

Chapter 4


Street Typologies

Different streets carry differing amounts of vehicular, bicycle and pedestrian traffic. They also abut different uses and buildings: 6th Street, for example, forms the boundary between the neighborhood and Gallaudet University, while the spine of the historic buildings is bounded by 4th and 5th Streets. These adjacencies create different functional requirements, which warrant varying built expressions in the public space between the curb and the edge of the right-of-way. Establishing street typologies for streets within Union Market provides a framework for establishing appropriate public space treatments that respond to the needs, opportunities, and constraints along different street types and conditions.

Urban Thoroughfare

Florida Avenue functions as a major vehicular roadway linking Union Market to surrounding points within the District of Columbia. The design of the Florida Avenue streetscape should read predominantly as a standard District of Columbia street. Given their importance in connecting Union Market to the Gallaudet University campus, careful attention must be paid to the design of these crosswalks.

Key

 Urban Thoroughfare



8th Street | Washington, DC



Mature Tree Canopy



Zipper

6th Street is a transition between the Market and the green campuses of Gallaudet University and KIPP DC College Preparatory. The design includes an allée of trees on the east side of the street flanking a cycle track. The trees will not only create a unique cycling experience, but will also serve to extend the green canopies of the two campuses into the Union Market District. As the Market streets (see next page) will include a low number of street trees, 6th Street will partially offset their numbers, and move towards meeting the district's tree canopy goals.

An emphasis on pedestrian crossings will also create seamless connections from east to west.

Key

 Zipper



Protected Bicycle Track



Market

Designed to encourage existing businesses and proposed new uses, the market streets will be designed to incorporate retail activity, flexible gathering places and other programmed spaces. Pedestrian-driven uses will gradually replace curbside loading, leading to a need for wider sidewalks. Street tree numbers will be kept low to maintain the existing wholesale market character. Implementation will be phased to work with existing businesses and small landowners, so the design for these streets must be flexible to work with interim and final conditions.

Key

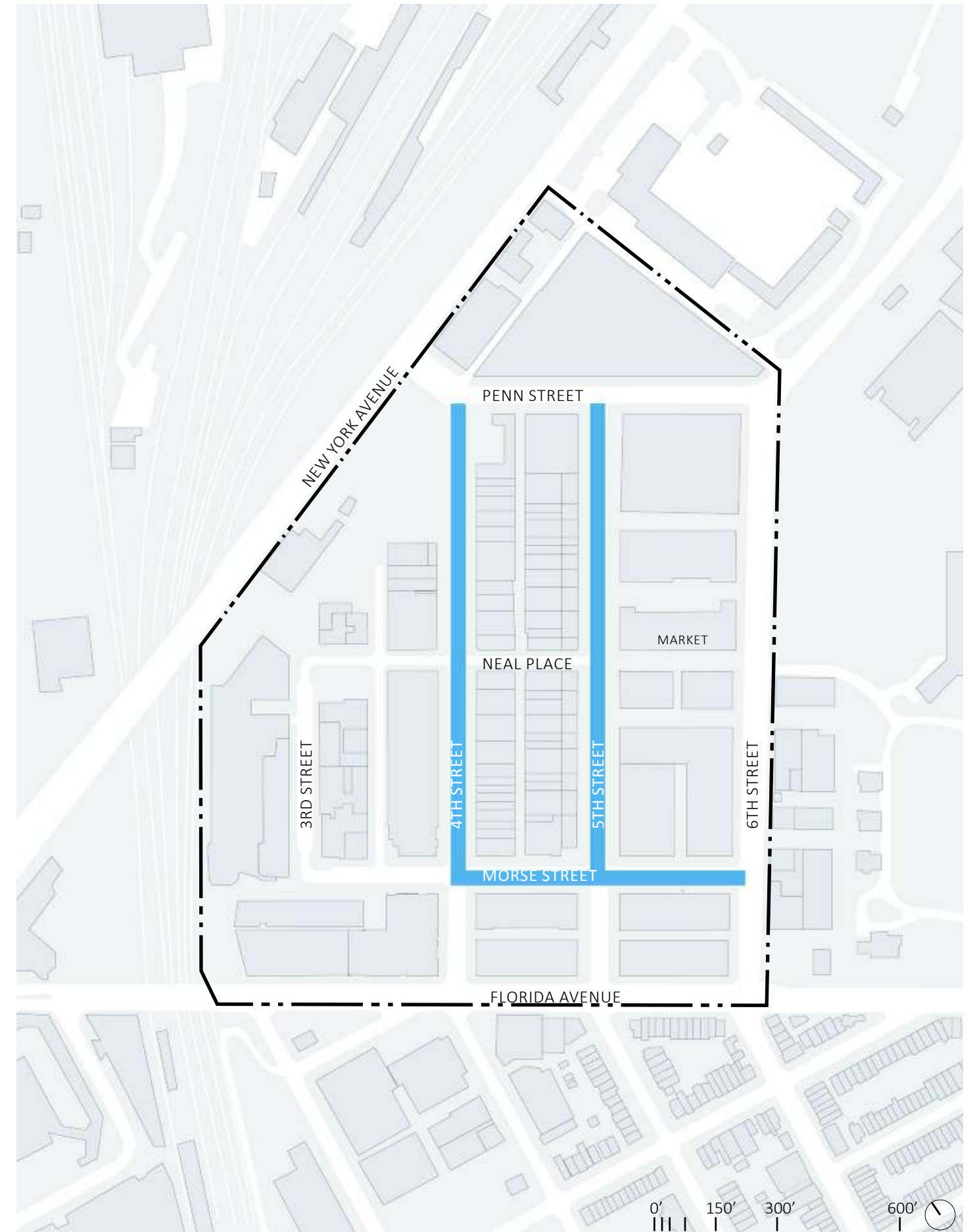
Market



Double Loaded Tenant Seating



Public Seating/ Furnishings



Connector

These streets function as entrances to the neighborhood, indicating transitions in design, physical scale and functionality between the streetscape environment within Union Market and the surrounding areas. Traffic will be slowed at these locations, highlighting to the driver that they have entered a pedestrian-focused environment.

The connector streets also offer opportunities for consolidated bike parking due to their close proximity to the proposed cycle-tracks along 4th and 6th Streets.

Penn Street is a hybrid between the designs of the Market Street and the Connector Street. It will need to carry more vehicular traffic than 4th and 5th Streets, which may for example result in the need for a left turn lane at certain intersections. It will also however be more retail-focused than the southern blocks of 4th and 5th Streets, and the programming of the sidewalks may be commensurately more intense.

Key

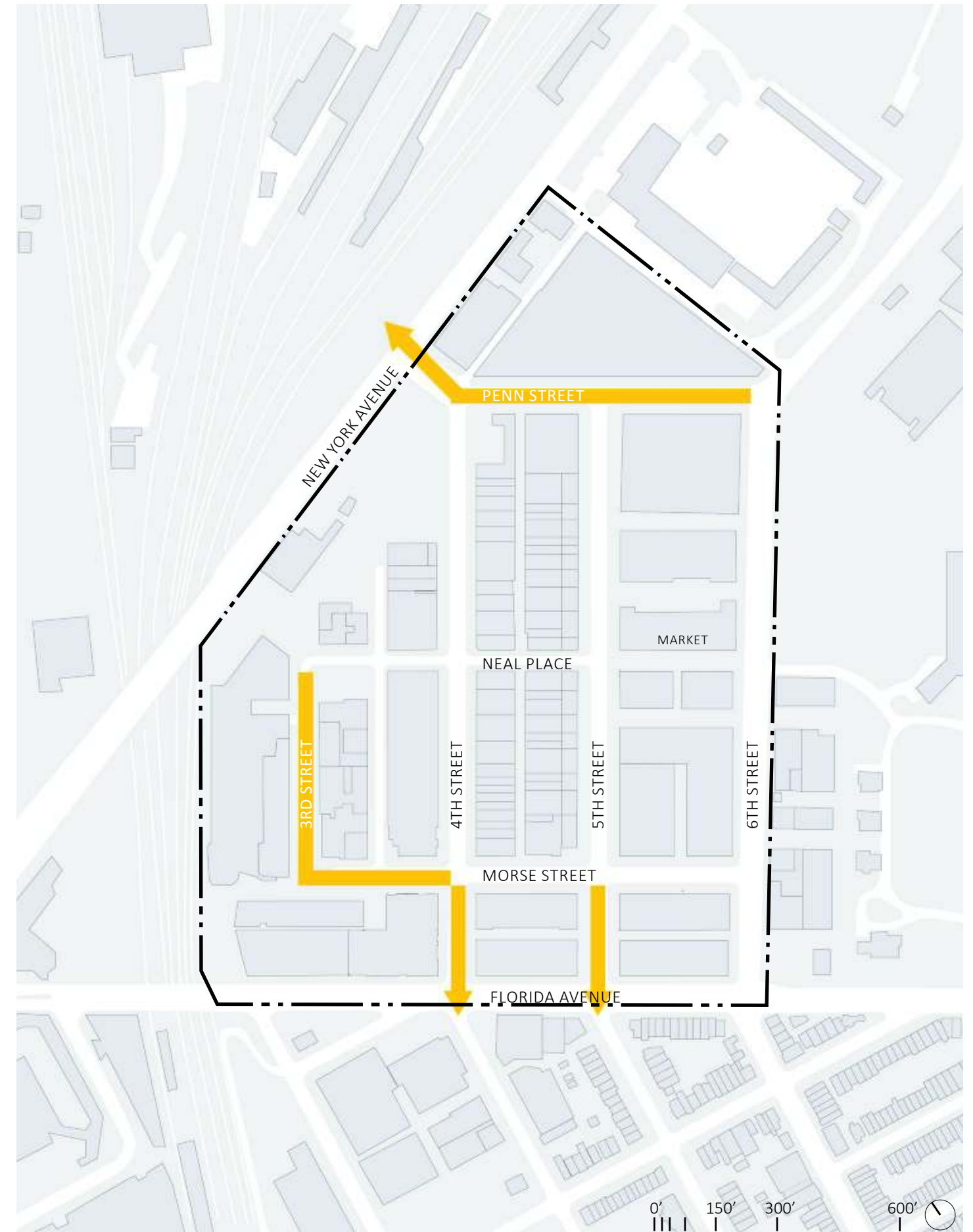
 Connector



3rd St NE | Washington, DC




Consolidated Bike Parking



Pedestrian-Focused Street

As noted elsewhere, Neal Place has an unusually narrow right-of-way. Its location also makes it a key east-west connector between 3rd Street, the new developments on 4th Street, the Union Market building and Gallaudet University's campus. Travel lanes will be kept as narrow as possible to maximize pedestrian sidewalks. There are also opportunities for public art, lighting, and potentially sidewalk kiosks.

Key

 Pedestrian- Focused Street



Sidewalk Kiosk



Sidewalk Kiosk



Alleys

The primary purpose of the alleys is to provide service, loading and utility access to adjacent buildings, particularly the historic buildings on 4th, 5th and Morse Streets. New developments can also have parking garages that are accessed from alleys. Alleys can also offer opportunities for targeted activities on adjacent private space that can successfully animate and coexist with the service uses of these urban spaces.

Key

 Alley



Service Uses Maintained



Festoon lighting and Site Furnishings



Gateway

Gateway areas highlight arrivals and key nodes on the edges of the Union Market District. Gateway examples could include public art, large trees or focal vertical elements that demarcate the entrance.

Threshold

Thresholds create transitions from the adjacent land uses into the market. Threshold examples could include way-finding and signage. The thresholds on 6th Street are the logical location for future crosswalks connecting the Gallaudet University campus to Union Market. The design of these crosswalks should respond to the need for both traffic calming and DeafSpace design.

Key

- Gateway
- Threshold



Focal Tree



Public Art



Signage and Way-finding

