY ADMINISTRATION (UFA)

- *Carex morrowii* Japanese Sedge
- *Galium odoratum* Sweet Woodruff
- *Helleborus orientalis* Lenten Rose
- *Heuchera* spp. Coral Bells ('Amber Waves', 'Marmalade', and 'Obsidian')
- *Hosta* 'Ginkgo Craig' and other miniature Hostas
- *Iris cristata* Dwarf Crested Iris
- *Iris reticulata* Dwarf Iris
- *Lysimachia nummularia* 'Aurea' Yellow Moneywort
- *Pachysandra terminalis* Japanese Spurge
- *Potentilla neumanniana* 'Nana' Creeping Cinquefoil
- *Tiarella cordifolia* Foam flower
- *Vinca minor* Common Periwinkle
- Bulbs such as snowdrops, crocus, and miniature daffodils

## TRASH RECEPTACLES

The trash receptacles are DDOT standard black, powder coated steel “Ironsite Series S-42” manufactured by Victor Stanley. Every receptacle includes a Golden Triangle logo. Some areas may include ash urns in the same style. Trash receptacles are located primarily at corners with additional locations at high traffic areas like Metro stations and near some building entrances.



*L Street at 16th Street, NW*

## LIGHTING

Street lighting at corners will be the DDOT standard teardrop fixture. Midblock lighting will be DDOT standard Washington Globe fixtures with #18 posts. All posts are ornamental cast iron colored black, Federal Chip Number 27038. Additional lighting from building facades would be endorsed in many cases when it provides more light for pedestrians. Lights shall be located within planter boxes where feasible.



*K Street at 17th Street, NW*



*17th Street at Rhode Island, NW*

## GENERAL GUIDELINES

## GOLDEN TRIANGLE

## FLOWER BASKETS

Black metal wraparound style flower baskets may be attached to lightpoles 10 feet from the ground at mid-block areas. Wraparound baskets are attached closer to the light pole than hanging baskets. A continued commitment to maintenance is essential and as with other street amenities, a public space permit from the City is required.



8th Street at G Street, SE

## MULTISPACE METERS

Existing single parking meters will most likely be replaced with multispace meters similar to the pictured below. Replacement will occur as part of property renovations and ongoing city upgrades. This will free up space within the amenity zone for other amenities.



K Street at 17 Street, NW

## NEWSPAPER CORRALS

Where there are a number of publication boxes on a sidewalk a newspaper corral can be used to contain the boxes in a more orderly fashion. Although the publications are not required to place their boxes in the corral, this system has worked in the past with good communication from all parties. The newspaper corrals are black powder-coated steel with single end posts.



17th Street at K Street, NW

## BICYCLE RACKS

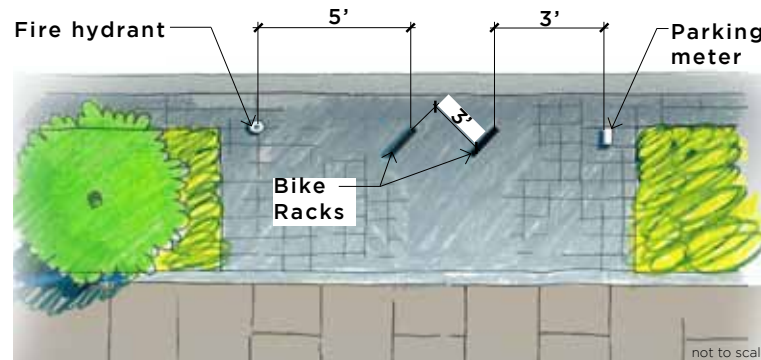
Although the Golden Triangle has installed over 350 bicycle racks within its 43 blocks, the removal of parking meters may trigger demand for additional bicycle racks. The BID provides and installs bicycle racks upon request as a service to its members. A double hooped bollard style rack is used, which is allowed by DDOT.



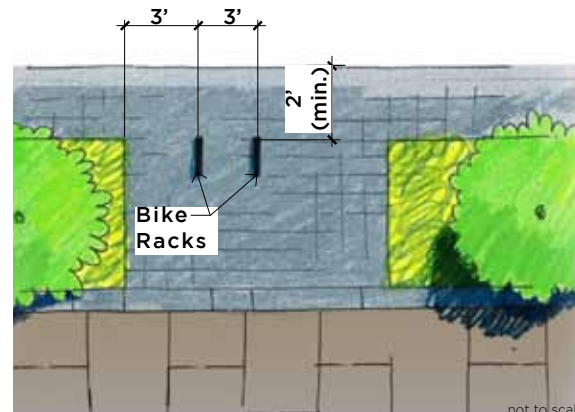
17th Street at L Street, NW

## BICYCLE RACK PLACEMENT

The Golden Triangle follows the rules set by DDOT for where racks can be placed on the sidewalk:



Adapted from DDOT TPPA Standards



Adapted from DDOT TPPA Standards

Notes:  
Rack installation requires public space permit

Bike racks shall not impede pedestrian traffic  
or interfere with permitted street vendors

## GENERAL GUIDELINES

## GOLDEN TRIANGLE



## BUS SHELTERS

Some of the busiest bus routes go through the Golden Triangle. The city contracts with Clear Channel Adshel to install and maintain its bus shelters. The shelters are an important asset for public transit users and they should be installed at marked bus stops when the space is available and at the discretion of DDOT. Currently all public bus stops in the Golden Triangle have shelters. The paving at the stop must be standard poured concrete with minimum dimensions of 8' wide and 5' deep, unobstructed, and connected to the sidewalk, all being compliant with ADA Accessibility Guidelines. Additionally, all bus stops must be



Connecticut Avenue at L Street, NW

compliant with the Guidelines for the Design and Placement of Transit Stops for the Washington Metropolitan Area Transit Authority, December 2009.

## STREET VENDING

Street vending has been a part of the city since its beginning. However, there are many uses competing for the limited public space. The Golden Triangle is working with the city to ensure that regulations created in 2008-2009 are enforced for vendor locations, size and displays. The city, BID and other organizations are developing a standard cart design that enhances investments made by property owners. It is primarily important that vendor locations do not create unsafe conditions for the public. Currently street vendors are only permitted in locations “grandfathered” in 2009.



M Street at 17th Street, NW



17th Street at I Street, NW

## SPECIFICATIONS

### TREE PLANTER FENCE

3-Sided 18" high ornamental wrought iron fence. Color: Black  
Manufacturer:  
Long Fence  
8545 Edgeworth Drive  
Capitol Heights, Maryland 20743  
<http://www.longfence.com/commercial>

### AMENITY ZONE PAVERS

6"x6" precast concrete pavers  
Color: Warm or Cool Grey tones

### BENCHES

Traditional style aluminum bench with center arm, Color: black, varying lengths  
Manufacturer:  
Landscape Forms  
"Plainwell Series"  
[www.landscapeforms.com](http://www.landscapeforms.com)

### TRASH RECEPTACLES

Traditional style "Ironsites Series SD-42"  
36-gallon metal can, side loading with cover  
Standard tapered form lid  
Color: Black.  
Manufacturer:  
Victor Stanley, Inc.  
[www.victorstanley.com](http://www.victorstanley.com)

### LIGHTING

"Washington Globe" upright post at mid-block; "Teardrop" overhanging post at corners  
Color: Federal, Chip # Black 27038

### FLOWER BASKETS

30" Iron lamppost basket, wrap-around.  
Supplier: Washington Landscapes  
1720 Manning Road East  
Accokeek, MD 20607

### MULTI-SPACE METERS

Solar powered, with smart card reader, keypad, HPVE  
Manufacturer:  
Stelio  
Contact:  
Robert Marsili (DDOT)  
202.671.2700

### NEWSPAPER CORRALS

3' high x 1' 3" deep x 10' max.  
Fabricated steel corral  
6" diameter steel posts with steel finials; Baseplate mount, Black matte powder coated finish  
Manufacturer:  
Forms + Surfaces  
[www.forms-surfaces.com](http://www.forms-surfaces.com)

### BICYCLE RACKS

Bike bollard black rubber dip over galvanized finish, surface mounted  
Manufacturer:  
Dero Bike Rack Company  
2657 32nd Avenue So  
Minneapolis MN 55407  
[www.dero.com](http://www.dero.com)

### ASH URN

"Ironsites S-20" Ash Urn  
Color: Black  
Manufacturer:  
Victor Stanley, Inc.  
[www.victorstanley.com](http://www.victorstanley.com)

### BUS SHELTER

Clear Channel®, color silver and black  
Supplier:  
DDOT/Clear Channel

## STREETSCAPE ZONE DIMENSIONS (MEASURING PERPENDICULAR TO THE STREET)

<b>EAST-WEST STREETS</b>	<b>TENANT ZONE</b>	<b>SIDEWALK ZONE</b>	<b>AMENITY ZONE TOTAL</b>	<b>TREE PLANTER</b>	<b>STEP OUT AREA</b>
F STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
G STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
H STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
I STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
L STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
M STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
N STREET	remainder	10 ft. min.	5 ft. 6 in.	4 ft.	1 ft. 6 in.
<b>NORTH-SOUTH STREETS</b>	<b>TENANT ZONE</b>	<b>SIDEWALK ZONE</b>	<b>AMENITY ZONE TOTAL</b>	<b>TREE PLANTER</b>	<b>STEP OUT AREA</b>
21st STREET	remainder	10 ft. min.	10 ft.	8 ft.	2 ft.
20th STREET	remainder	10 ft. min.	10 ft.	8 ft.	2 ft.
18th STREET	remainder	10 ft. min.	10 ft.	8 ft.	2 ft.
17th STREET	remainder	10 ft. min.	10 ft.	8 ft.	2 ft.
16th STREET	remainder	10 ft. min.	10 ft.	8 ft.	2 ft.
<b>NARROW STREETS</b>	<b>TENANT ZONE</b>	<b>SIDEWALK ZONE</b>	<b>AMENITY ZONE TOTAL</b>	<b>TREE PLANTER</b>	<b>STEP OUT AREA</b>
DESALES STREET	remainder	5 ft.	4 ft.	3 ft. 6 in.	6 in.
JEFFERSON PLACE	remainder	5 ft.	4 ft.	3 ft. 6 in.	6 in.
M STREET	remainder	5 ft.	4 ft.	3 ft. 6 in.	6 in.
N STREET	remainder	5 ft.	4 ft.	3 ft. 6 in.	6 in.
<b>SPECIAL STREETS</b>	<b>TENANT ZONE</b>	<b>SIDEWALK ZONE</b>	<b>AMENITY ZONE TOTAL</b>	<b>TREE PLANTER</b>	<b>STEP OUT AREA</b>
19th STREET (NORTH OF M)	remainder	6 ft. 6 in. min. 10 ft. max.	5 ft.	4 ft.	1 ft. 6 in.
19th STREET (SOUTH OF M)	remainder	10 ft.	14 ft.	12 ft.	2 ft.
K STREET	remainder	TBD	TBD	TBD	TBD
CONNECTICUT AVE.	remainder	TBD	TBD	TBD	TBD



TBD = To be determined





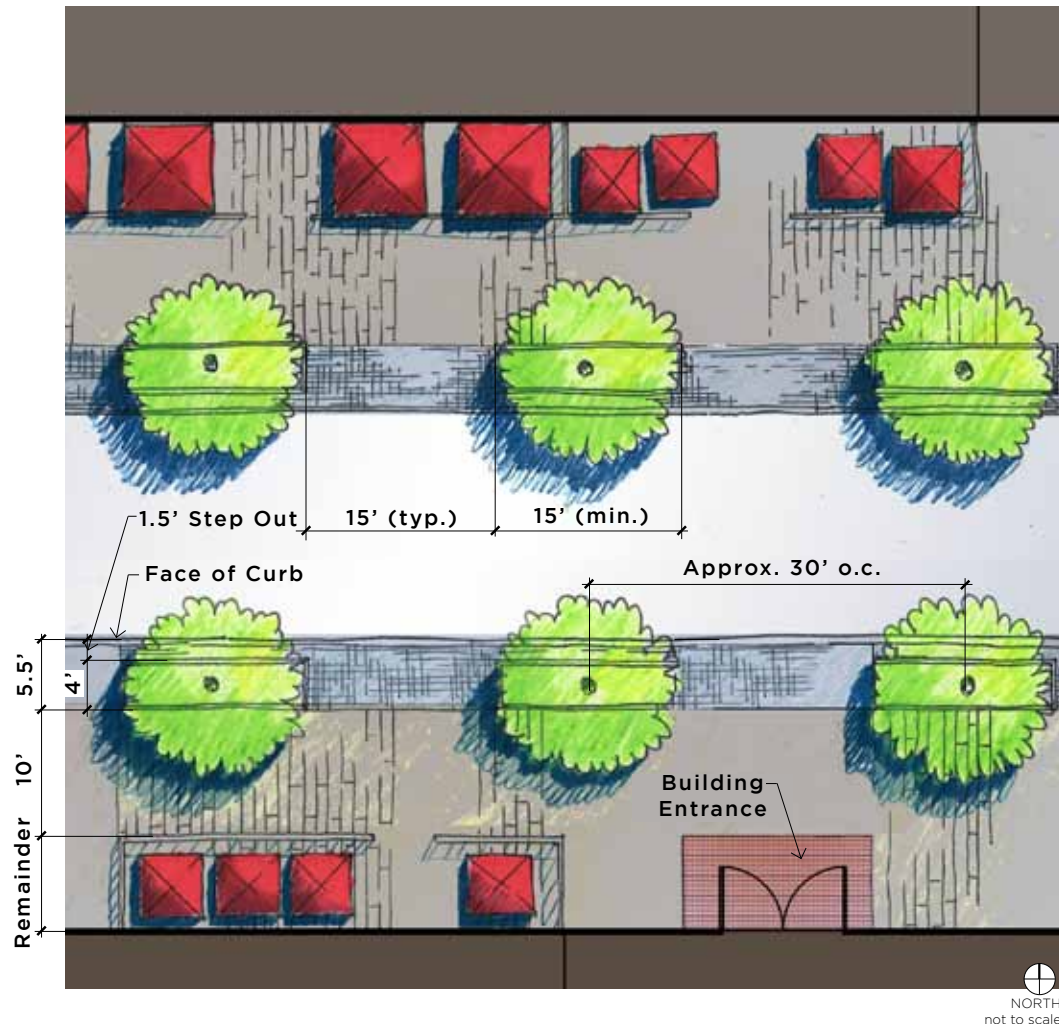
# EAST-WEST & NORTH-SOUTH STREETS GOLDEN TRIANGLE

## EAST-WEST & NORTH-SOUTH STREETS

Design parameters based on street types apply in addition to The General Guidelines. See page 12 for the map of street types.

### THE EAST-WEST STREETS

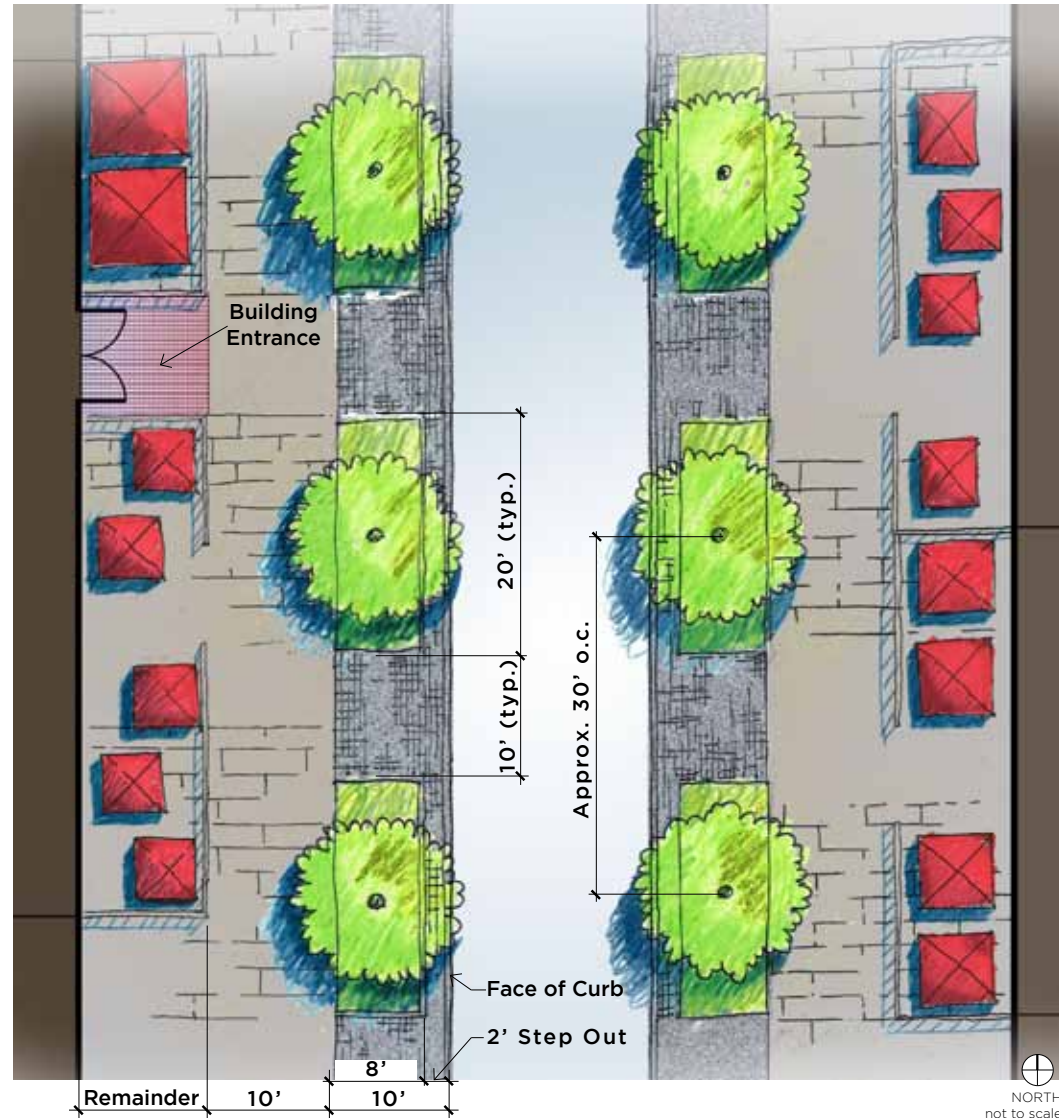
The East-West streets (F, G, H, I, L, M, N) are defined by the predominance of streetfront retail. Many buildings in the area cover 2 or 3 sides of a city block and have favored East-West versus North-South streets as a location for main entrances and retail, resulting in more activity on these streets. Streetscape design should reflect these high activity areas and support them with ample space in the tenant zone for street-front businesses. East-West streets should have a 5'-6" amenity zone and a minimum 10' sidewalk zone. The additional space should be designed to be available as a tenant zone but kept in a consistent design with the sidewalk zone.





## THE NORTH-SOUTH STREETS

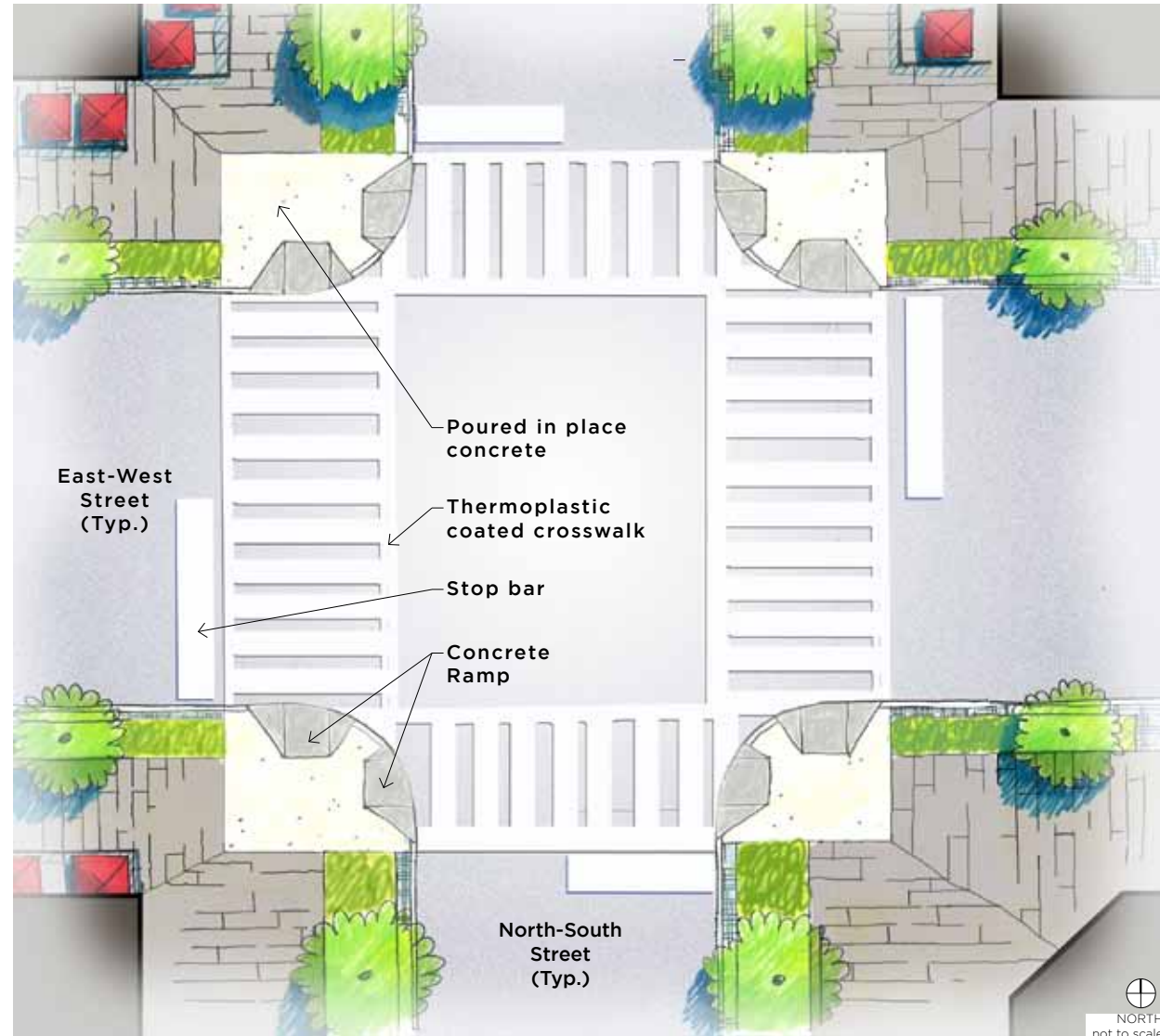
North-South streets (21st, 20th, 18th, 17th, 16th) present long stretches of underused space. By increasing the width of the amenity zone, larger tree boxes can be used to provide more attractive green space. These areas can also be used for additional street furniture, Micro Parks and stormwater planting projects described on the following pages. A consistent and wide amenity zone is desirable but these guidelines should be flexible when a fronting property includes a tenant requesting space for a sidewalk cafe. In this case the amenity zone may be narrowed to 5', but taking into consideration the effect of continuity along the street.





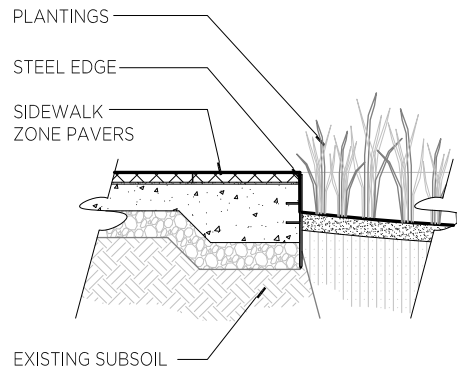


## TYPICAL INTERSECTIONS

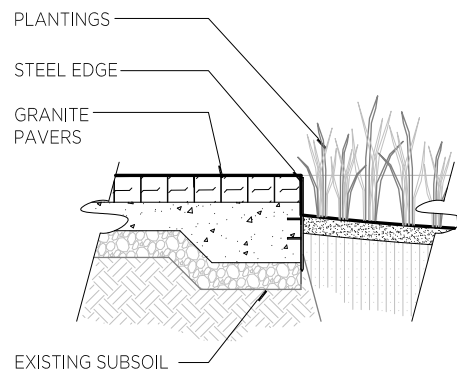


EAST-WEST & NORTH-SOUTH STREETS

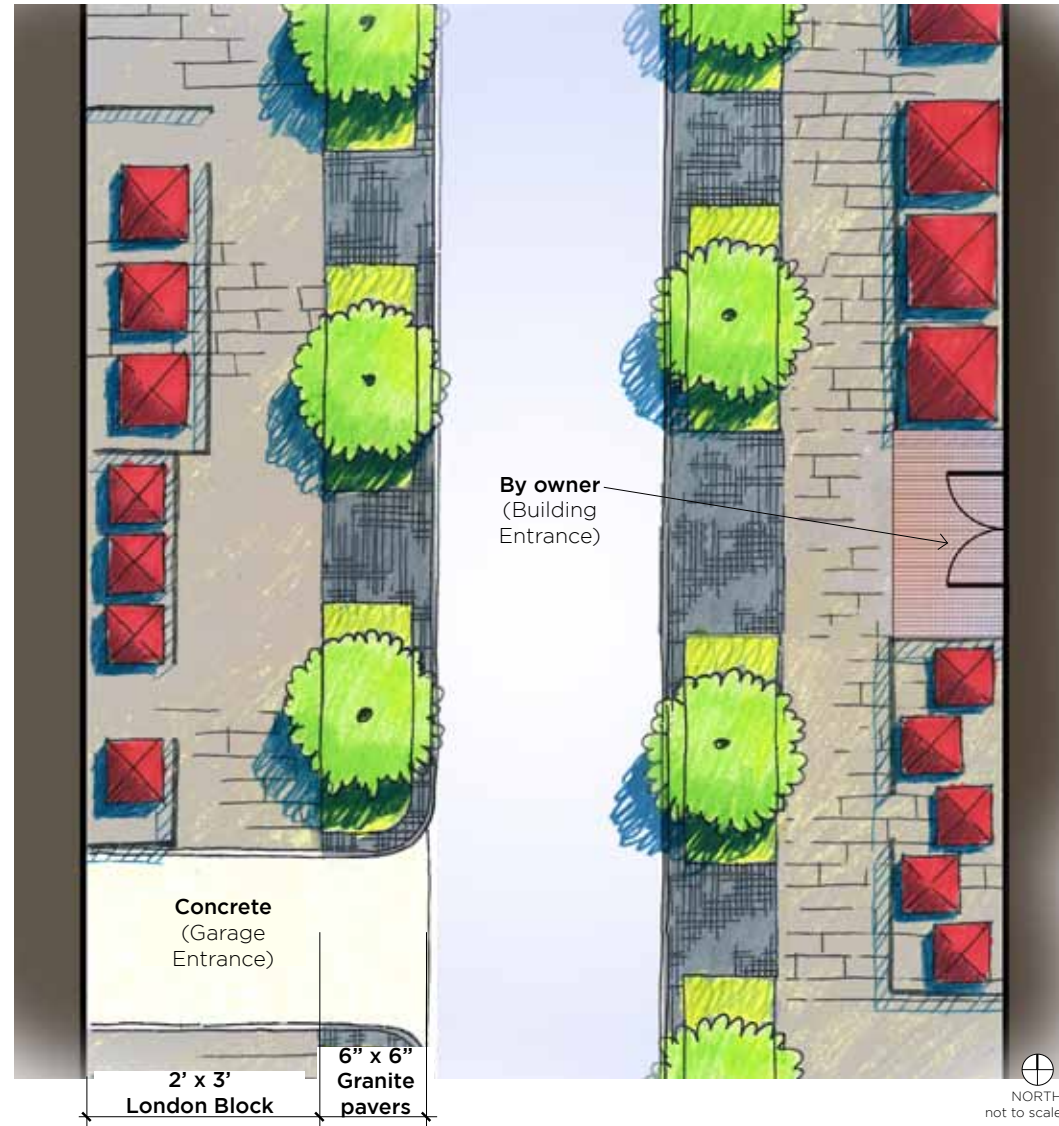
## TYPICAL PAVING



1 PAVING EDGE AT SIDEWALK ZONE PAVERS (TYP.)  
Not to Scale



2 PAVING EDGE AT GRANITE PAVERS (TYP.)  
Not to Scale







## MICRO-PARKS GOLDEN TRIANGLE

## MICRO-PARKS

Wide amenity zones provide the opportunity for micro-parks. A micro-park is a small area carved out of an amenity zone with furniture and other amenities arranged as an independent unit. Micro-parks are best suited on the North-South streets where the amenity zone is 10' wide. A micro-park can make an otherwise underused area into a creative space to gather or socialize. These types of spaces could be very attractive to ground floor tenants such as restaurants and retailers. The BID encourages one micro-park per North-South Street, evenly distributed throughout the BID.



*Connecticut Avenue at 18th Street, NW*

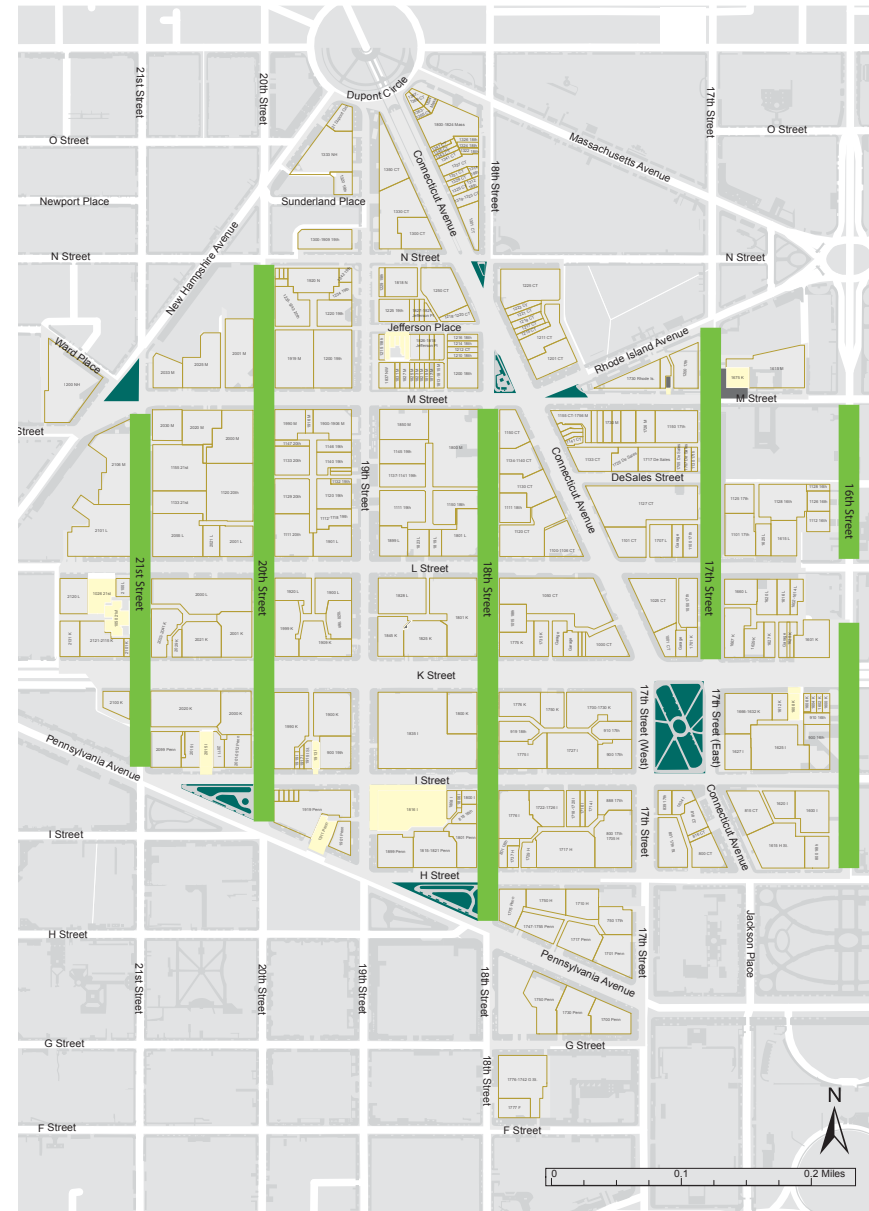
## PRECEDENT IMAGES



IMF Headquarters, Washington, DC



Mississippi Commons, Portland, Oregon



Streets identified to receive micro-parks



## SPECIAL CORRIDORS GOLDEN TRIANGLE



## SPECIAL CORRIDORS

19th Street, K Street and Connecticut Avenue are special corridors that have unique functions within the BID and the greater area. Each street has one or more design attributes specific to the area's uses that build upon the General Guidelines.

### 19TH STREET

19th Street has the characteristics of a small main street through a large part of the Golden Triangle. Wide sidewalks support outdoor cafes, bars and restaurants creating a buzz during lunch time and evenings. Although there is a change in the character of 19th Street north of M Street, the entire length of the street within the Golden Triangle from Dupont Circle to Pennsylvania Avenue has the opportunity to build on its current activity to be an outdoor retail and dining destination. The following pages show two proposed streetscape designs that adjust for the differences on either side of M Street while providing the continuity in design that will strengthen the entire street.

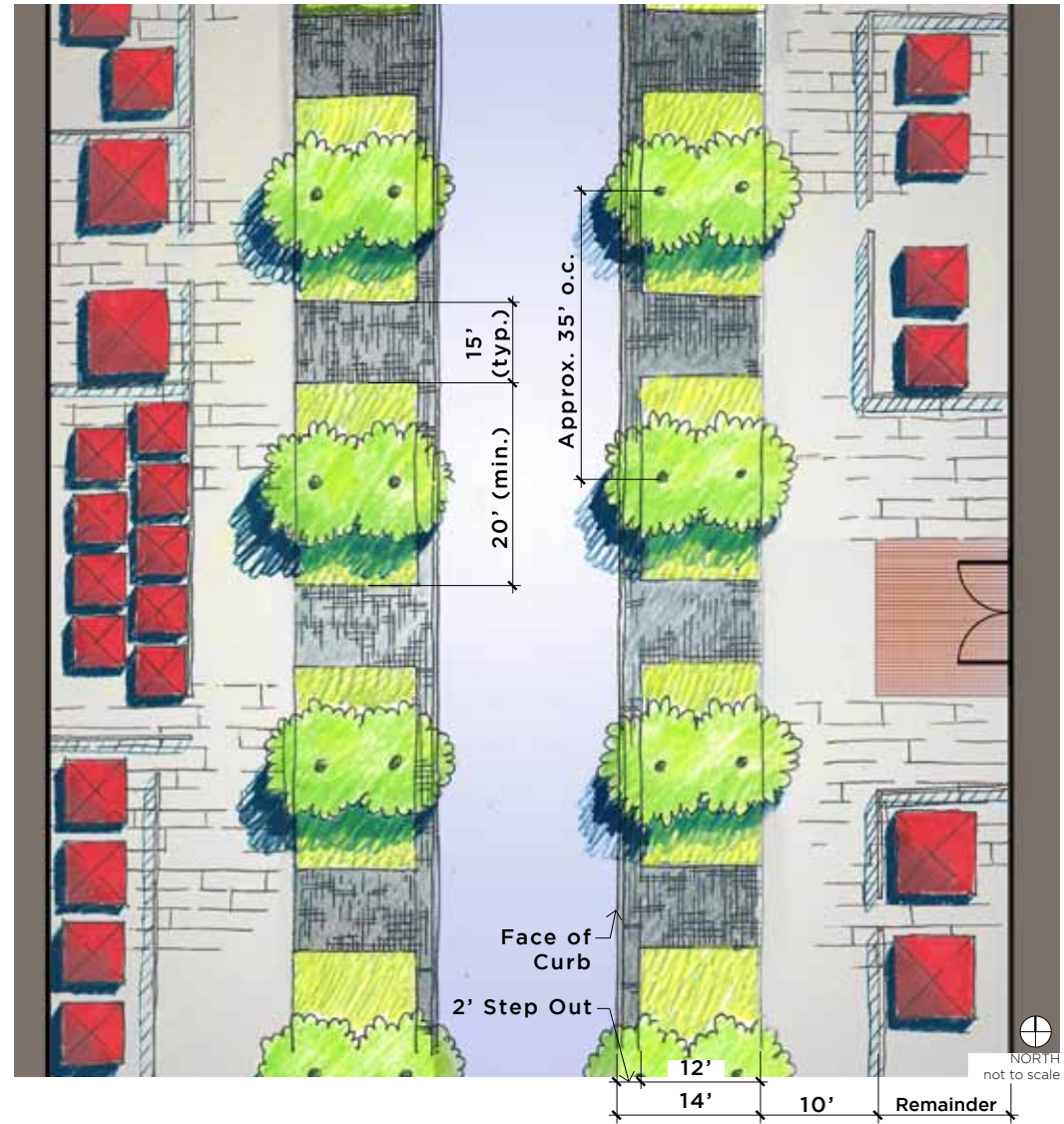


19th Street south of M Street, NW



## 19TH STREET SOUTH OF M STREET

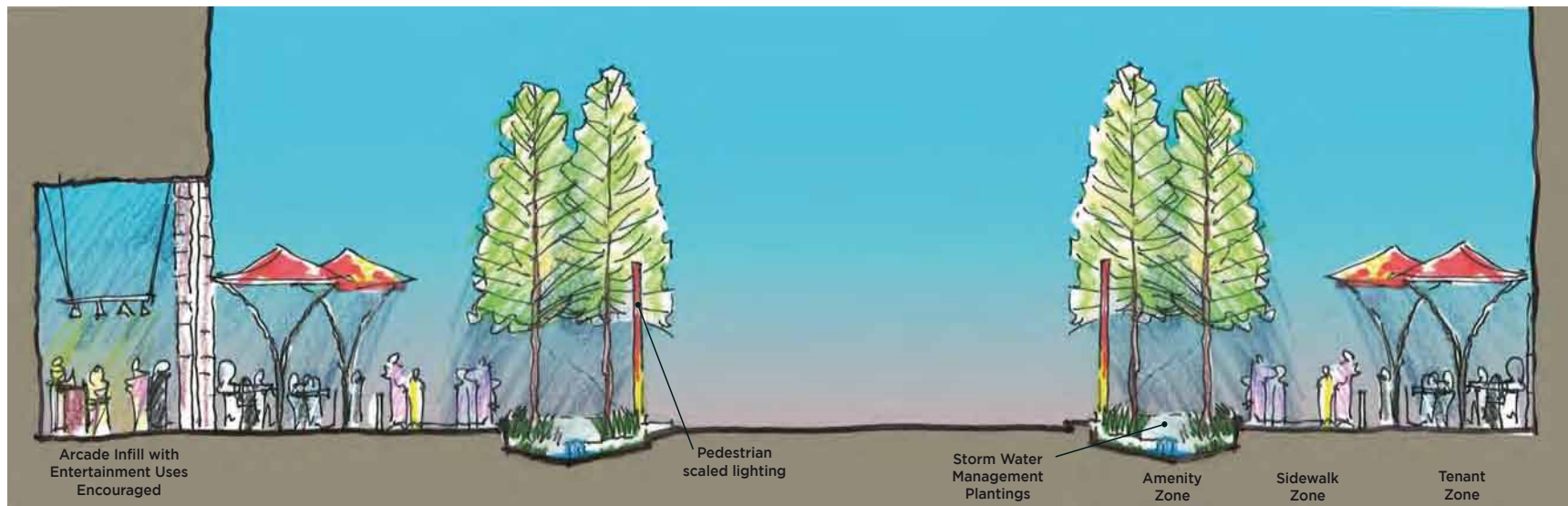
On whole, the existing setbacks on 19th Street allow for large tenant zones that provide much of the activity today. The proposed design retains these tenant zones and builds on them by creating mirroring wide amenity zones. Large planting areas (14' x 20') in the amenity zone should be used as showcases for unique and eye-catching landscaping. Integrating public art and lighting in the planting areas should also be considered.



## 19TH STREET TYPICAL SECTION SOUTH OF M STREET

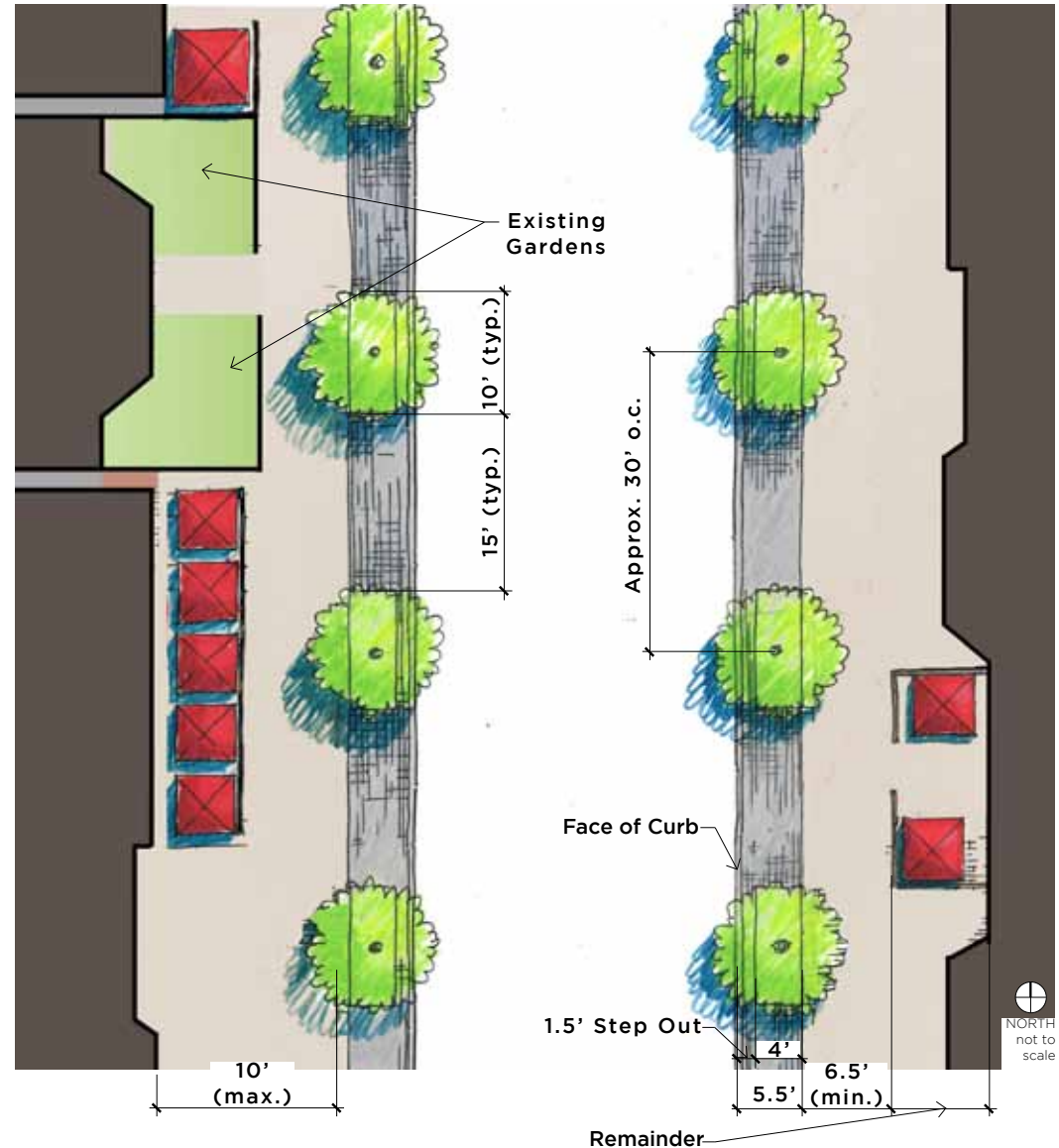
The addition of pedestrian-scaled lighting, supplemental to DDOT street lights, will assist to enliven the entertainment district along 19th Street. The selected fixtures are a light column style fixture.

Several buildings along 19th Street have ground-level arcades which are contiguous with the sidewalk. While these arcades are within the building line and outside of the public space, entertainment-related activities are encouraged within these arcades, consistent with the tenant zone. The treatment of the tenant zone should continue all the way to the face of building at ground level, within building arcades.



## 19TH STREET NORTH OF M STREET

The east side of 19th Street north of M Street is also part of the Dupont Circle Historic District. The streetscape design should incorporate the look of the historic district with the activity of 19th Street and its tenant zones when possible. Outdoor cafes should be permitted with a minimum 6.5' clear sidewalk zone with final approval from the DDOT Public Space Committee.



Connecticut Avenue and K Street are the main corridors that traverse large portions of the BID with the widest right-of-ways and highest traffic counts. These streets are also connectors to major landmarks as set out in the L'Enfant Plan. Design plans for Connecticut Avenue and K Street include unique streetscape features that relate to their original civic significance as well as their role as citywide connectors.

## CONNECTICUT AVENUE

The 2008 Connecticut Avenue Streetscape Plan proposes converting a current asphalt median to a tree-lined raised median down the avenue from K Street to Jefferson Street. The Plan also recommends a consistent paving pattern in the sidewalk and tenant zone using 2' x 3' precast concrete unit pavers. The pattern can be seen in the rendering on the following page. The width of the sidewalk on Connecticut Avenue varies block by block so the prescribed widths of the sidewalk and tenant zones used on other streets in these guidelines are not used here. The amenity zone has the same paving treatment as the rest of the guidelines: 6" x 6" permeable pavers. Construction of a portion of the median is planned for late 2010.



*Connecticut Avenue at Jefferson Place, NW*

## SPECIAL CORRIDORS

## GOLDEN TRIANGLE





*Connecticut Avenue Streetscape Rendering, HNTB 2008*

## K STREET

A full redesign of K Street from 9th to 21st Street was started in late 2009. The 30% designs reconfigure K Street with two center bus lanes that have the potential to be converted for future streetcars, two general purpose lanes and one lane for peak travel and off-peak parking/loading/valet in each direction. The sidewalk and amenity zone would be altered as bus shelters are relocated to the new center medians and Washington Globe Twin streetlights are installed. Future developments should be reflective of the 30% designs while coordinating with the General Guidelines in this document.



*K Street at 18th Street, NW*

SPECIAL CORRIDORS

**GOLDEN TRIANGLE**





*Rendering, K Street Busway, DMJM Harris 2004*



# DUPONT CIRCLE HISTORIC DISTRICT GOLDEN TRIANGLE

## DUPONT CIRCLE HISTORIC DISTRICT

The northern blocks of the Golden Triangle BID that overlap with the historic district are home to many of the BID's small restaurants and retailers. Much of the area has a more intimate feel with narrower sidewalks bringing pedestrians and potential customers closer to storefronts. While this area is part of the Historic District it is also identifiable as part of the central business district. The streetscape should integrate the historic character of the area with a design that also provides continuity with the other streets in the Golden Triangle. Although brick sidewalks are not the DDOT standard for the Dupont Circle Historic District, they are currently in place along many of the streets in the area. Brick is proposed for the sidewalk from face of building to back of curb to maintain the historic character. The Narrow Street design on the following pages is used in most of the Golden Triangle's overlap with the historic district and it shows how the two identities can be integrated in the streetscape.

Amenity zones along should be 4' wide with 3.5' x 10' tree boxes. However, a 5' clear sidewalk zone is necessary so street trees may not be viable on some sections. Structural soil should be used under the sidewalk to increase root space when possible.

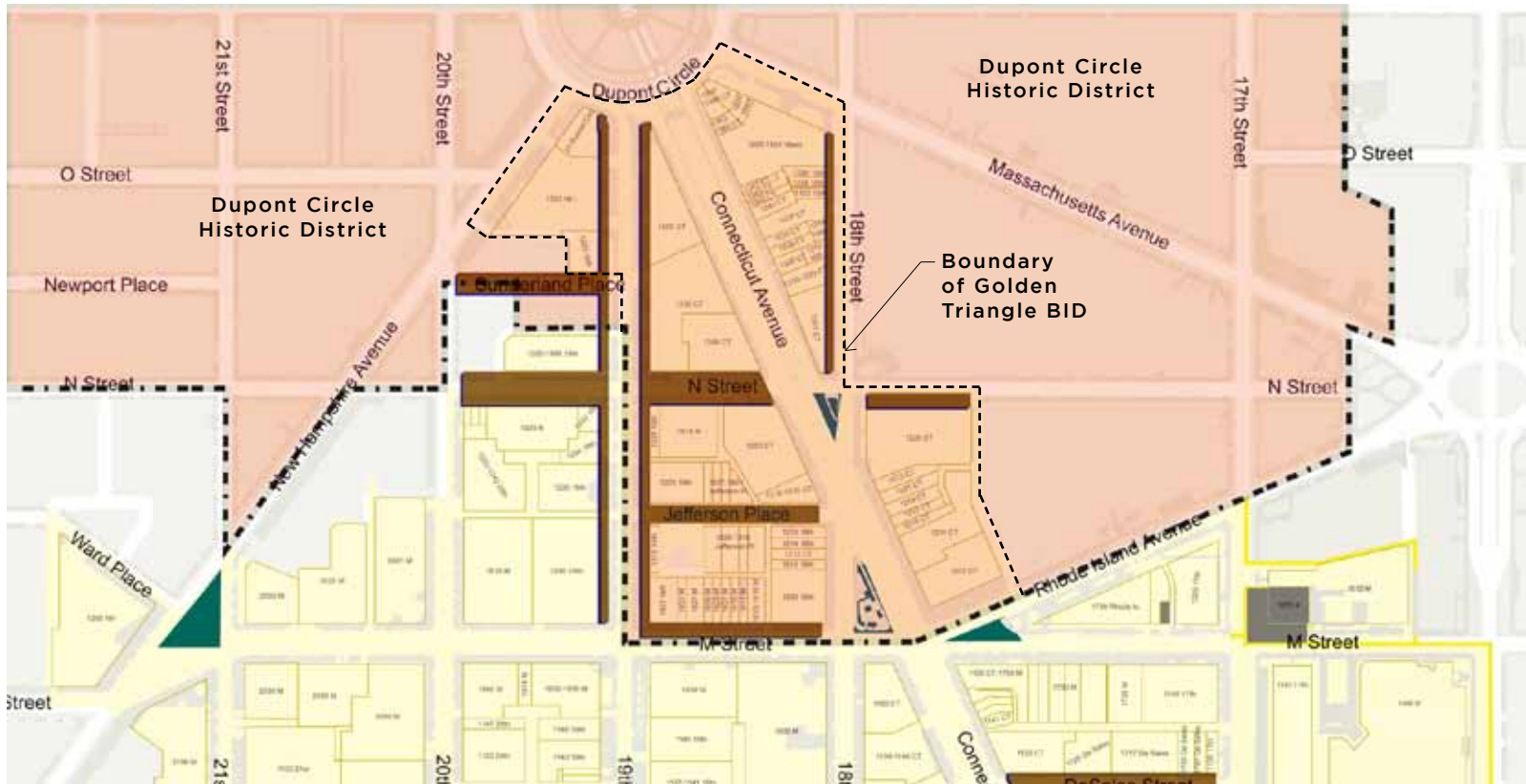


*M Street at 19th Street, NW*

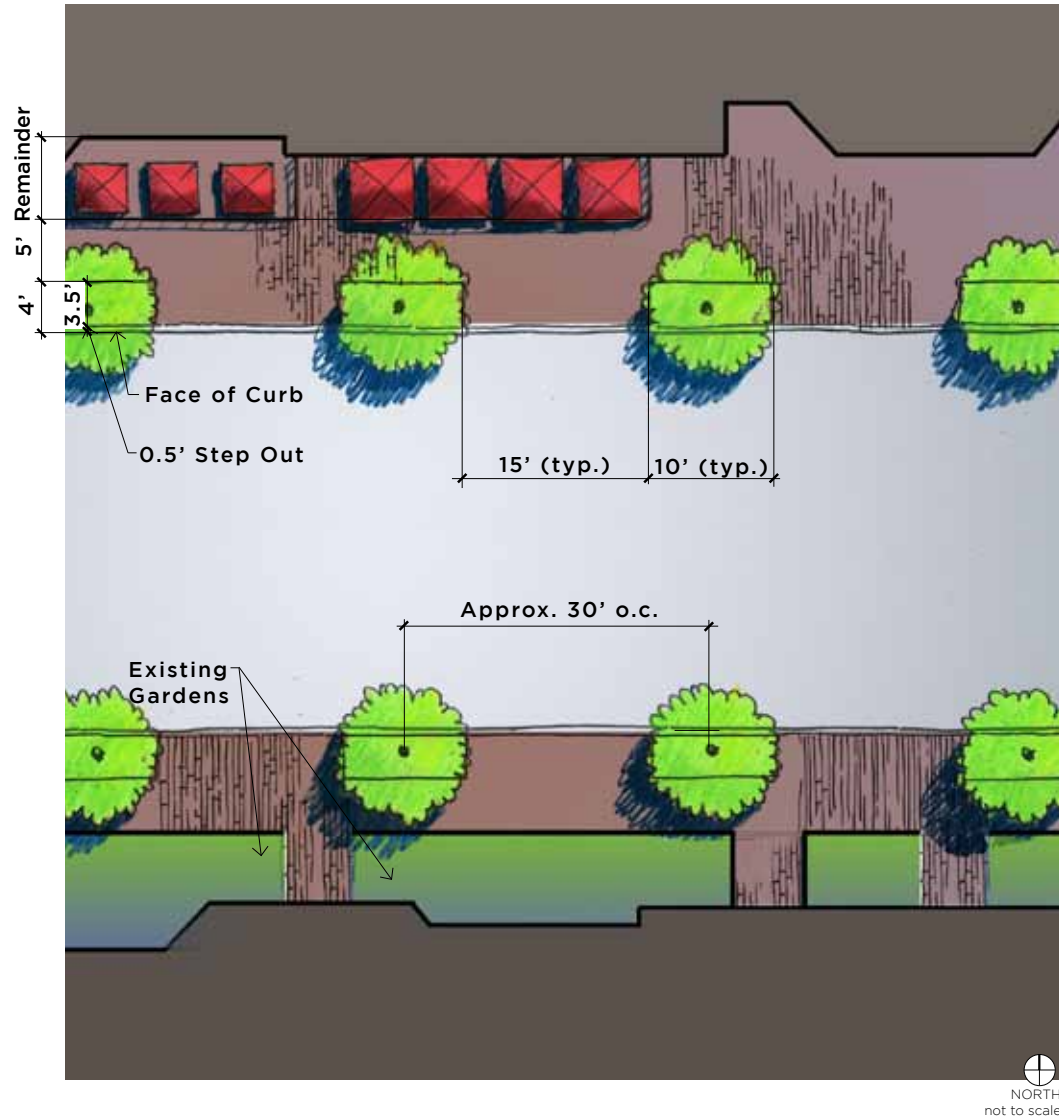
DUPONT CIRCLE HISTORIC DISTRICT

**GOLDEN TRIANGLE**



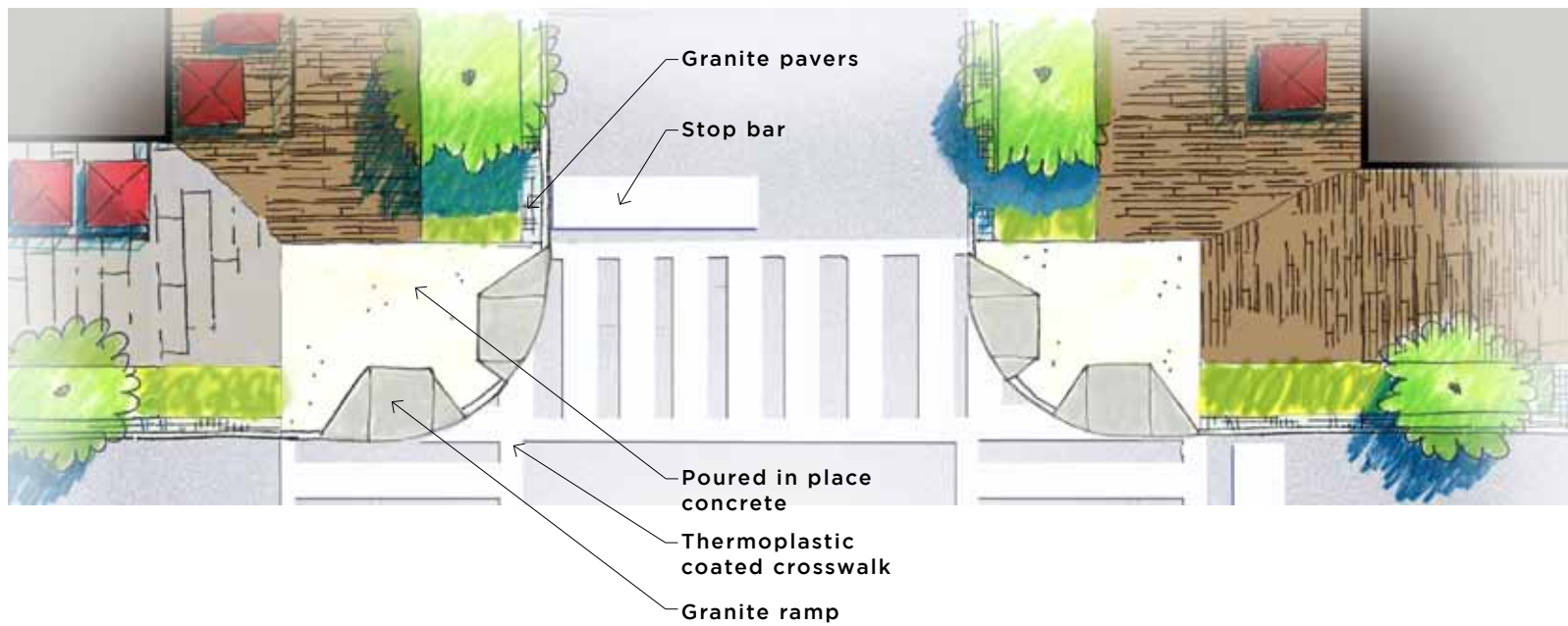


## TYPICAL NARROW STREETSCAPE





TRANSITION AT 19th STREET  
NORTH OF M STREET



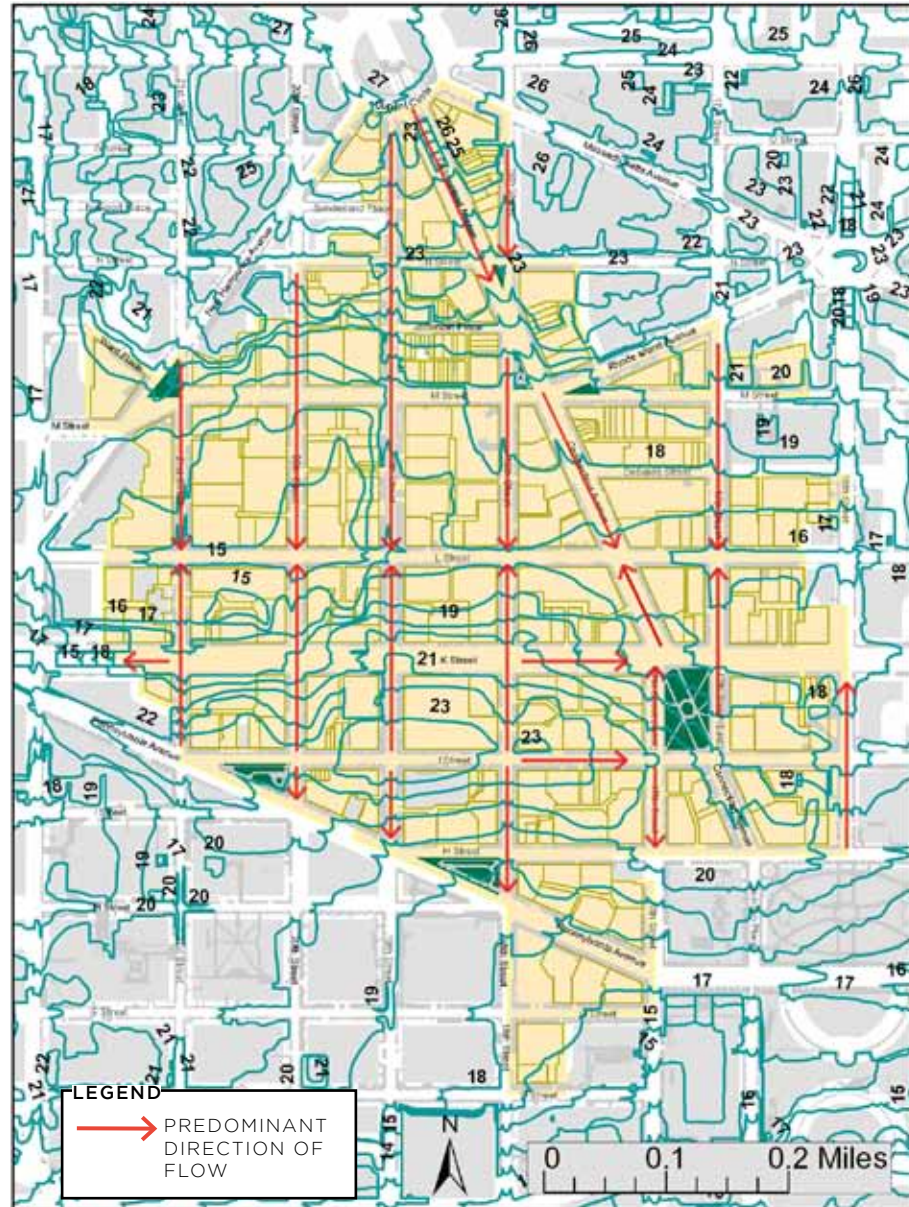


# STORMWATER MANAGEMENT LANDSCAPING **GOLDEN TRIANGLE**

## STORMWATER MANAGEMENT LANDSCAPING

Some of the factors that help determine the location and design of stormwater projects are the nearby topography and existing catch basins, future maintenance and the desired aesthetic. This map shows the high points in the area including Dupont Circle, Scott Circle, Washington Circle, and the intersection of 19th and I Street. The Golden Triangle can work with its members to determine appropriate locations and designs.

The Golden Triangle BID encourages responsible treatment of stormwater within the BID, consistent with current best management practices and per DC Department of Environment recommendations, especially as the bid is within a combined sewer area (all stormwater within the BID flows into the sewer, rather than into dedicated stormwater piping). Opportunities for stormwater treatment within the BID include tree planters and micro-parks; most opportunities are along north-south streets, as water will be more easily collected through curb slots on sloping streets, and as north-south streets generally have more space available for stormwater plantings. In addition to slowing and filtering water, stormwater plantings promote a better growing environment for street trees than conventional tree planting spaces.





## PRECEDENT IMAGES



*Columbus, Ohio*



*Columbus, Ohio*



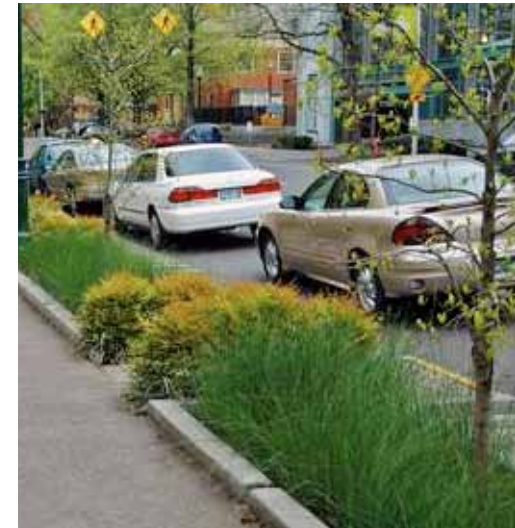
*Portland, Oregon*



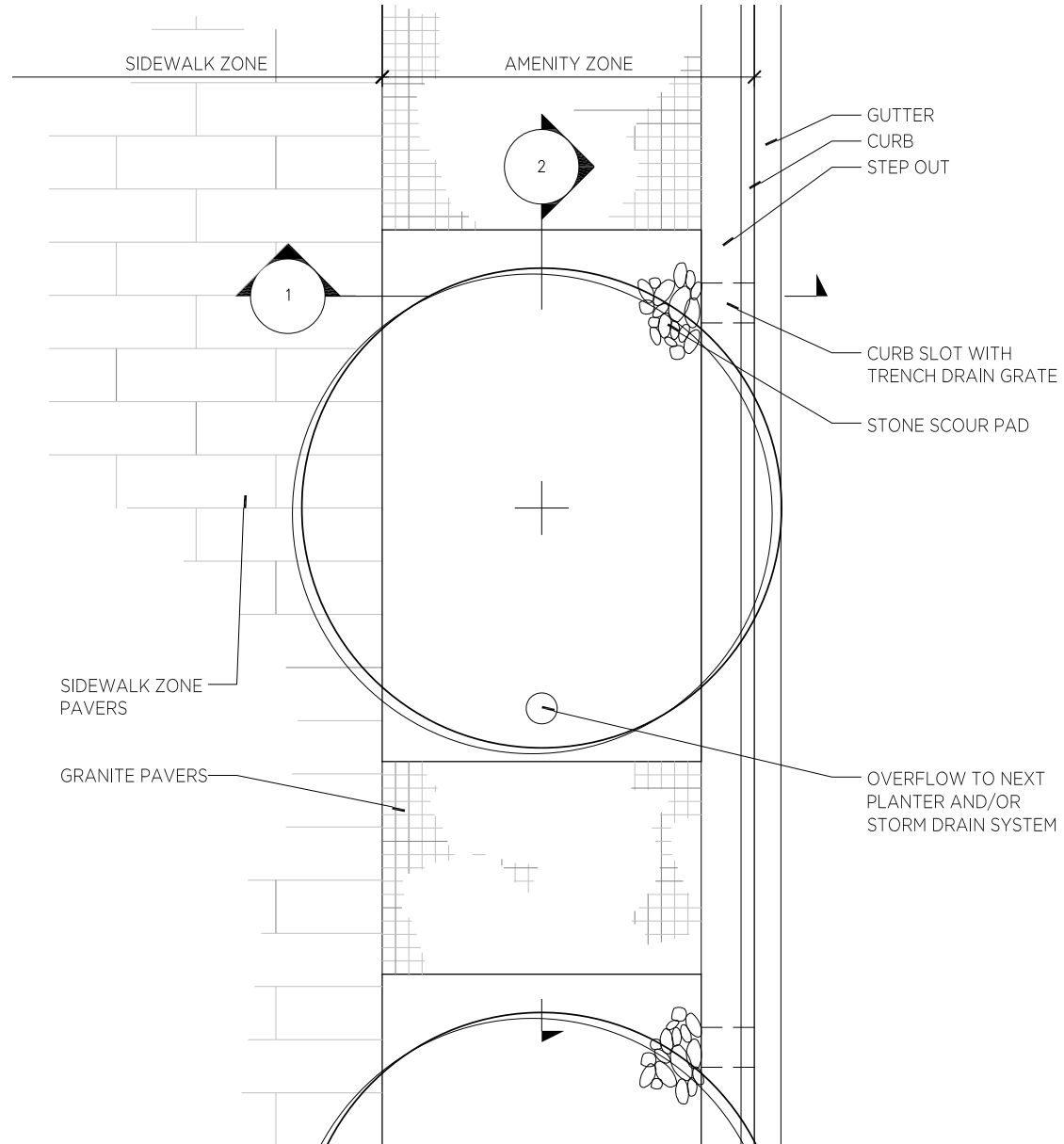
*Columbus, Ohio*



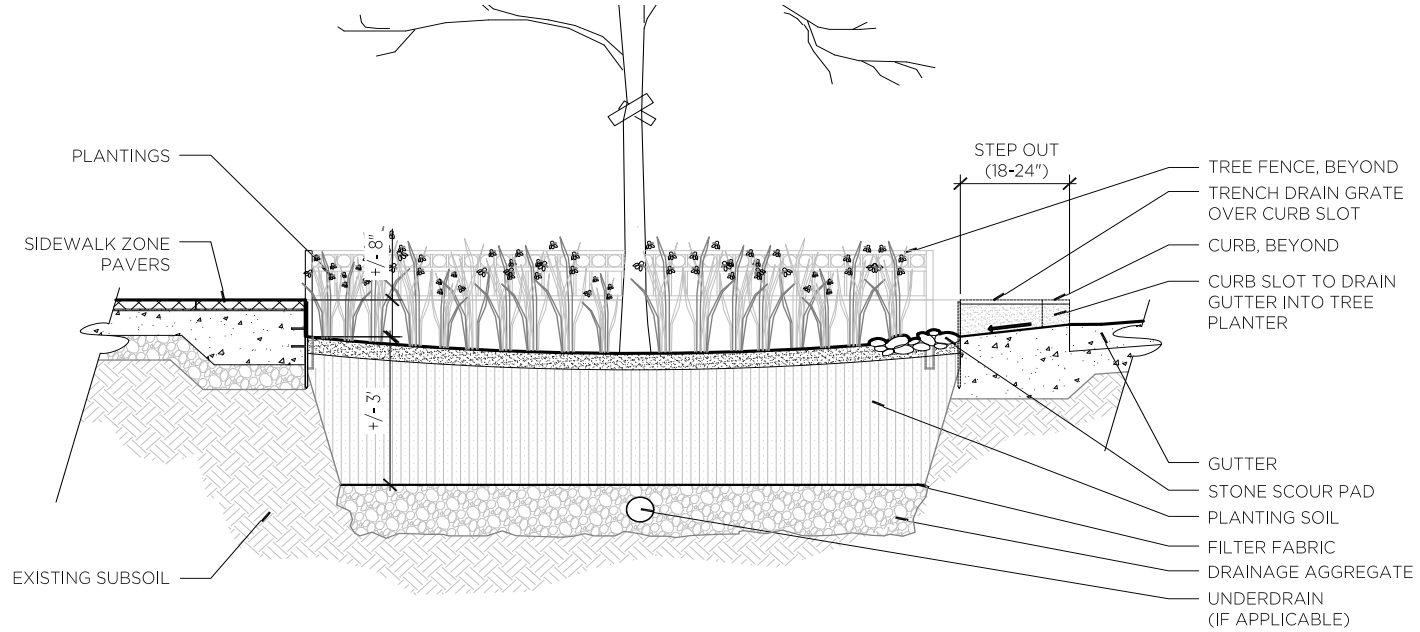
*Columbus, Ohio*



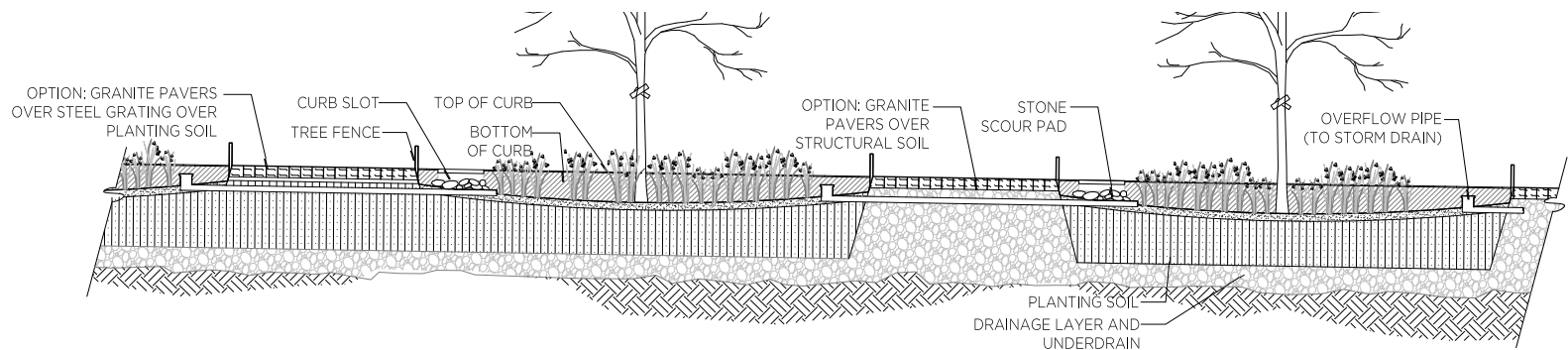
*Portland, Oregon*







1 STORMWATER MANAGEMENT TREE PLANTER CROSS SECTION (TYP.)  
Not to Scale



2 STORMWATER MANAGEMENT TREE PLANTER LONGITUDINAL SECTION (TYP.)  
Not to Scale

