

Union Market

Streetscape Design Guidelines



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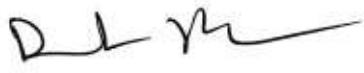
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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Infrastructure Project Management Division

From: Dawit Muluneh
Chief Engineer 

Date: October 12, 2017

Subject: Union Market Streetscape Guidelines – Curbless Streets

After review, DDOT finds the proposal for curbless streets within Union Market acceptable. DDOT understands the need for a curbless design on certain local streets within Union Market (4th Street and 5th Street between Morse Street and Penn Street and Morse Street between 4th Street and 6th Street) in order to accommodate existing business while providing the flexibility to implement the new streetscape over time as the neighborhood redevelops.

Design elements recommended in the Union Market Streetscape Guidelines provide adequate safety provisions to clearly delineate pedestrian and vehicle spaces. As part of public space permitting, each public space application must meet all District stormwater requirements, and detailed stormwater calculations will be required. In addition, the adjacent property (or another private sector entity) will be required to sign a maintenance covenant for the trench drains associated with the curbless streets as a condition of public space permit approval.

The **Union Market Streetscape Design Guidelines** build on the 2009 Florida Avenue Market Small Area Plan and will guide public space improvements for the unique and vibrant area that has a rich history as a major distribution and warehouse center for the District. The area has historically been defined by active commercial activity taking place in all areas of the public space, creating a one-of-a-kind place in Washington, DC. The area's future, too, is anticipated to include a public space that is equally exciting. The guidelines are innovative and incorporate ideas and strategies for activating public space in ways that are new for the city. They include the integration of sidewalk cafes, seating areas, and vending in public space that complement the retail, residential, office, educational, and entertainment uses anticipated for the area.

The Streetscape Guidelines establish a vision and guiding principles for the Market that embody an active and lively public space incorporating cafes and informal gathering spaces; identify existing character-defining elements of the area; categorize types of streets and their associated public space treatment; establish guidelines for the interim and final design of public space; and define a process for implementing the guidelines.

As the area bounded by Florida Avenue, 6th Street, Penn Street, and New York Avenue, NE changes over the coming years, the design of the public space in the Market will be critical in supporting existing and new land uses. Equally important is the retention of the Market's existing character, so that change adds to a historic character tied to its mercantile past.

There are several non-standard public space elements that the District Department of Transportation (DDOT) has identified as important to maintaining the Market's distinct character and exciting future. A robust process was undertaken with DDOT, DC Office of Planning (OP), Department of Energy and Environment (DOEE), and Union Market stakeholders to justify the exceptional need for non-standard elements and identify their technical specifications. These include curbless streets, atypical street lights and tree spacing, and creative uses of the right-of-way that supports café seating and landscaped areas on both sides of a sidewalk. The resulting guidelines establish a framework for creating the Market's public space that is aesthetically and historically appropriate – as well as technically robust – and implemented gradually through private sector development and public investment.

Union Market is a special place in Washington, DC. These public space guidelines will ensure that the historic features and uses that make Union Market special are incorporated and celebrated as part of its future.

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Chief Project Delivery Officer
District Department of Transportation



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DC Office of Planning





Lincoln Memorial

National Mall

United States Capitol

Union Station

Union Market District

Patomac River

Chapter 1

Introduction

Union Market is a 45 acre urban district located in northeast Washington DC. The neighborhood is bounded by Florida Avenue to the south, the CSX / WMATA rail lines to the west, New York Avenue to the north and 6th Street to the east. The northern edge of Capitol Hill lies just to the south, and Gallaudet University is on the east side of 6th Street. The NoMA / Gallaudet red-line metro stop is approximately a ten minute walk to the southwest.

The existing land uses in the neighborhood have, for some decades included warehousing, wholesale trade, light industry and food vending. In 2012, EDENS opened Union Market, an acclaimed food market with over 40 local artisanal vendors. The Market now averages some 15,000 visitors per weekend, and is anchoring significant redevelopment within the neighborhood. Developers are planning new retail, residential, office and entertainment uses, but some existing uses are expected to remain.

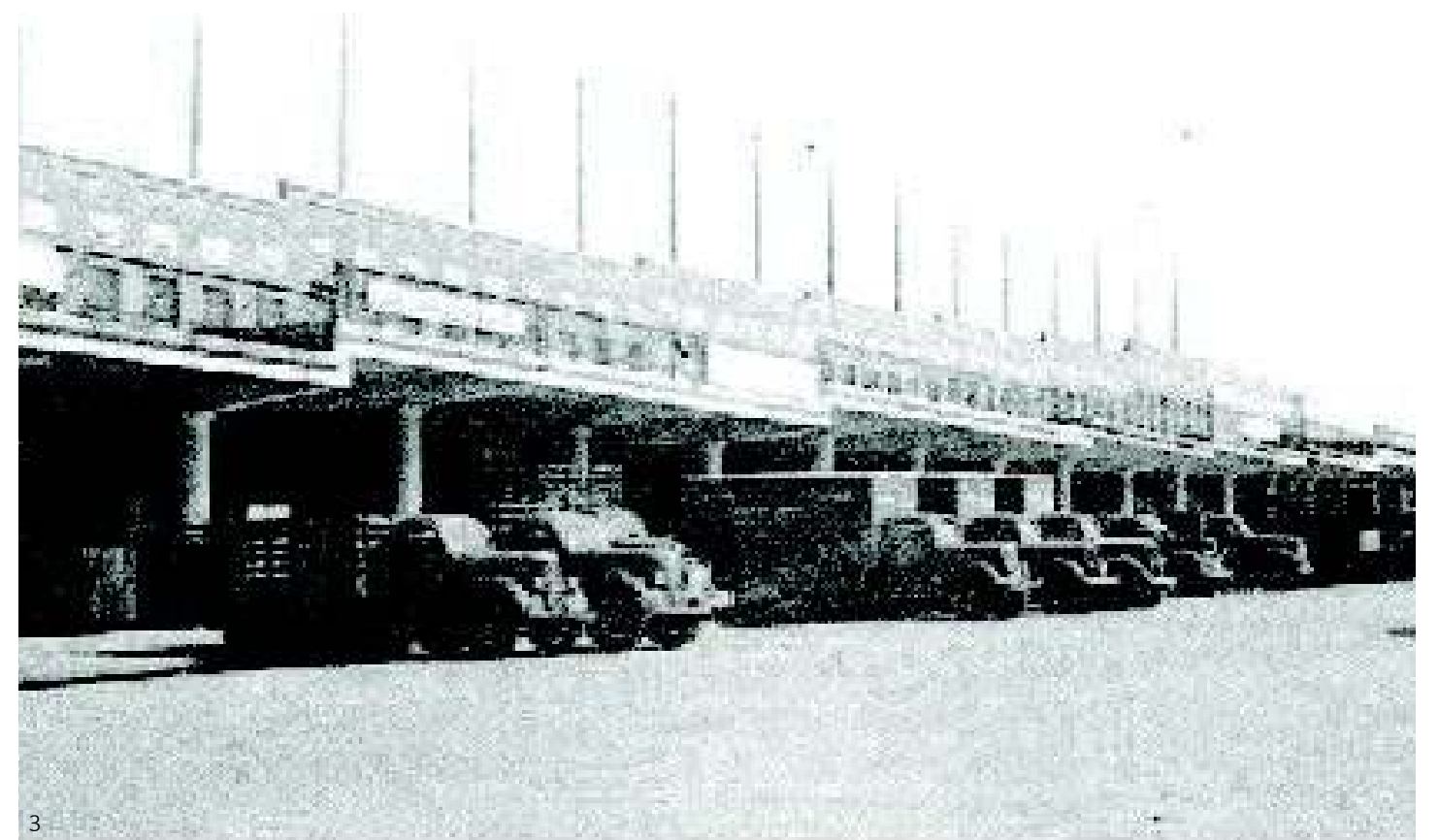
Existing streets and infrastructure are appropriate for the current industrial and warehousing land uses. Curb lines are set close to building facades to allow for convenient curbside loading, sidewalks are narrow, street lighting is sparse and there are almost no street trees. As the area redevelops, it will be critical that the street frontages are rebuilt to accommodate both new uses anchored by ground floor retail, as well as the existing uses which will remain in place for some time. That being said, there should be a common design language that unites the area and gives it a distinct sense of place. This Union Market Design Guidelines document, adopted by the District Department of Transportation, is to be used to guide changes to the public space within Union Market.

History Overview

Union Terminal Market opened to the public in February 1931. The market featured large, airy, well lit indoor stalls for 700 vendors, cold storage vaults, elevators and a public café. Vendors sold meats, fish, dairy and produce six days a week.

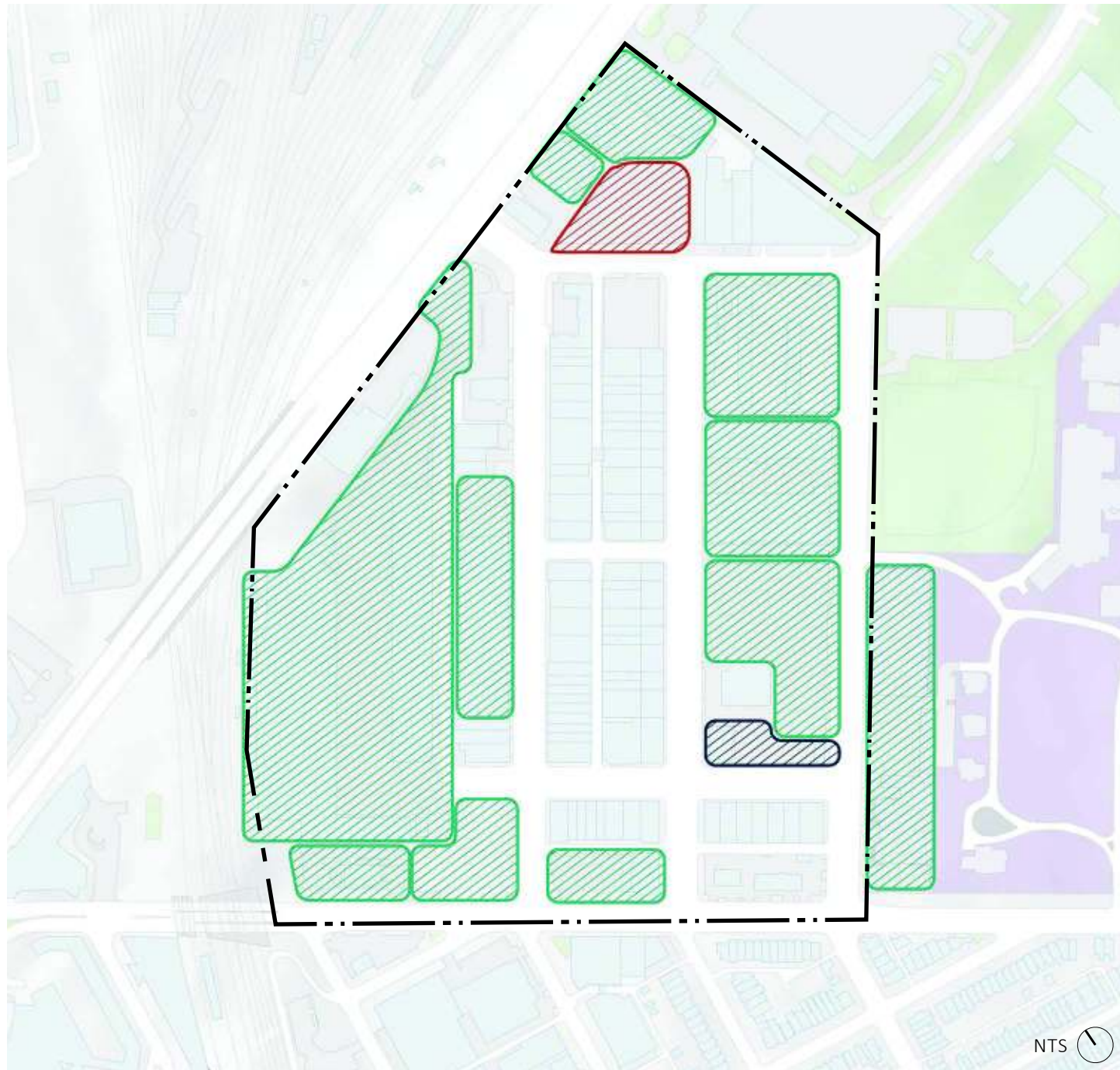
In 1962 however, the city banned the outdoor sale of meats and eggs and brought about the demise of the market. A new indoor market was built in 1967 (the building which is now the revitalized Union Market).

- 01 | View of market vendors
- 02 | View of market vendors
- 03 | View of 5th St in the 1930s
- 04 | View of 5th St in the 1930s



PUDs

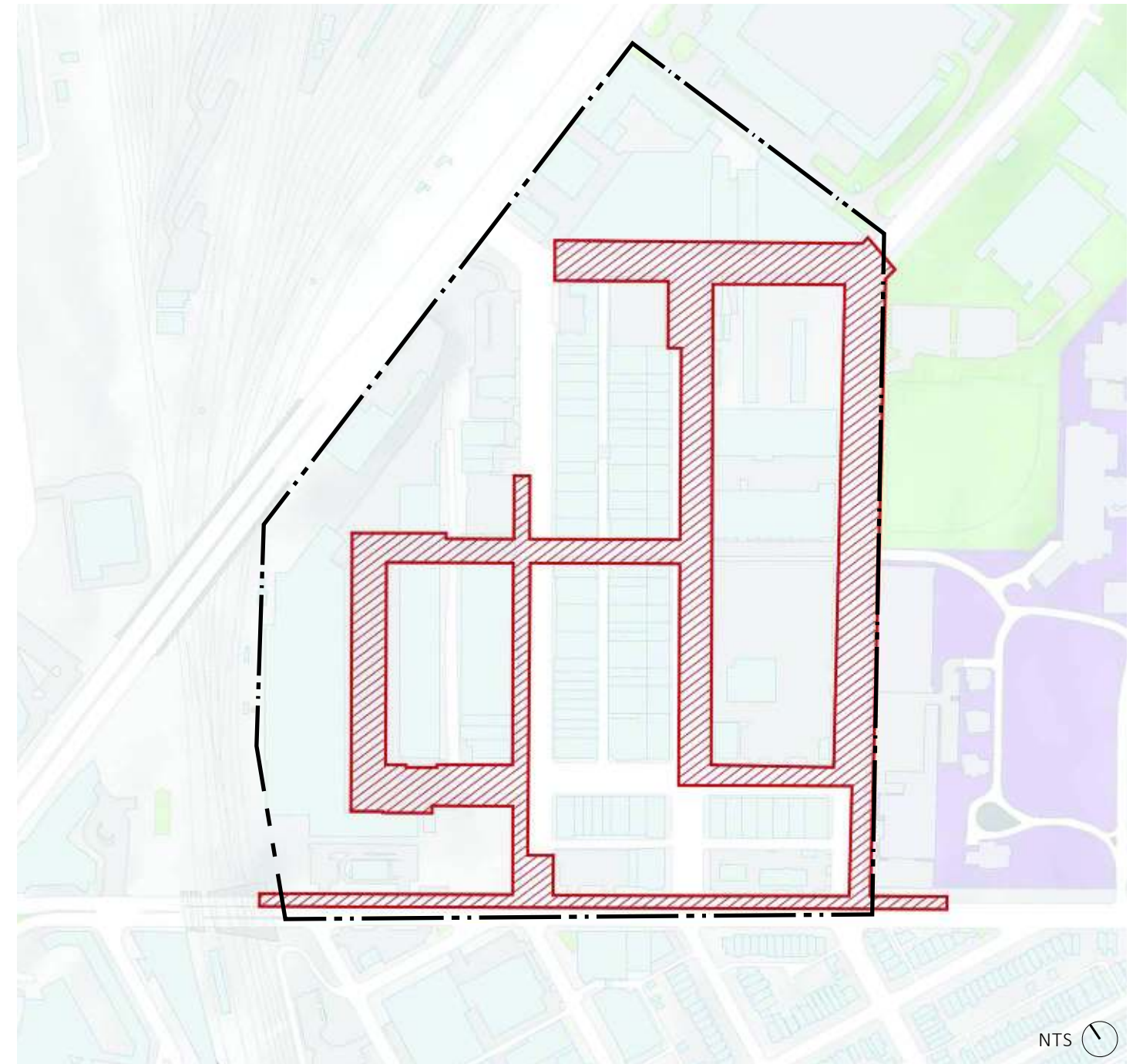
As shown below, many planned unit developments (PUDs) have been filed and / or approved in the neighborhood. At the time of this document's publication, higher density development is already under construction on Florida Avenue, New York Avenue and 4th Street. More construction is expected to begin elsewhere in the near future.



■ Approved ■ Has been Setdown ■ Submitted, but not Setdown

Potential Frontage and Streetscape Improvements

Based on filed and approved PUDs, significant frontage improvements will be undertaken as part of landowners' public benefits packages. These are shown below.



■ Streetscape improvements will generally occur as a PUD frontage improvement, as an improvement arising out of a PUD public benefits package, or as part of a DDOT capital improvement project.

Process

As part of the PUD for Union Market (ZC 14-12), EDENS proffered to create a set of streetscape design guidelines for the 45 acre neighborhood. EDENS retained Mahan Rykiel Associates and Bohler Engineering to assist in that effort. The District Department of Transportation (DDOT) and the DC Office of Planning (OP) spearheaded the work for the public sector.

The working group convened in February 2016 to draft an outline for the guidelines. Thereafter the group met over twenty times. Meetings included in-depth technical discussions with various subject matter experts (such as Urban Forestry and Stormwater Management) within DDOT to ensure technical validity of the guidelines.

DDOT and OP identified stakeholders (shown at right) within Union Market and reached out to them to secure input. Three stakeholder meetings were held in which the working group presented findings and recommendations on streetscape design. The stakeholder meetings covered the following topics:

May 2016 - survey of existing conditions; functional analysis of streets with special attention to building canopies, street trees and public art;

July 2016 - existing and proposed streetscape typologies; proposed tenant, circulation and flex zones; areas of enhanced building canopies and areas for public art;

December 2016 - detailed street sections; key streetscape elements including street trees, street lights, curbside street section, cafe seating, building canopies, hardscape details and site furnishings; interim conditions and phasing.

