The 13th Street promenade to the west of the Town Center, refers to the green strip that extends from Building 1 nearly to Elder Street, exposing an historic architectural element that was once hidden: the Building 1 rear facade. This open space is framed by buildings to the east and west and is focused on Building 1 as its historic terminus and has the potential to become a campus setting or intimate park.

Place Making

Amenities

In the Town Center, water features, decorative signage, and native plantings would help activate the front door to Georgia Avenue and create an exciting environment that both visitors and neighborhood residents alike can enjoy year-round. Pavilions would further help activate the space.

In addition to the actual Town Center, the 13th Street promenade and the rooftop courtyard between 12th and 13th Streets are open spaces suitable for passive recreation.

Building orientation

In order to keep all sides of the buildings lively, the buildings framing the Town Center on Elder, Dahlia and 12th Streets will have no blank walls: one "front" faces the Town Center and the other "front" faces the street. Major retail entrances for the rest of the area should be located on 12th and 13th Streets, while residential entrance lobbies should front along Dahlia and Elder Streets. Minor retail entrances should be intertwined with the residential entries if needed. The intent is to create a nearly-continuous, pedestrian active edge, comprised of glass storefronts and entrances leading to proposed uses.

Height and massing

To create continuity with the existing context, new construction should compliment the historic context of Building 1 and the surrounding community. For example:

- Preserve the existing mature tree cover and create an open space (the actual Town Center) across the existing row of townhomes on Georgia Avenue (as seen "Exhibit 4-116: Town Center Site Section" on page 86).

Figure 4-113: **13th Street "Promenade".** *Source: Perkins+Will and Lee & Associates, Inc.*

Figure 4-114: **1950's view looking north of Building 1 and 13th Street.** *Source: AFIP.*

- Stagger the heights of the two buildings across from the townhomes on Georgia Avenue so that they are taller on 12th Street and shorter on Georgia Avenue (as seen "Exhibit 4-116: Town Center Site Section" on page 86).
- All retail should have access and frontage at street grade, with minimum 14 feet ceiling heights (as seen in "Exhibit 4-116, Exhibit 4-117, Exhibit 4-119 and Exhibit 4-120" on pages 86 and 87).

The central retail space(s) (between 12th and 13th Streets) could potentially be sunk halfway below grade in order to have building heights that respect the historic context of Building 1 and the surrounding community. This would yield a 30-foot (approximately) ceiling height for main spaces that are accessed from street grade by a 15-foot ceiling height (approximately) mezzanine. This would result in both a retail presence at street grade and a tall enough ceiling to handle large format destination retail.

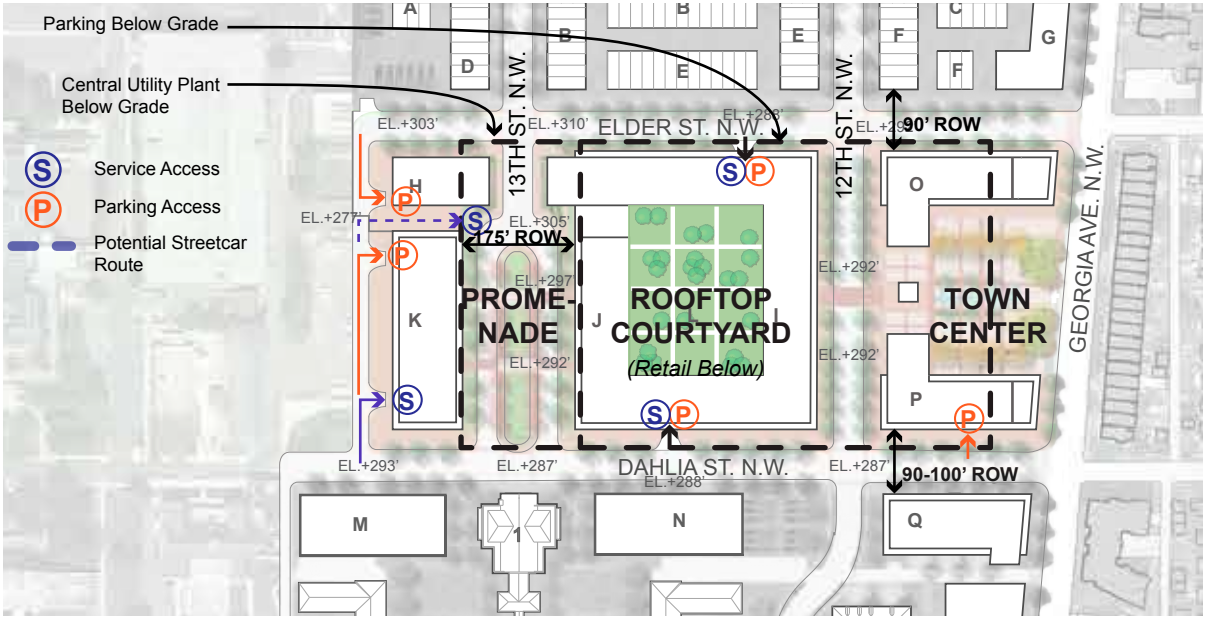


Exhibit 4-115: **Sub-Area Plan 2.** *Source: Perkins+Will.*

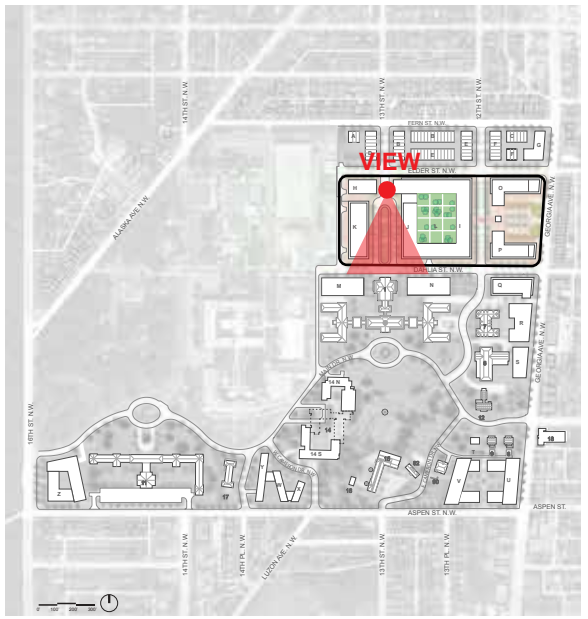


Exhibit 4-116: **View of the "13th Street Promenade" and Key Plan for "Sub-Area Plan 2".** *Source: Perkins+Will.*

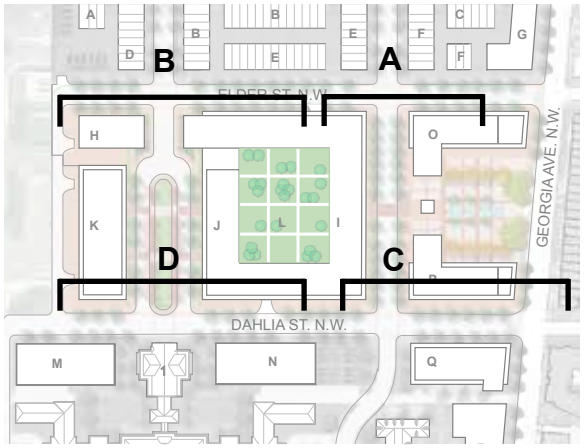


Exhibit 4-119: Site Sections Key Plan - Town Center. *Source: Perkins+Will*

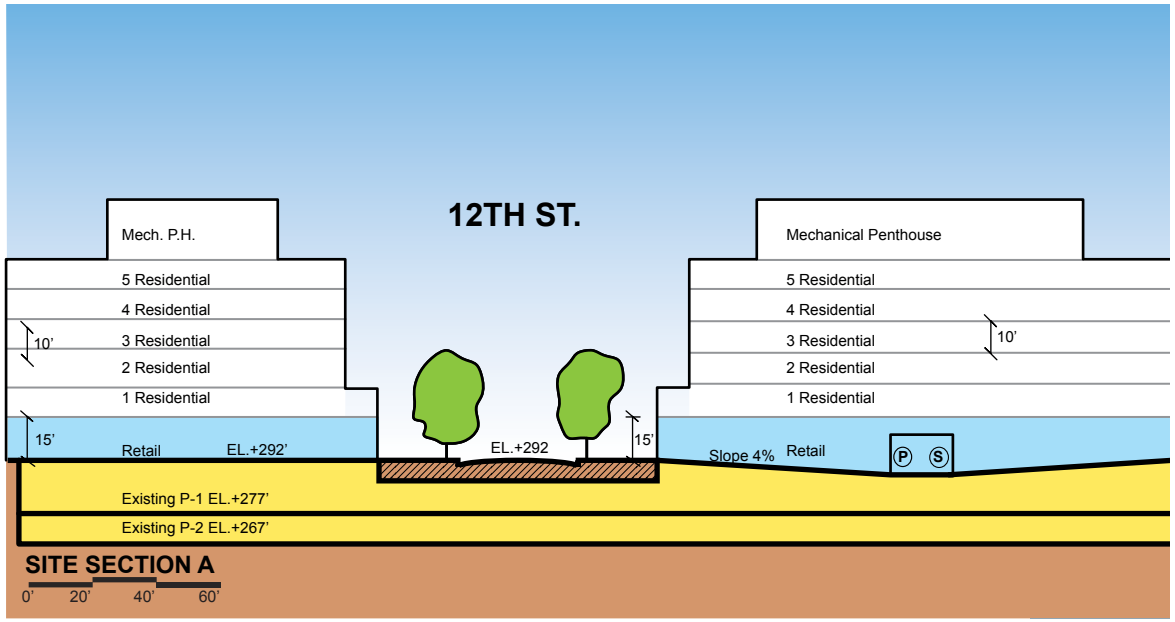


Exhibit 4-118: Town Center Site Section. *Source: Perkins+Will.*

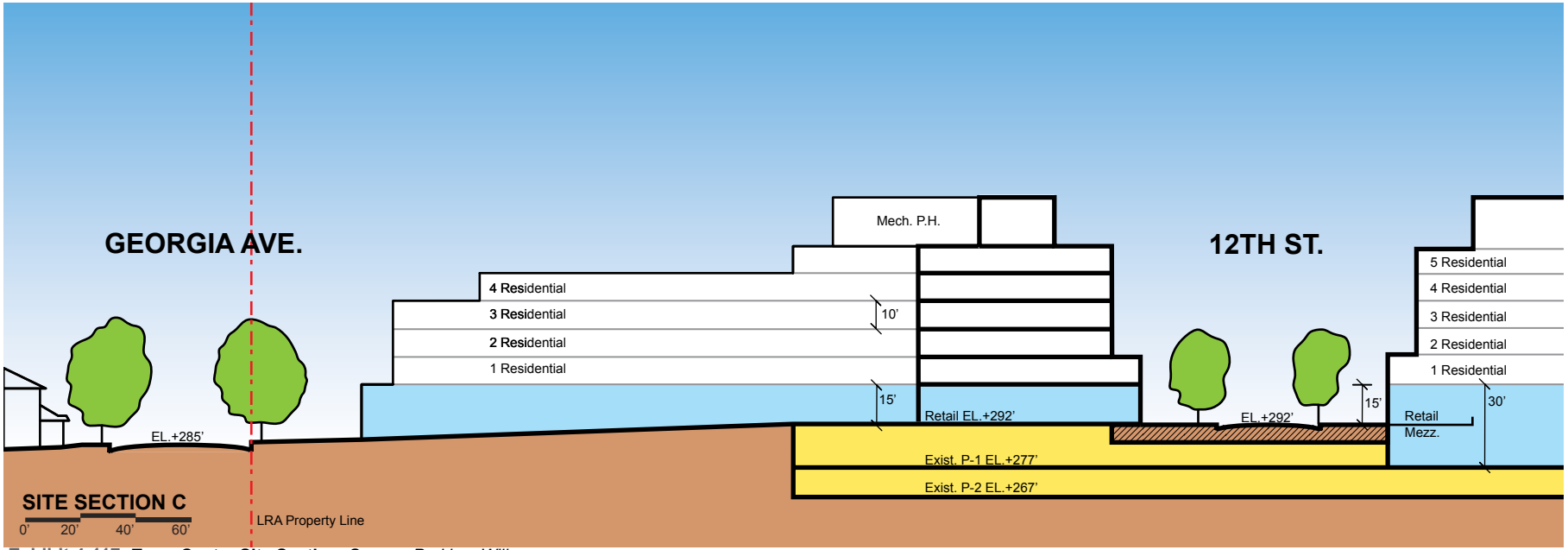


Exhibit 4-117: Town Center Site Section. *Source: Perkins+Will.*

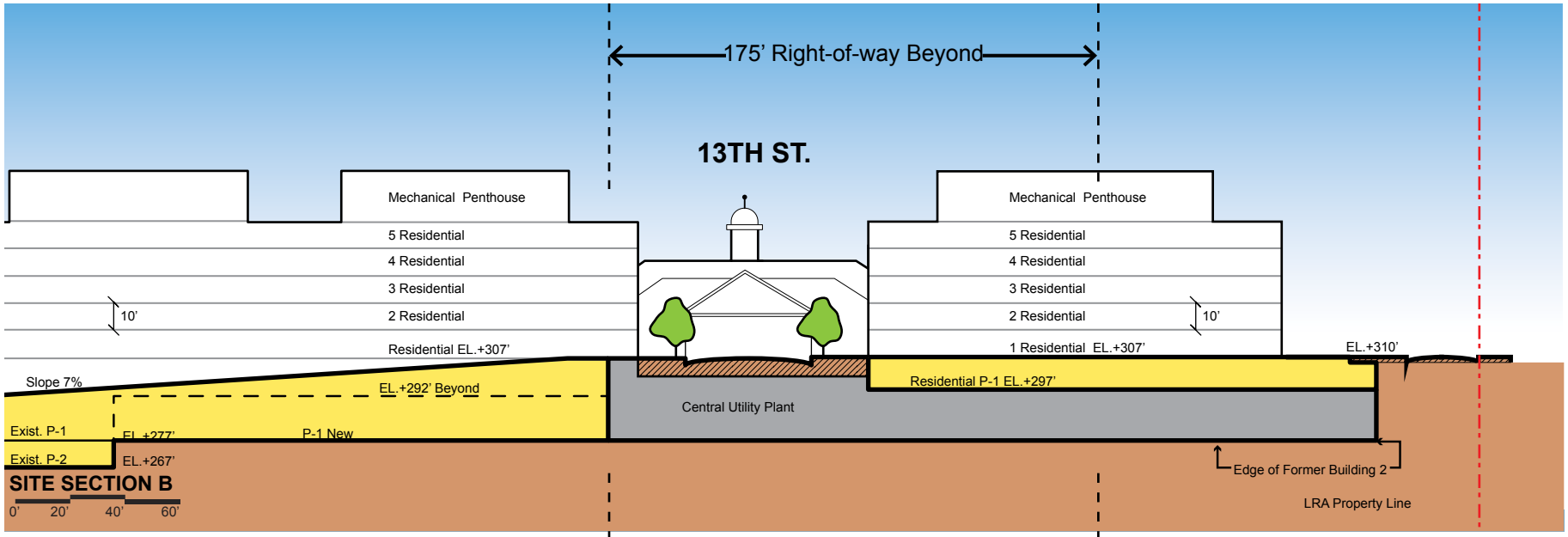


Exhibit 4-120: Town Center Site Section. *Source: Perkins+Will.*

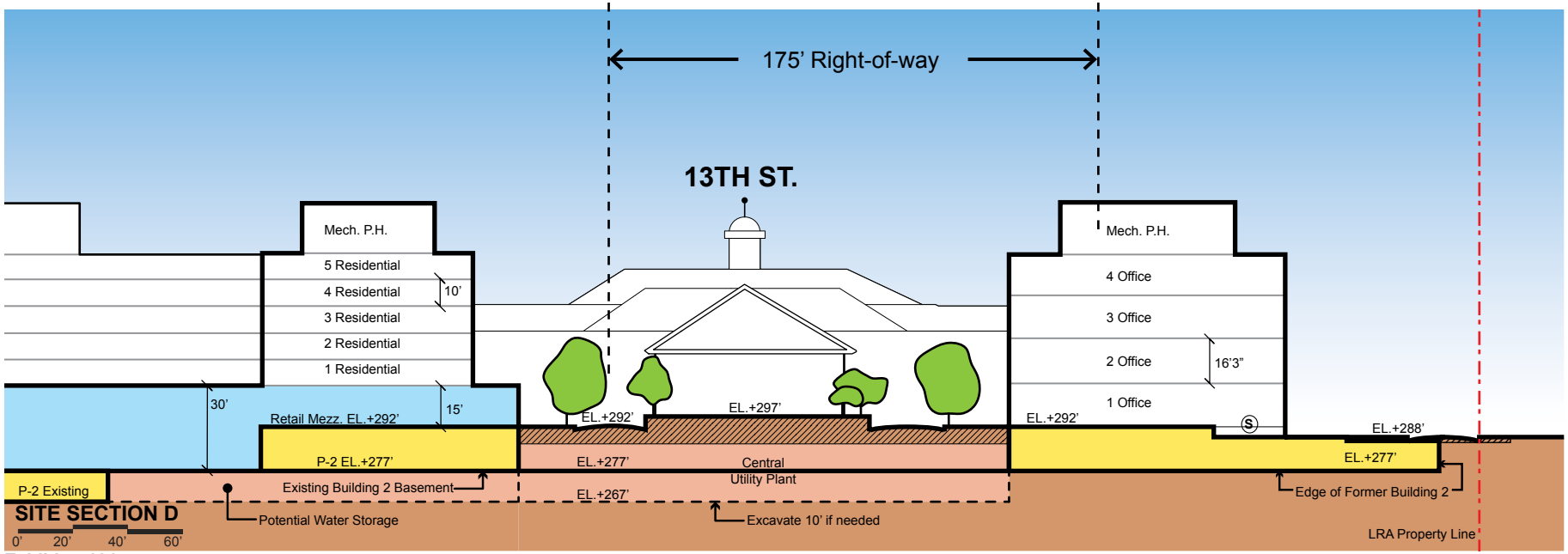


Exhibit 4-121: Town Center Site Section. *Source: Perkins+Will.*

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. The SAP proposes a minimum of 175-ft ROW for 13th Street to accommodate the promenade park and to accentuate the reclaimed vista to Building 1.
- **Pedestrian Zone**: Explore the creation of a pedestrian zone that is a minimum of 20 feet 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 adjacent to 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**: Pedestrians and bicyclists move primarily on the street grid. The streets in this sub-area should have designated bicycle lanes as well as sidewalks on both sides of the street.

A. 12TH STREET SECTION

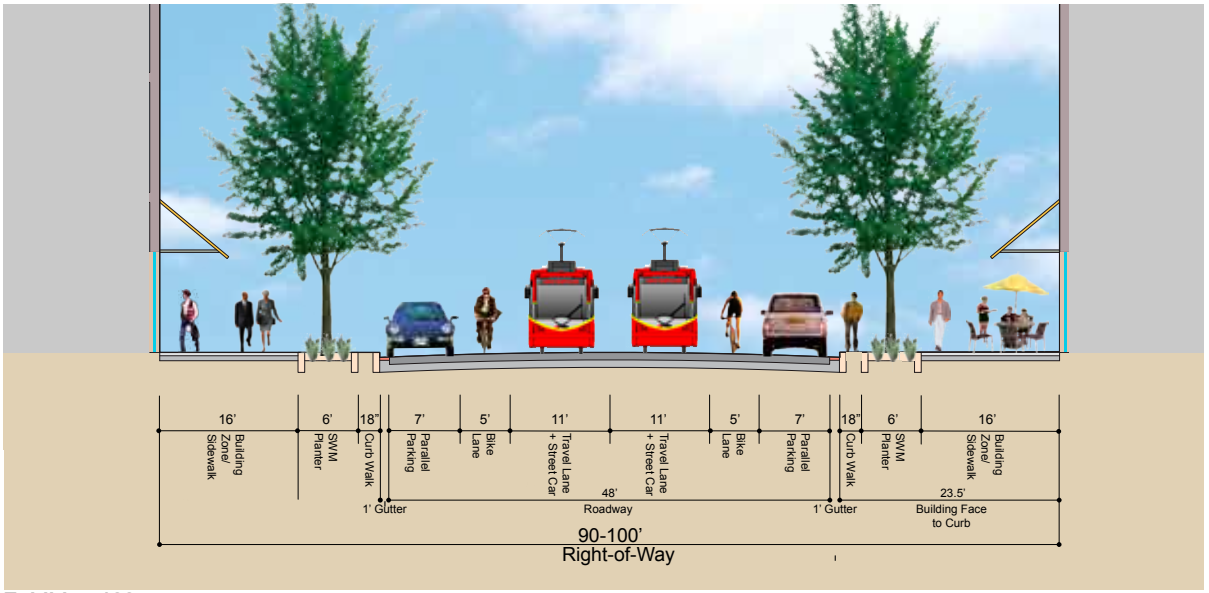


Exhibit 4-122: **A. 12th Street Section.** *Source: Lee & Associates, Inc.*

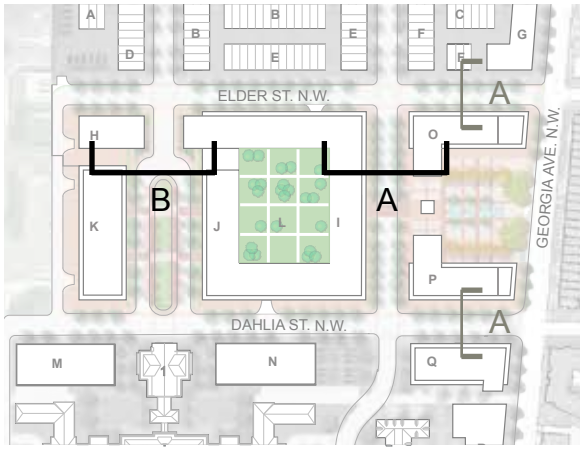


Exhibit 4-124: **Street Sections Key Plan - Town Center.** *Source: Perkins+Will*

B. 13TH STREET SECTION

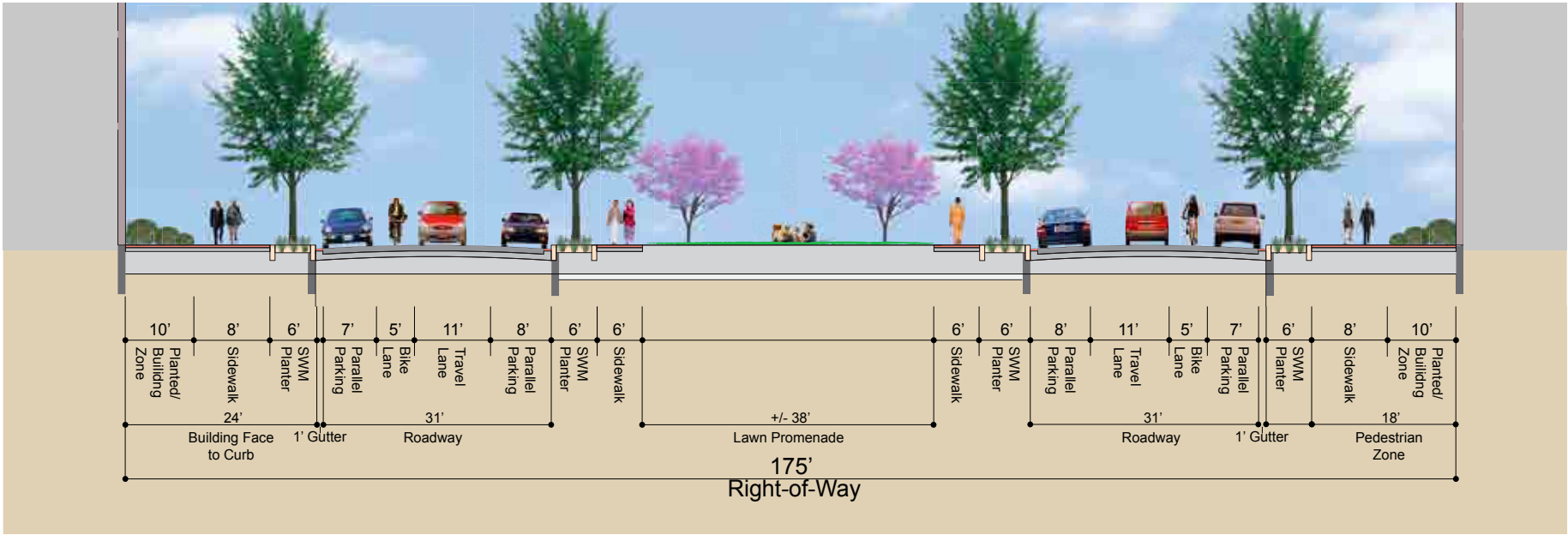
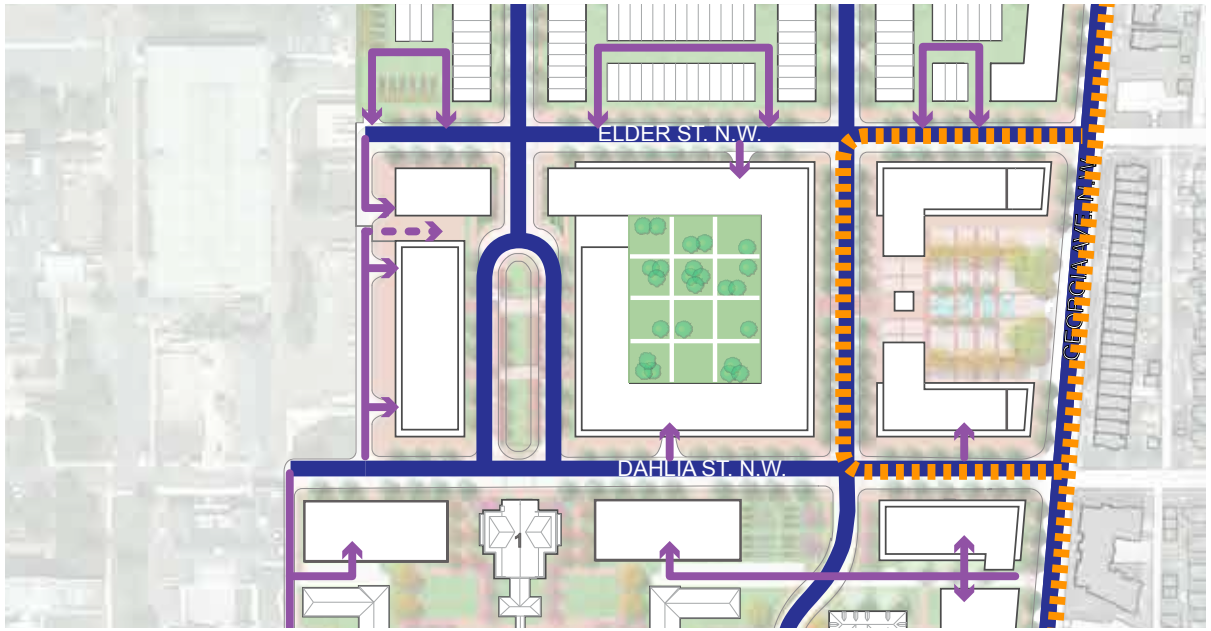


Exhibit 4-123: **B. 13th Street Section.** *Source: Lee & Associates, Inc.*

- **Pedestrians**: The Town Center's proposed character should be permeable and allow pedestrian connectivity between 12th Street and Georgia Avenue and between Dahlia and Elder Streets. There is also potential for pedestrian mid-block crossings, as appropriate per DDOT's standards, between 12th and 13th Streets. Depending on the future uses, this could happen via naturally-lit arcades cutting through the block.
- **Loading and Service**: Major parking garage and service entries should be consolidated and located on Dahlia and Elder Streets. Loading docks should be concealed inside buildings and hidden from public view. A service road adjacent to the LRA boundary line between Elder and Dahlia Street could serve the potential central utility plant below 13th Street and provide parking access to the buildings west of 13th Street.
- **Parking**: The existing 2-level, below grade, parking garage, formerly serving Building 2, is suitable for reuse and can accommodate 1,000 spaces. Additional parking, as required, can be accommodated below grade in new buildings west of 13th Street. On-street parking should be permitted on all streets in this sub-area. Surface parking lots should be discouraged. (See the Transportation Impact Study, Appendix C, for more information).

Infrastructure

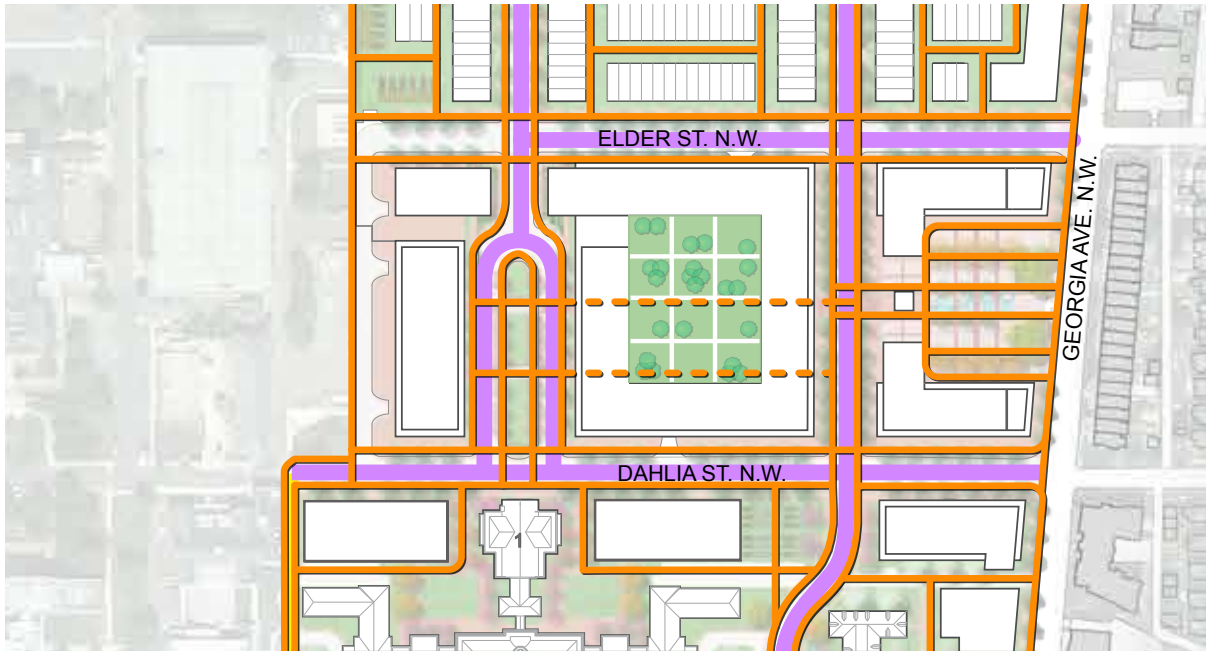
As outlined in the Reuse Plan, this sub-area would be the location of the largest infrastructure component on the Site, the new Central Utility Plant (CUP). The CUP would be built in the footprint of the demolished Building 2. The parking garage just east of Building 2 will be reused as this area is redeveloped. This results in the retention of valuable floor area below grade without the expense of major excavation. This area could be part of the sustainable infrastructure, with space for central utilities and cogeneration plant, water storage and treatment, and parking use. Part of this sub-surface area also results from the steep change in grade on the 13th Street extension from Fern Street to Dahlia Street, which amounts to over 30 feet. As the new 13th Street is laid down to match existing grades, an approximate 30-ft height space is left below grade. Pursuant to the Reuse Plan, this SAP recommends to place the central utility plant in that area, perhaps with minor additional excavation as needed, and concealing it beneath the 13th Street promenade park.



VEHICULAR MOBILITY

- Street
- Service and/or Parking
- Potential Streetcar

Exhibit 4-126: **Vehicular Mobility - Town Center.** *Source: Perkins+Will.*



PEDESTRIAN AND BICYCLE MOBILITY

- Pedestrian
- Proposed On-Street Bicycle Lane

Exhibit 4-125: **Pedestrian and Bicycle Mobility - Town Center.** *Source: Perkins+Will.*

3. INSTITUTIONAL CORE

Vision & Character

The Institutional Core sub-area is located at the center of the Site, between Main Drive and Dahlia Street. It is bounded on the west by the DOS property and fronts Georgia Avenue on the east. This sub-area contains three existing buildings, two of which (Buildings 1 and 7) are eligible for listing on the National Register of Historic Places.

Building 1 is where the historic legacy of Walter Reed will remain. The Reuse Plan recommends restoring Building 1's original 1910 axial footprint, by demolishing its modern additions and restoring building elements that would be better suited for academic or corporate uses. An existing formal, academic setting prevails in this area largely due to the axial arrangement of buildings, the historic nature of those buildings, and the green, campus-like areas surrounding them.

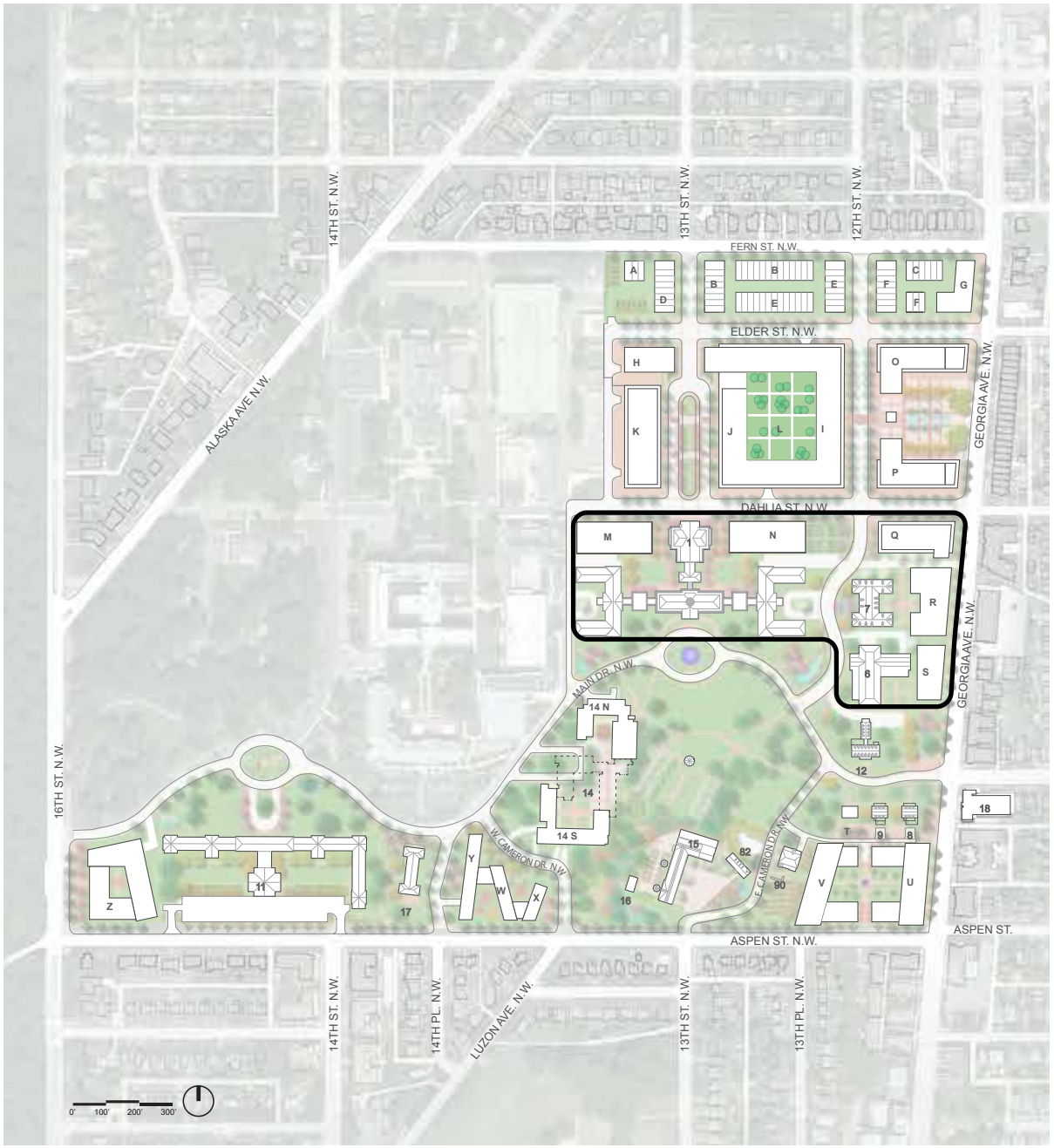


Exhibit 4-127: Sub-Area Key Plan - Institutional Core. *Source: Perkins+Will.*

Figure 4-128: **View of the axial relationships in the Institutional Core.**

Figure 4-129: **View of Building 1 from the Great Lawn.**

Placemaking

Amenities

The integration of urban agriculture, in the form of a community garden at the southwest corner of the Dahlia and 12th Street intersection, which will be accessible to both the new and existing community alike, will be a key amenity to this sub-area (as seen in "Exhibit 4-129: Sub-Area Plan 3").

This sub-area should be designed with ample green areas, particularly in the wide right-of-way at 12th Street, so as to maintain and reinforce the prevailing campus setting. The historic buildings add character and serve as a pleasant back-drop to the campus setting and open space to be located in this sub-area.

Additionally, the Reuse Plan's proposed health-care uses in Buildings 6 and 7 would fit well with this area of the Site, given Walter Reed's historic legacy and the proximity to Cameron Glen, a healing open space.

Building Orientation

Pursuant to the Reuse Plan recommendations, there are two buildings that could be built straddling the north wing of Building 1 (Buildings M and N) and three proposed buildings fronting Georgia Avenue (Buildings Q, R and S). The two buildings near Building 1 would have frontage on Dahlia Street and are expected to have uses complementary to Building 1. Of the three buildings fronting Georgia Avenue, one also has frontage on Dahlia Street. Per the recommended uses for this building, one possibility could be to have residential lobbies on Dahlia Street and retail frontage on both Georgia Avenue and Dahlia Street.

The other two Georgia Avenue buildings, R and S, as seen in "Exhibit 4-130: Street Sections Key Plan - Institutional Core", could form a potential quad layout with Buildings 6 and 7, which may be occupied by Howard University through a Public Benefit Conveyance. The Reuse Plan program recommended Building S as medical office, which could potentially be complementary to the Howard University uses. The area between these buildings should be designed to feel like "center of the block" buildings, with no solid walls, rather than the "back of the block" buildings; there should be courtyards or public open spaces thus inviting pedestrian activity.

Height and massing

The height of the two buildings straddling the north wing of Building 1 (Buildings M and N) should not overpower or compete with the historic nature of the Building 1 rear/north façade, which is planned to become the terminus of the 13th Street vista. Their massing should consider giving "breathing room" or open areas between the buildings that will allow for both indoor and outdoor natural light and inviting pedestrian access to any potential courtyard that could be created as a result of new construction.

The three buildings fronting Georgia Avenue are expected to be taller; 4 to 7 stories per building as shown in the proposed Comprehensive Land Use Plan (see section 3.1) which should be aligned with the existing context of Georgia Avenue.

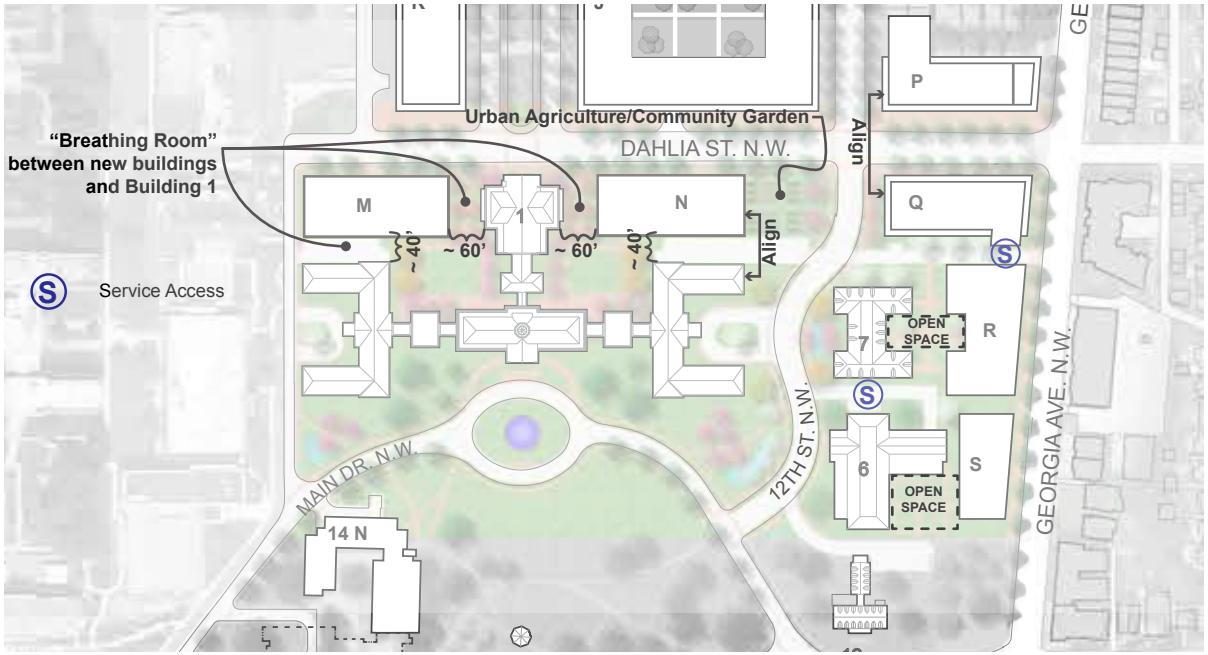


Exhibit 4-130: Sub-Area Plan 3. *Source: Perkins+Will.*

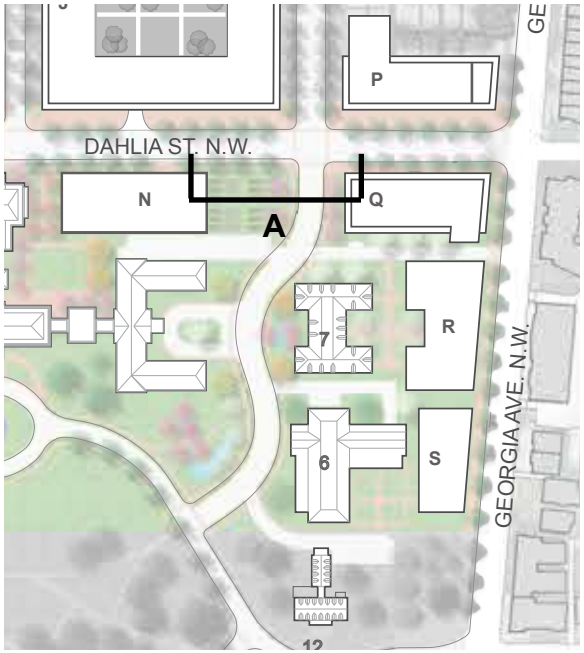


Exhibit 4-131: Street Sections Key Plan - Institutional Core. *Source: Perkins+Will*

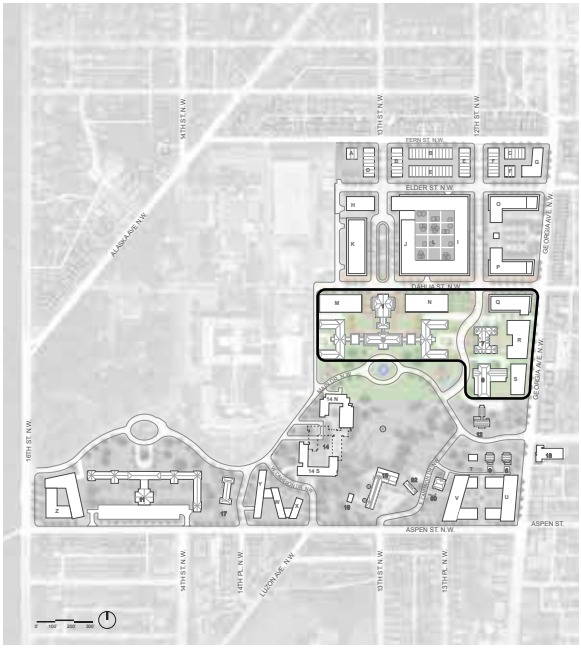


Exhibit 4-132: Sub-Area Key Plan 3. *Source: Perkins+Will.*

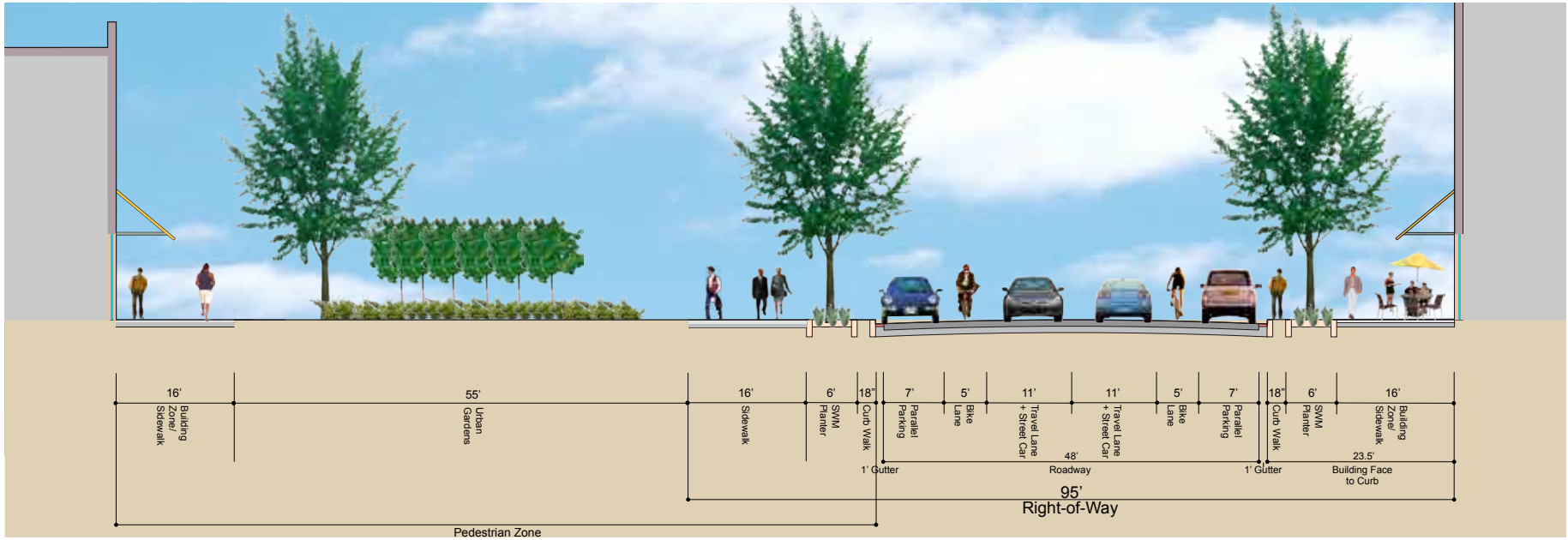
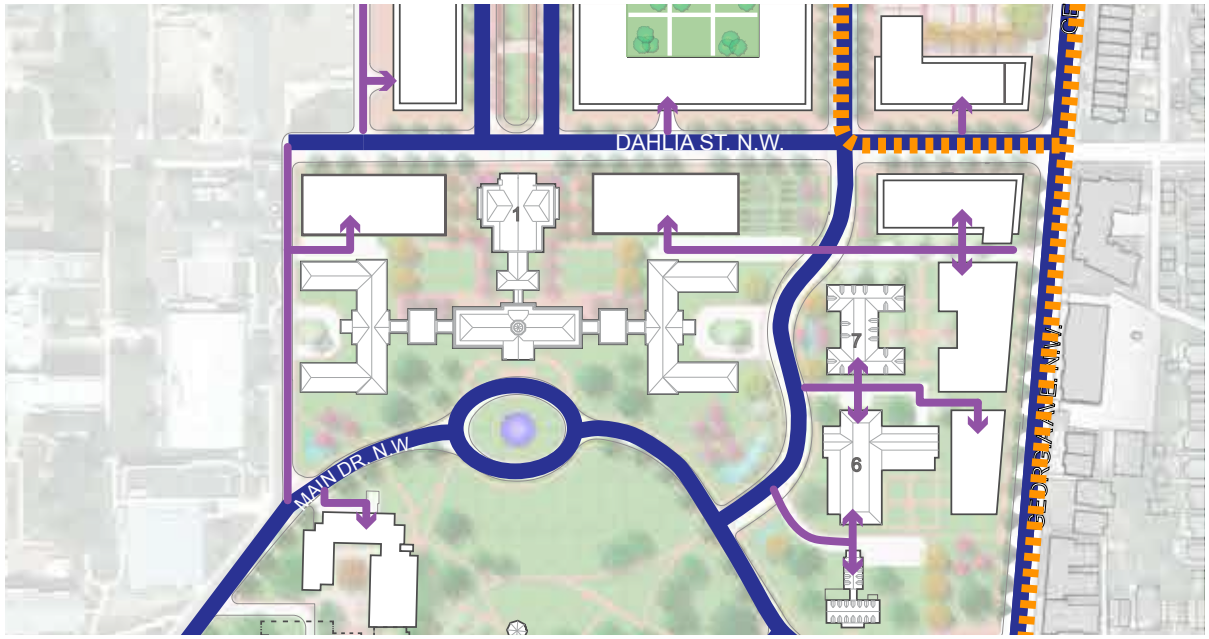


Exhibit 4-133: Street Section A. *Source: Perkins+Will.*

Public Realm

The following are basic guidelines 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:

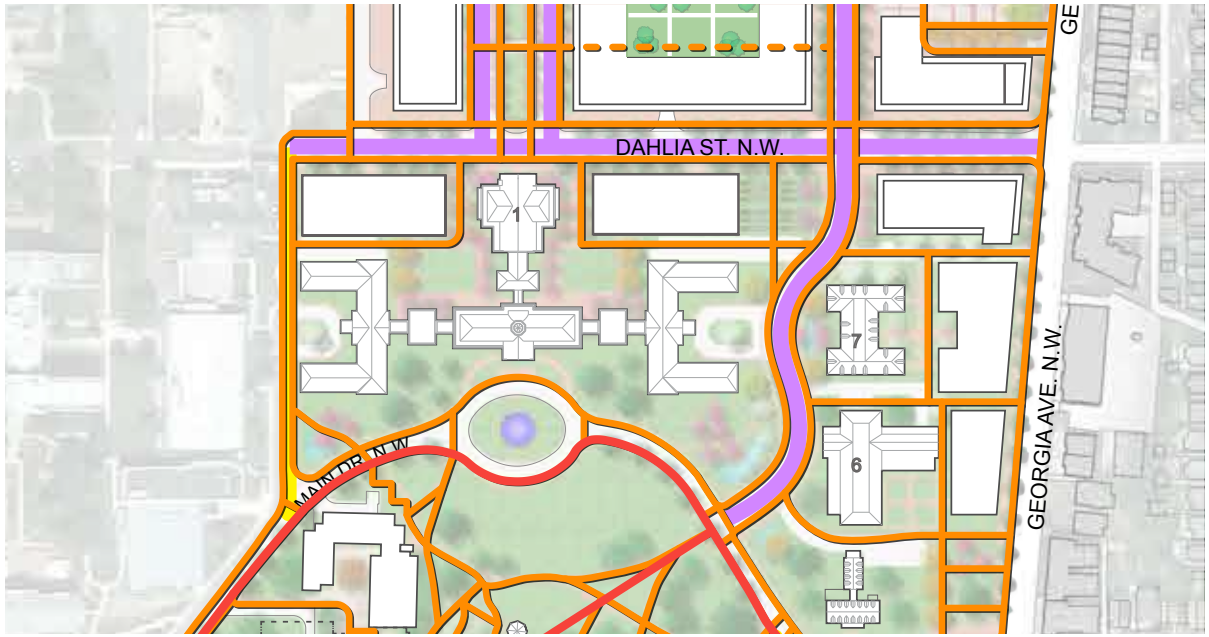
- **Rights-of-Way**: Provide minimum right-of-way (ROW) widths of 90 feet that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curbside stormwater management, on-street parking, and bike lanes where feasible.
- **Pedestrian Zone**: Plan for minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. (See "Exhibit 4-132: Street Section A" on page 95). The Pedestrian Zone will range in width of 20 to 100 feet, based upon the curvature of 12th Street in the Institutional Core sub-area). 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. There is a potential for urban agriculture in the open space at the southwest corner of Dahlia and 12th Streets, and also for larger rain gardens as needed in the open area where 12th Street approaches Main Drive.
- **Curb Cuts**: Minimize curb cuts throughout the blocks.
- **Bikes**: Pedestrians and bicyclists move around primarily on the street grid. The streets in this sub-area should have designated bicycle lanes as well as sidewalks on both sides of the street.
- **Pedestrians**: Pedestrian connectivity could occur through the open spaces to be formed after the construction of Buildings M and N, and R and S. Service alleys and corridors, such as the one running between the DOS property and Building 1, should be designed with an inviting and safe environment for pedestrians.
- **Vehicular**: The new, curvilinear extension of 12th Street connects the Town Center with the Institutional Core, 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. Dahlia Street and Main Drive connect to Georgia Avenue.
- **Loading and Service**: There should be no surface parking lots. 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 ("Exhibit 4-134: Vehicular Mobility - Institutional Core" on page 97).
- **Parking**: Pursuant to the Reuse Plan, new buildings would be built with dedicated parking garages below grade. It should be considered whether some of these new parking garages should also serve part of the existing buildings. It is also thought that the existing parking garage at Building 14 and below the Town Center could help service the existing buildings in this sub-area. On-street parking would be permitted on all streets in this sub-area. See the Transportation Impact Study for more information.



VEHICULAR MOBILITY

- Street
- Service and/or Parking
- Potential Streetcar

Exhibit 4-135: **Vehicular Mobility - Institutional Core.** *Source: Perkins+Will.*



PEDESTRIAN AND BICYCLE MOBILITY

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

Exhibit 4-134: **Pedestrian and Bicycle Mobility - Institutional Core.** *Source: Perkins+Will.*