

Streetscape Guidelines

Guidelines: The following section illustrates the different zones that the streetscape has been divided into and the specified uses to occur within each of these zones. These guidelines do not supersede applicable stormwater management regulations and requirements adopted by DDOT. Applicable accessibility codes and standards (such as the Americans with Disabilities Act Accessibility Guidelines and ICC / ANSI A117.1) are to be followed as required by DDOT.

Justification for Nonstandard Elements: As noted in Chapter 3, the neighborhood has a unique character that differentiates it from other commercial areas in the District of Columbia. It is appropriate that redevelopment should proceed in a way that enhances rather than effaces this existing character. The following are all permissible departures from DDOT standards, or standards used in atypical ways. Specific details for each non-standard element are included in Chapter 7.

The historic uses within the Market make concrete streets a logical choice to support truck traffic. Morse, Neal, 4th and 5th Streets should all remain concrete.

Cobrahead light fixtures were used to provide roadway lighting levels, and were possible as there were no residential uses within the Market. The new Union Market light fixture standards is an LED version of the cobrahead, but set on a shorter pole to mitigate house-side glare issues and to create a more pedestrian scale to the street.

Existing sidewalks within the Market are narrow and generally do not meet DDOT or ADA standards. As adjacent properties redevelop, the sidewalks will be widened to accommodate new uses and increased pedestrian traffic. The sidewalk grades adjacent to the historic buildings on Morse, Neal, 4th and 5th Streets will need to remain unchanged as the buildings are occupied by operating businesses, and door elevations cannot change. As further elaborated in Chapter 3, it is generally not possible to maintain these grades, expand the sidewalks, satisfy ADA requirements and retain the existing concrete streets without converting these streets to a curbless section.

The curbless street section requires the use of non-standard stormwater management facilities. In particular, trench drains should be included in lieu of curb inlets as they are more pedestrian friendly and do not pose hazards to bicycle traffic.

Another defining feature of the Market is its lack of street trees. As the historic buildings were generally front-loaded, trees would have interfered with the movement of goods in and out of the buildings. At the same time, the deep concrete canopies on the buildings provided shade. The 'core' of Morse, Neal, 4th and 5th Streets has been planned with a reduced number of street trees to maintain its historic character. New buildings on these streets will include canopies to provide shade and developers will be required to work with the Urban Forestry Administration to plant off-site trees to make up the tree numbers typically provided in public space.

In certain circumstances, older buildings may be leased to new businesses without rebuilding the adjacent streetscape to a design that follows these guidelines. This might, for example, include an old building occupied by a new restaurant. Temporary dining decks have been designed to be located within the roadways. These will both allow maximized pedestrian circulation widths on the existing sidewalks and serve to narrow and traffic-calm the very wide streets that exist today.

Maintenance: Where non-standard elements are included in public space, adjacent property owners or an organization such as a BID will need to take responsibility for maintenance. These elements include all those discussed above, as well as any others deemed so by DDOT.

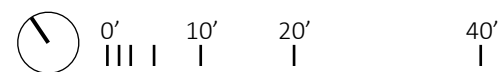
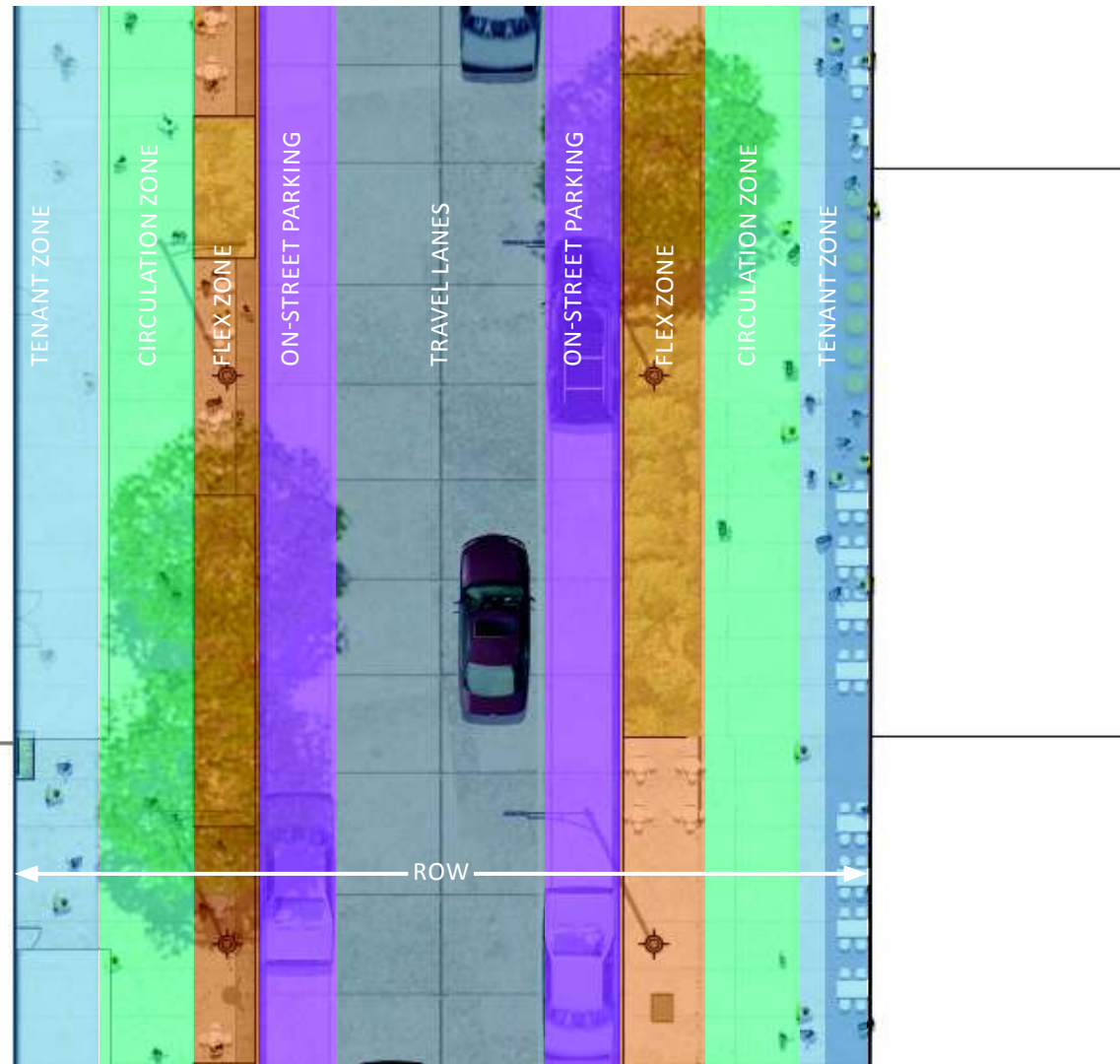
Chapter 5

Proposed Plan

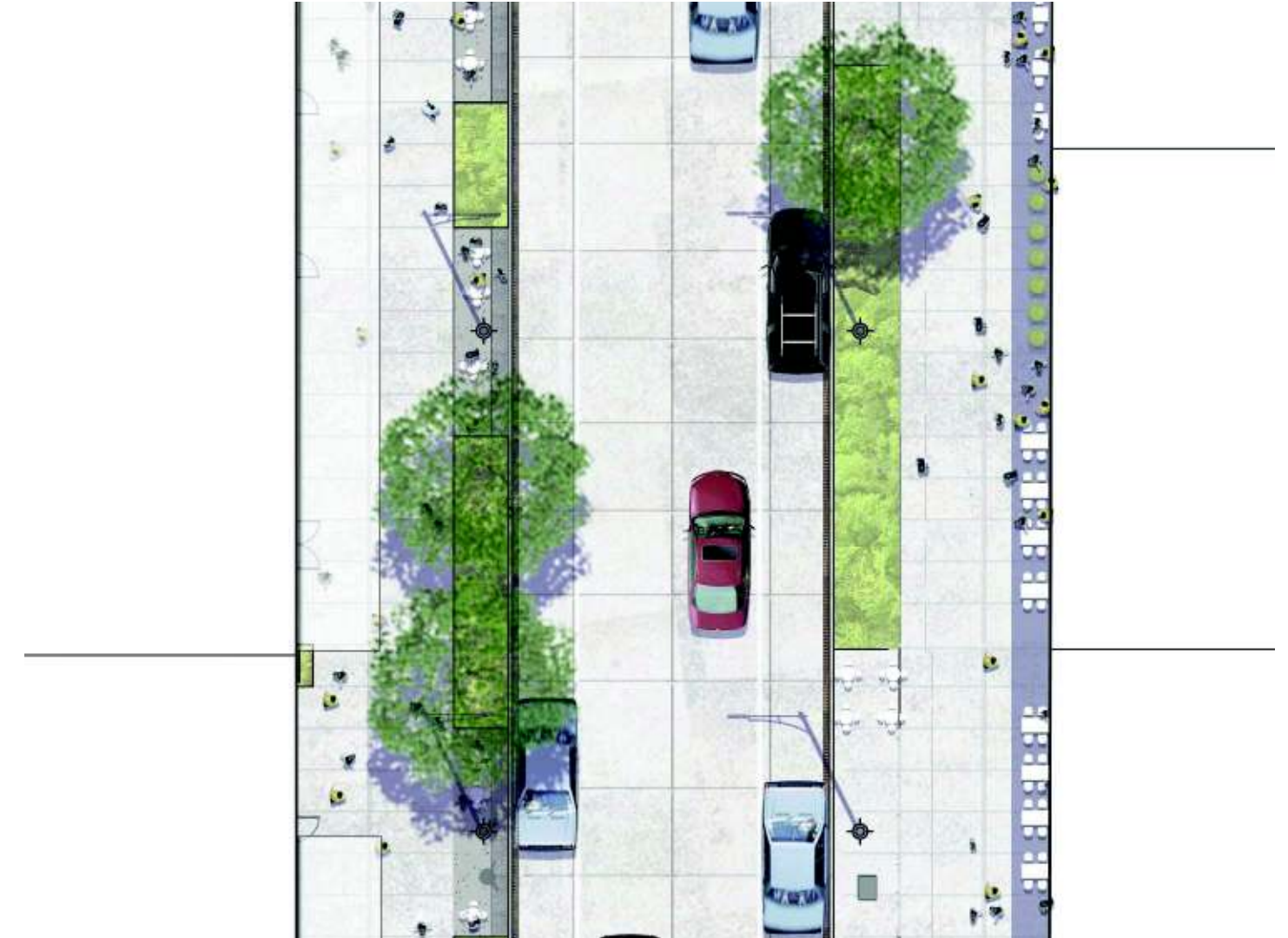
Each street type may be broken down into a set of zones, each of which serves a different purpose. As shown on the diagram at left, the zones include the following:

- Tenant Zone
- Circulation Zone
- Flex Zone
- On-Street Parking
- Travel Lanes

Each ROW width can be apportioned among these various zones, and their widths can vary to respond to anticipated land uses and programmatic needs.



Streetscape Zones



Tenant Zone

The tenant zone is located immediately adjacent to the building facades. It provides a zone of transition from the circulation zone to building entries while also activating the storefronts. The zone can accommodate a wide range of uses including tenant displays, outdoor seating, building projections and planting areas. Projections at grade, such as show windows, should be limited per the DC Building Code with the exception of 6th Street where the tenant zone is narrower than the maximum projection allowed. Although noted elsewhere, canopies may project more than the standard 5'-0" subject to approval by the Department of Consumer and Regulatory Affairs (DCRA). Unless otherwise approved by DCRA and DDOT, exterior doors should generally meet sidewalks at grade, and stairs and ramps should not be permitted in public space.

SIGNAGE AND DISPLAYS

- Tenant display and vending
- Art and graphics
- Tenant signage

LANDSCAPE

- Planting beds
- Green walls
- Movable containers, pots and accent planters

SEATING AND GATHERING

- Outdoor dining
- Benches

MATERIALS

The primary paving material should be concrete, matching the adjacent sidewalk. However accent paving in keeping with the character of the market may be permitted on a case-by-case basis. See Chapter 7 for a list of acceptable materials.

Circulation Zone

The circulation zone is an unobstructed, linear pedestrian path located between the tenant zone and flex zone. It is typically 10' in width, consistent with DDOT's standards for commercial areas. This width allows two parties walking abreast to pass each other comfortably. The primary material will be concrete.

DEAFSPACE DESIGN

In order to align with the DeafSpace Design Principles, the pedestrian clear zone must be clear of obstructions at all times. A double score line will be added to the inside edge of the circulation zone (side closest to the building) to provide a demarcation for visually impaired pedestrians. The final color and / or materiality of the double score line may evolve as part of a future coordinated way-finding system.

Flex Zone

The flex zone provides a sizable amenity area for improvements that capture and enhance the neighborhood's character while providing comfort, identity, animation, and environmental improvements. The flex zone provides ample areas for gathering, plantings, sidewalk cafes, or paving treatments that allow drainage. Activities such as signing or conversation eddies may occur in the informal seating areas within the flex zone. It is intended to include a wide range of uses that will help animate the street and provide varied experiences such as:

- Public open spaces
- Outdoor dining, including tables, chairs, umbrellas, wait stations and fencing
- Retail display
- Pop-up retail
- Market vendors
- Plantings and trees
- Shade structures and arbors
- Pervious surfaces for stormwater infiltration
- Outdoor seating: clustered, informal, varied
- Other site furniture such as trash cans and benches
- Street lights
- Fire hydrants
- Regulatory signage
- Parking meters
- Movable containers and planters
- Way-finding signage
- Public art
- Conversation Eddies (Including elevated seating and platforms to serve as a "signing stage", DeafSpace Design Principles)

Pop-up retail and other vending in the public space must be consistent with the district's vending regulations. Commercial uses in the flex zone may require additional review and approval by DCRA. Stakeholders within the Market may elect to establish a vending development zone that would allow for greater flexibility and management of commercial vending in public space.

On-Street Parking

The on-street parking zone is adjacent to the flex zone and provides parallel parking along streets. The on-street parking zone should generally be 8' in width. The edge of the parking zone adjacent to the flex zone will be curbless along Morse, 4th and 5th Streets. The curb line transition and curbless sections will vary along Morse, Penn, Neal, and 6th Street. The paving treatment and texture shall generally be concrete, although this varies by street. On curbless streets, drainage will be handled with a continuous trench drain located between the parallel parking and the flex zone, which requires a maintenance agreement. For streets with curbs, conventional curb inlets will intercept stormwater.

Curbless areas will be demarcated with tactile warning (as required by ADA), and the transition between the roadway and the sidewalk will be reinforced with regulatory and utility elements such as fire hydrants, parking multi-meters, regulatory signage, light poles, etc. Although certain areas will lack a traditional curb, there will be many visual cues to alert drivers to the edge of the roadway. The flex zone will include hardscape connections between the parallel parking and the circulation zones at least every 60'. Such connections will be at least 5'-0" in width to allow people to walk safely from their car onto the sidewalk.

These guidelines do not supersede applicable stormwater management regulations & requirements.

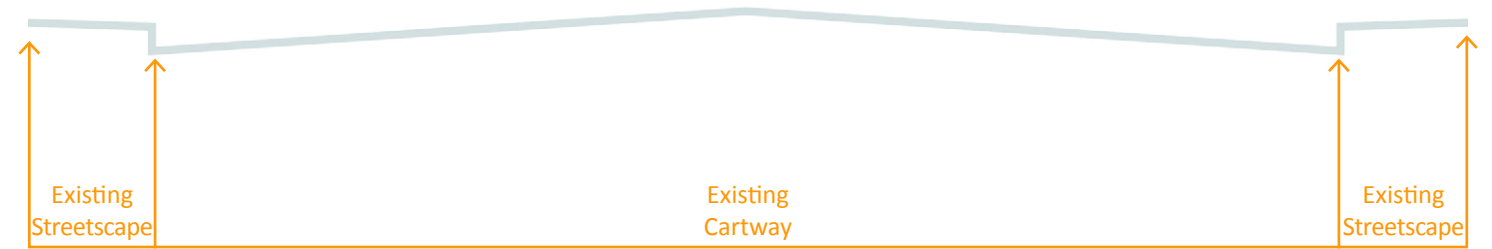
Street Sections

There will be challenges associated with constructing new streetscapes within the Market, for three reasons:

- Reconstructed streetscapes will need to maintain existing door elevations as development will be phased in around existing businesses and historic buildings;
- Sidewalk cross-slopes must be between 1.0% – 2.0% to both ensure positive drainage and comply with ADA; and,
- Existing concrete streets will be retained for reasons of both neighborhood character and cost.

It should be noted that exterior doors in the historic buildings generally exit at grade, with few if any ramps and/or stairs in public space.

EXISTING CONDITION



EXTENDED CURB



CURBLESS



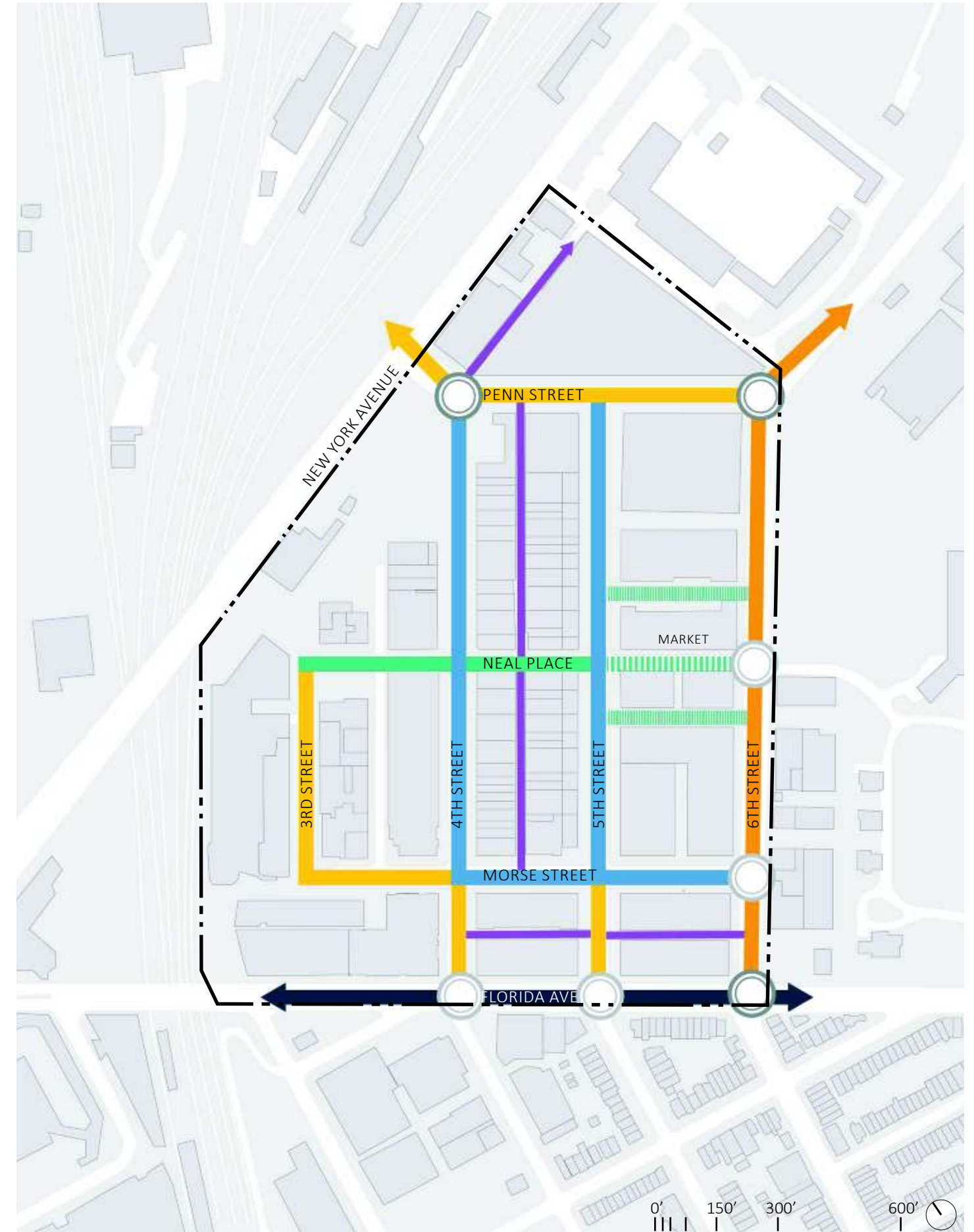
Streetscape Matrix

To ensure consistency within the area, all streetscape plans are required to follow the dimensions and materials along public streets as indicated below.

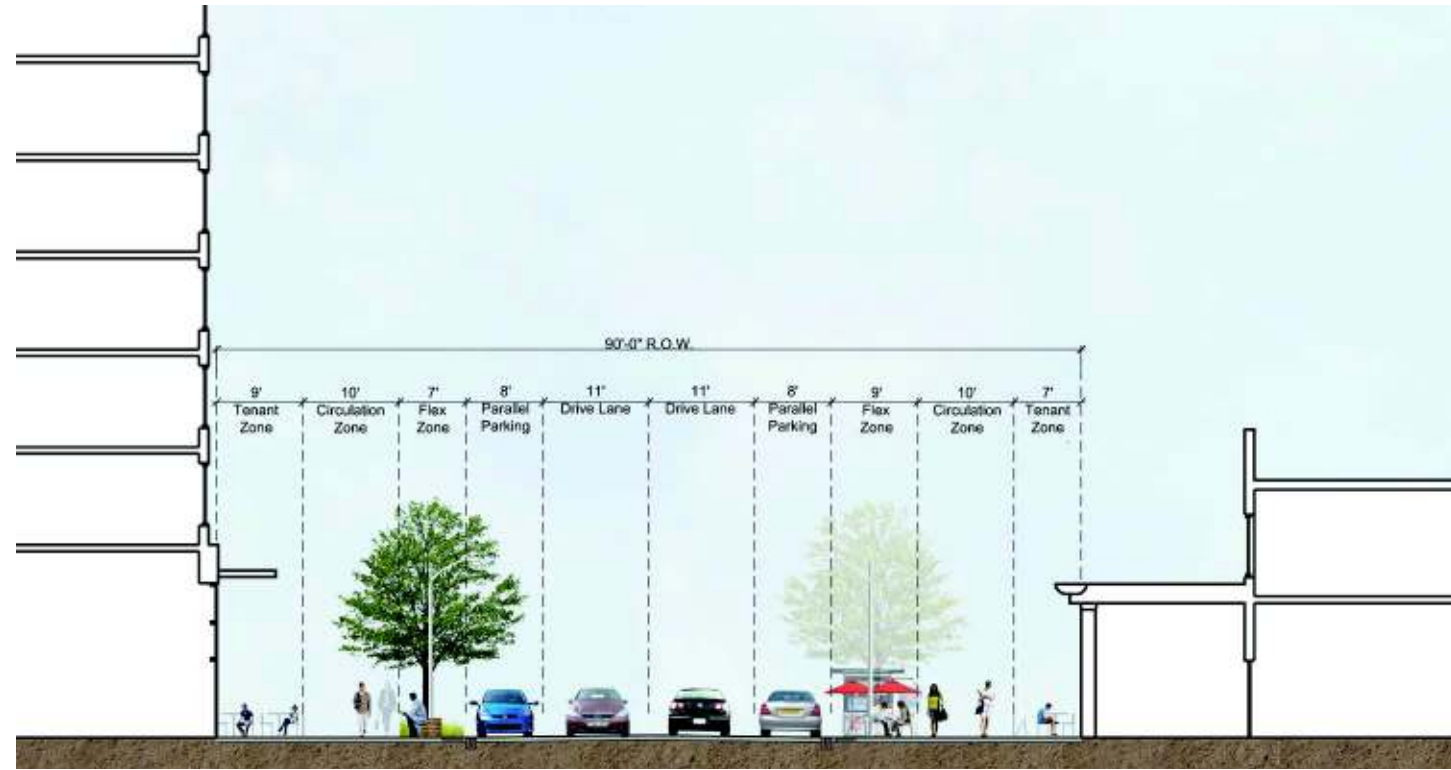
| DIMENSIONS | | | | | | | MATERIALS | | | | | |
|--------------|------|---------|---------------------------------|-----------|------------------------|------------------------------|-----------|------------------------|-------------|---------------------|---|----------------|
| Street | ROW | Cartway | Flex Zone | Tree Pits | Pedestrian Circulation | Tenant Zone | Roadway | Curb / Curb & Gutter | Drains | Street Tree Spacing | Canopies Required on New Buildings | Street Lights |
| 4th Street | | | | | | | | | | | | |
| | 90' | 38' | 7' west side 9' east side | - | 10' | 9' west side 7' east side | Concrete | Curbless, granite curb | Linear | Varies | 10'-16' Clear Height, 4'-10' Projection | LED Cobra Head |
| 5th Street | | | | | | | | | | | | |
| | 100' | 38' | 12' | - | 10' | 9' | Concrete | Curbless, granite curb | Linear | Varies | 10'-16' Clear Height, 10' Projection | LED Cobra Head |
| 6th Street | | | | | | | | | | | | |
| | 90' | 38' | 8.5' west side 9' east side | Varies | 8' | 2' *** | Asphalt | Concrete C&G | Curb inlets | 30'-40' O.C. | No | LED Cobra Head |
| Morse Street | | | | | | | | | | | | |
| | 90' | 38' | 16' north side 7' south side | - | 10' | 9' south side | Concrete | Curbless, granite curb | Linear | Varies | 10'-16' Clear Height, 4' Projection | LED Cobra Head |
| Neal Place | | | | | | | | | | | | |
| | 50' | 20' | 7' | - | 8' | - | Concrete | Granite header | Curb inlets | 25'-30' O.C. | No | LED Cobra Head |
| Penn Street | | | | | | | | | | | | |
| | 90' | 40' | 6' | Varies | 10' | 9' | Asphalt | Concrete C&G | Curb inlets | 30'-40' O.C. | No | LED Cobra Head |

***Projections limited to tenant zone widths.

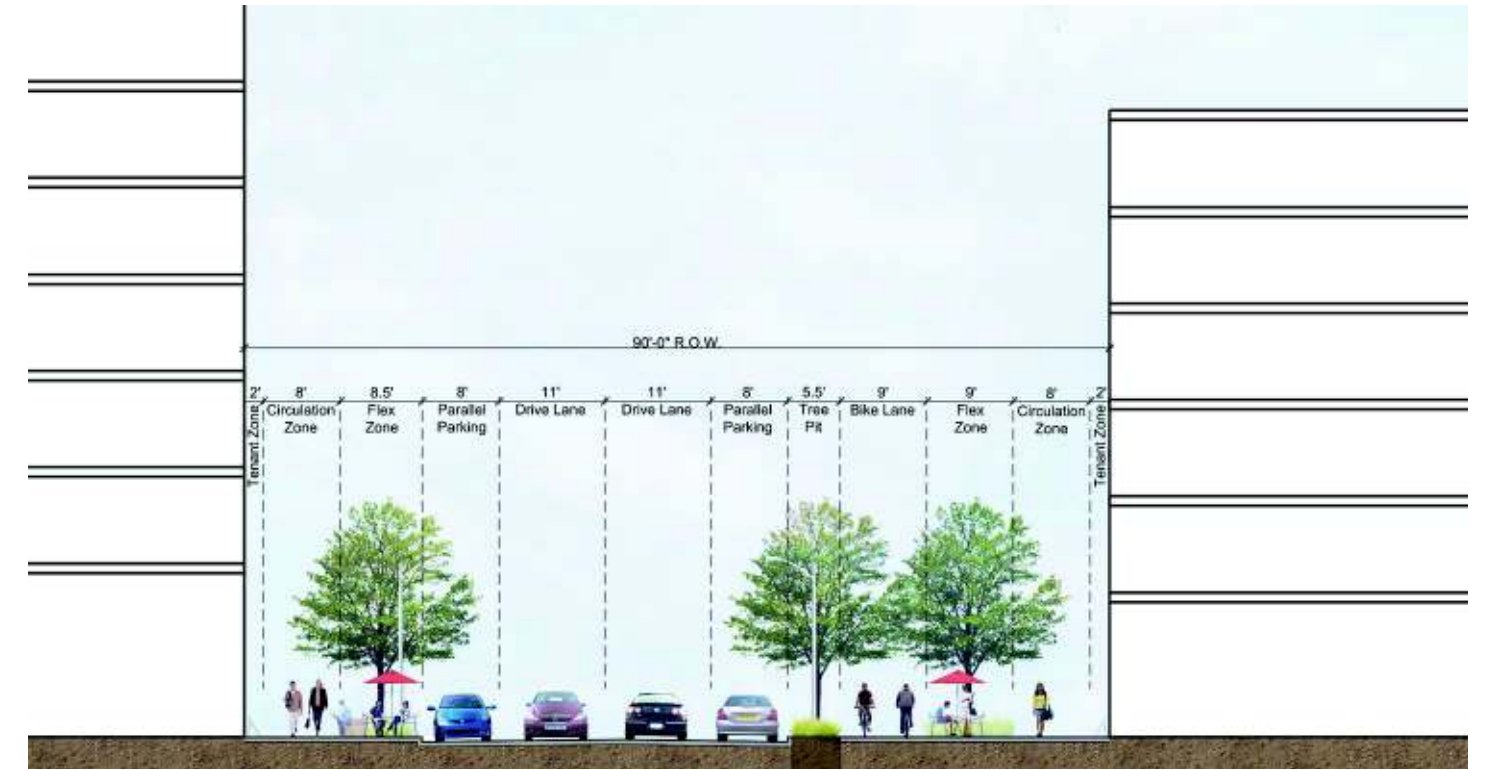
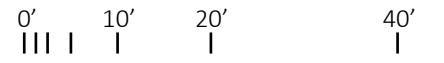
- Key
- Urban Thoroughfare
 - Zipper
 - Pedestrian- Focused Street
 - Plaza
 - Shared Street
 - Market Street
 - Connector
 - Alley
 - Gateway
 - Threshold



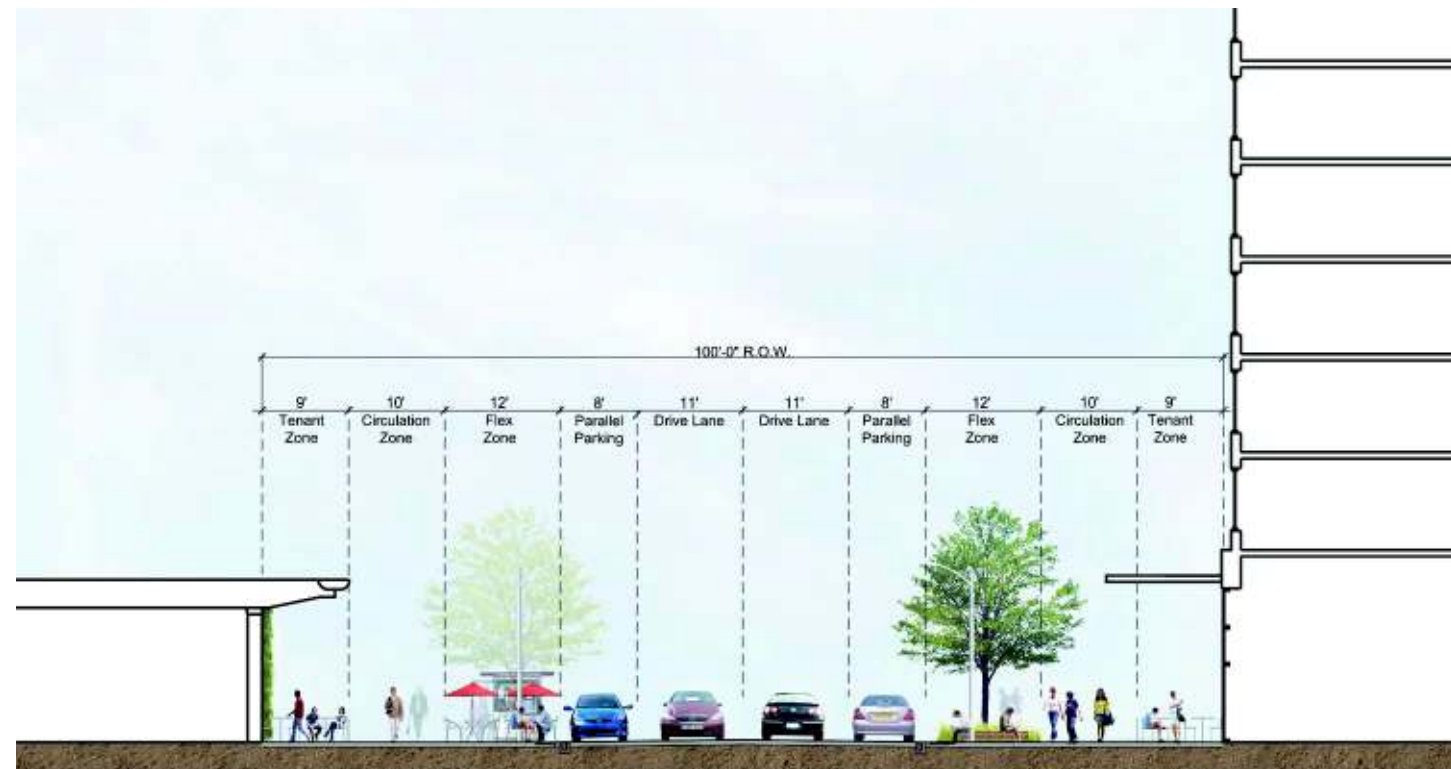
Market Street (4th St)



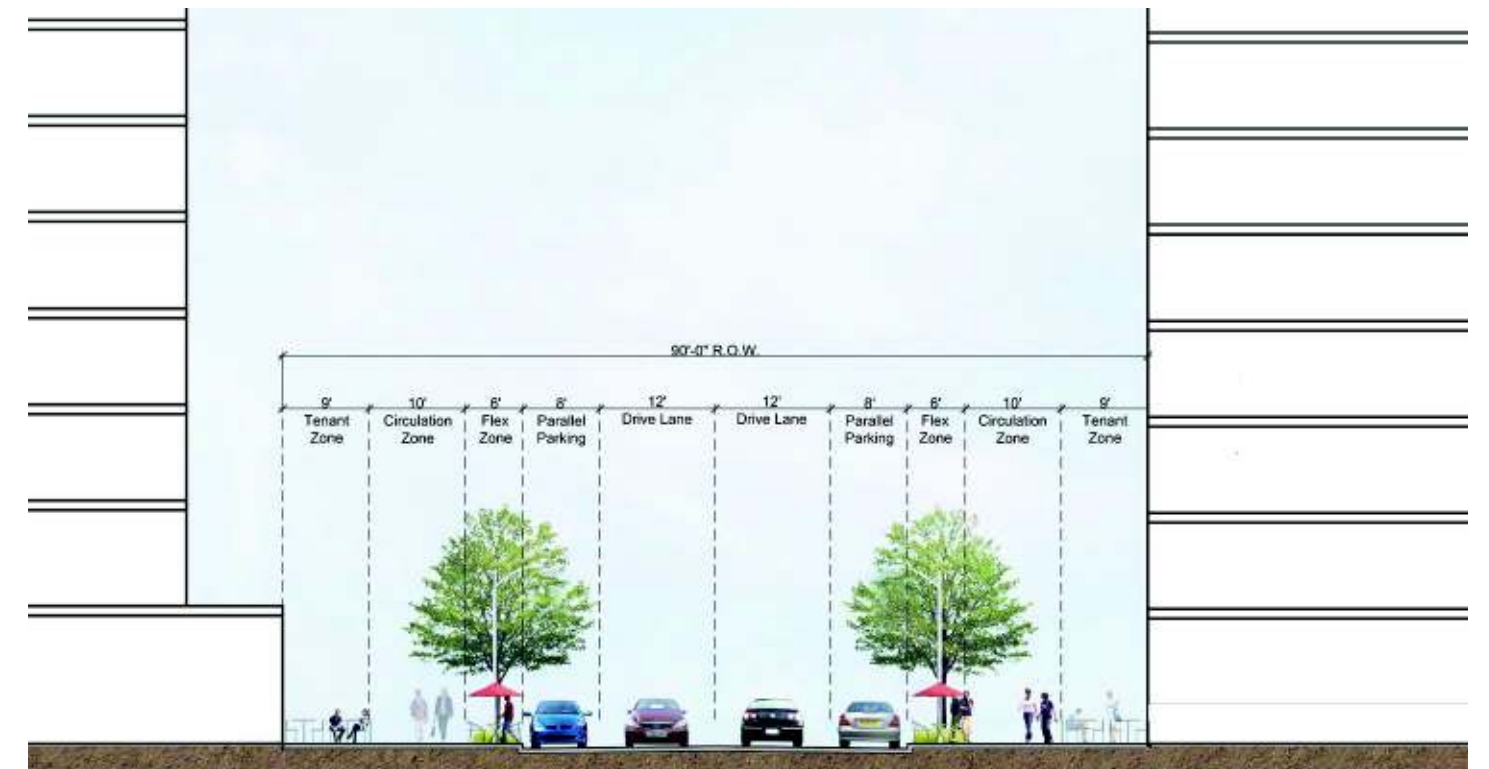
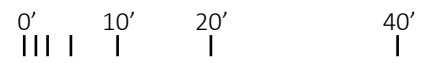
Zipper (6th St)



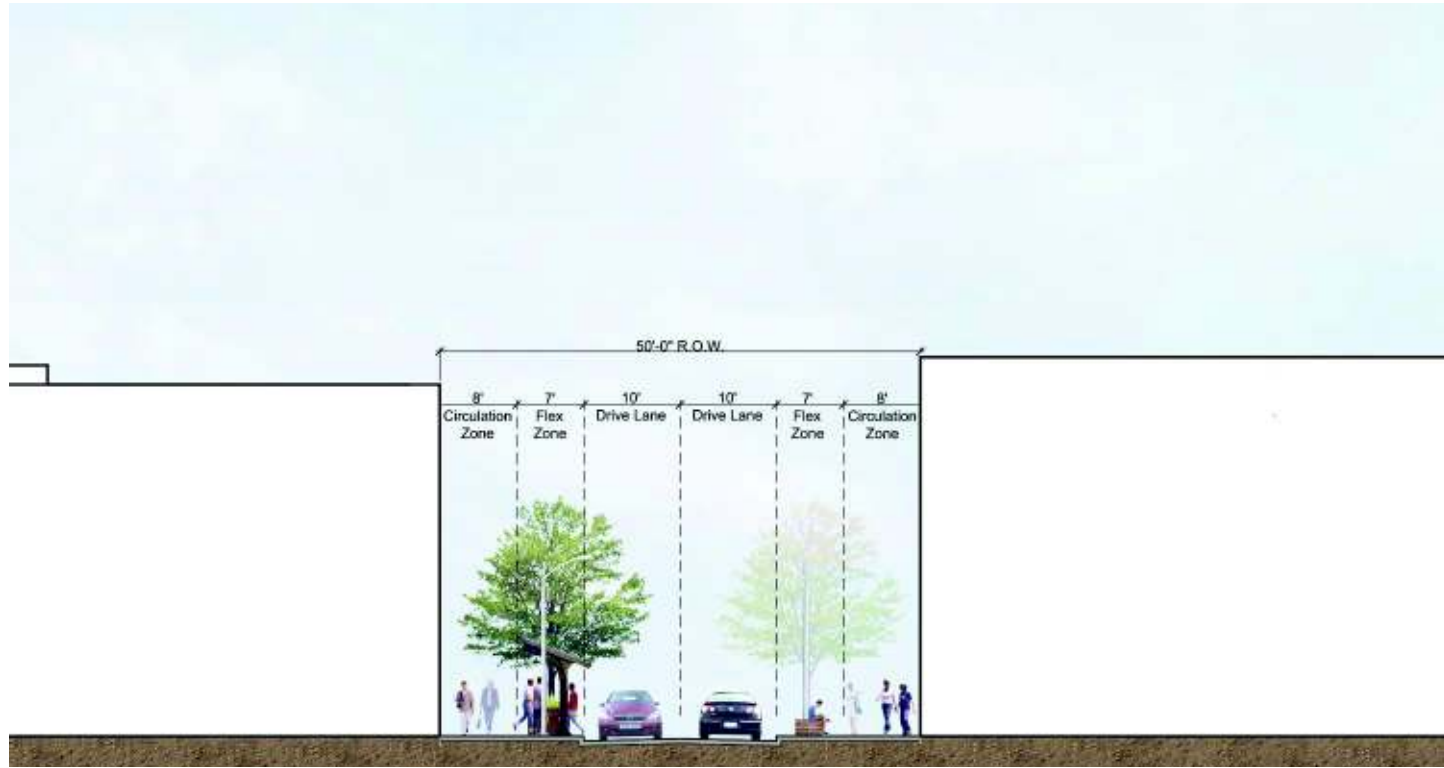
Market Street (5th St)



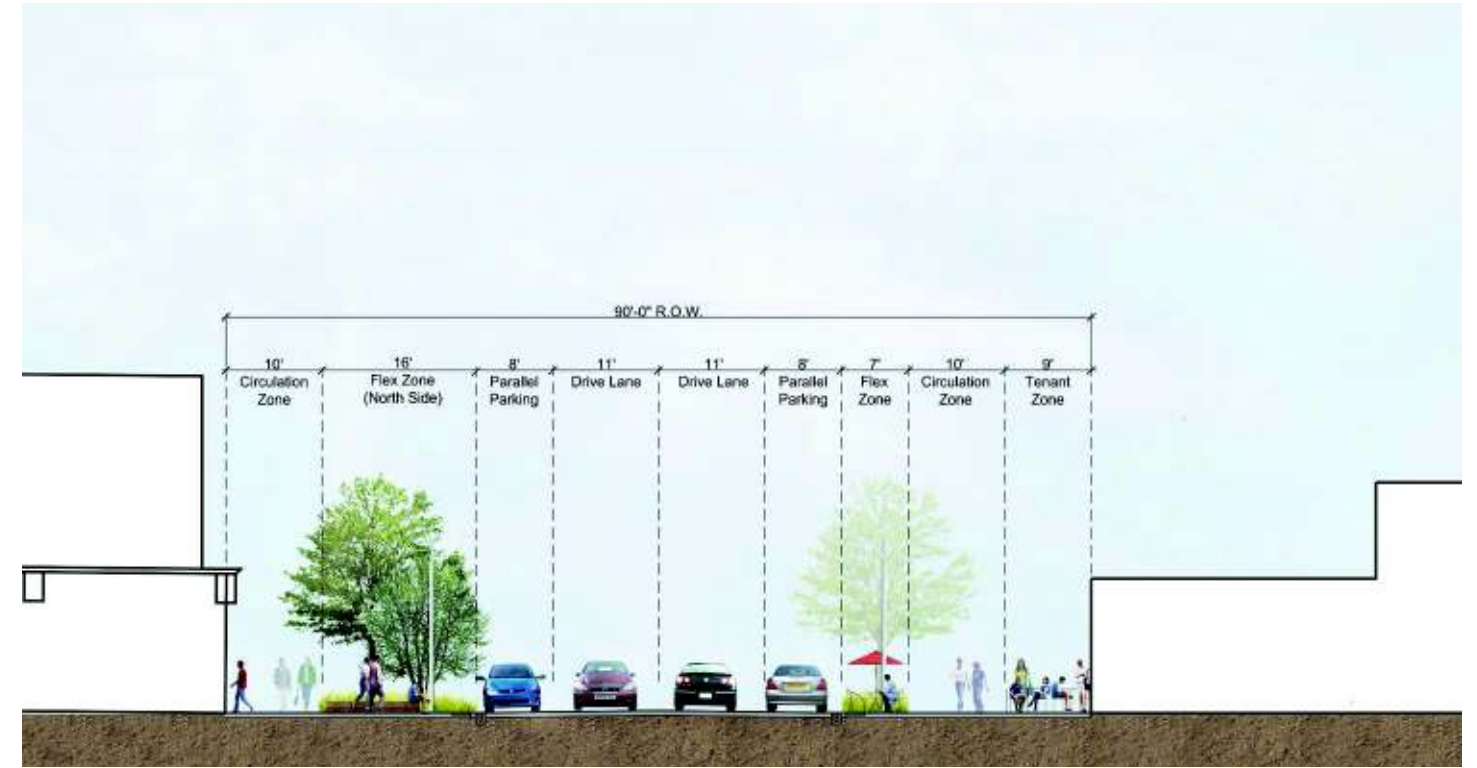
Connector Street (Penn St)



Pedestrian Focused Street (Neal Pl)



Market Street (Morse St)



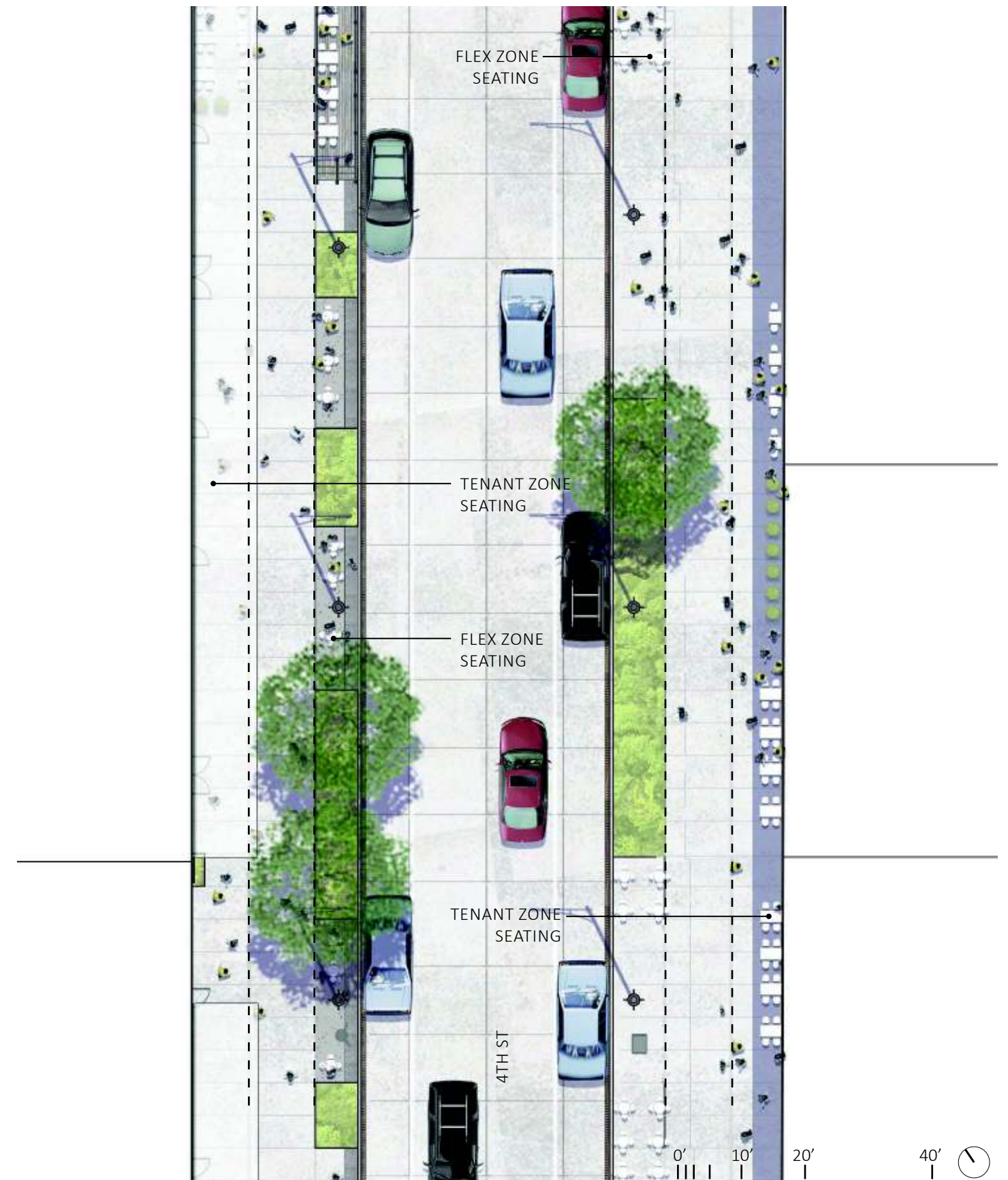
Non Standard Elements

DOUBLE LOADED SEATING- FLEX ZONE

Cafe seating is permitted in both the tenant zone and flex zone, but when a restaurant has seating in both zones the furnishings in each zone must be different to prevent the streetscape from feeling privatized. A minimum 10' clear pedestrian zone must be maintained between double loaded seating to allow for adequate circulation, except as noted on the streetscape matrix where narrower pedestrian zones are allowed on 6th Street.



DOUBLE LOADED SEATING- TENANT ZONE






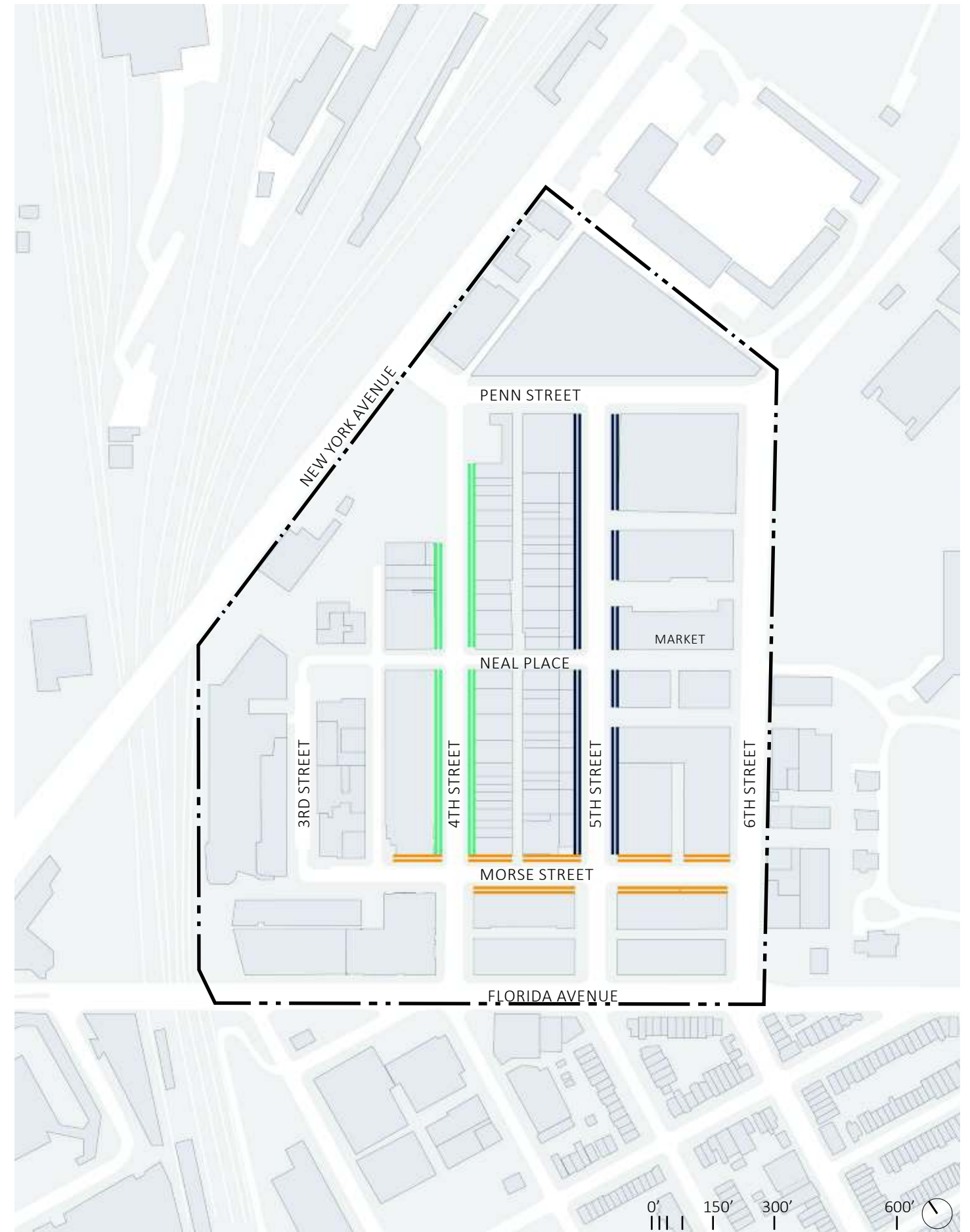
Enhanced Building Canopies

Enhanced building canopies will create areas of shade and cover throughout the market, creating an overhead plane traditionally offered by street trees. Green screens and plantings on the canopies could be used to introduce landscape and green elements.

New building canopies on these three streets should generally follow the precedents for height and projection set by the historic canopies on those streets, although exceptions may be made to accommodate changes in topography or to improve the architectural design of a new building. Existing buildings that don't have canopies are not required to have new canopies.

Key:

-  4th St Canopy
10'-16' clear height
4'-10' projection
-  5th St Canopy
10'-16' clear height
10' projection
-  Morse St Canopy
10'-16' clear height
4' projection



Tree Coverage

As discussed elsewhere, one of the defining characteristics of Union Market is the lack of street trees on many streets. This lends the existing streetscape a character that is unusual for the District of Columbia, but unsurprising given the neighborhood’s history as a center of wholesale and light industrial enterprise. With the exception of a few trees on 6th Street, the trees that are present are a mix of urban regrowth species such as princess tree (*Paulownia tomentosa*) and tree of heaven (*Ailanthus altissima*), usually considered ‘weed trees’.

In order to retain this character – particularly in the historic district – the required number of street trees on certain streets has been intentionally reduced. However, as trees provide important environmental benefits, their numbers should be made up either within the district (e.g. on 6th Street) or ‘off site’ on other public rights-of-way. The details on the implementation of this can be found in Chapter 7.



As tree spacing on several streets will be irregular, other factors may guide tree locations. This could include terminating vistas, marking of building entrances, or planting in support of the gateways and thresholds depicted on the previous pages.

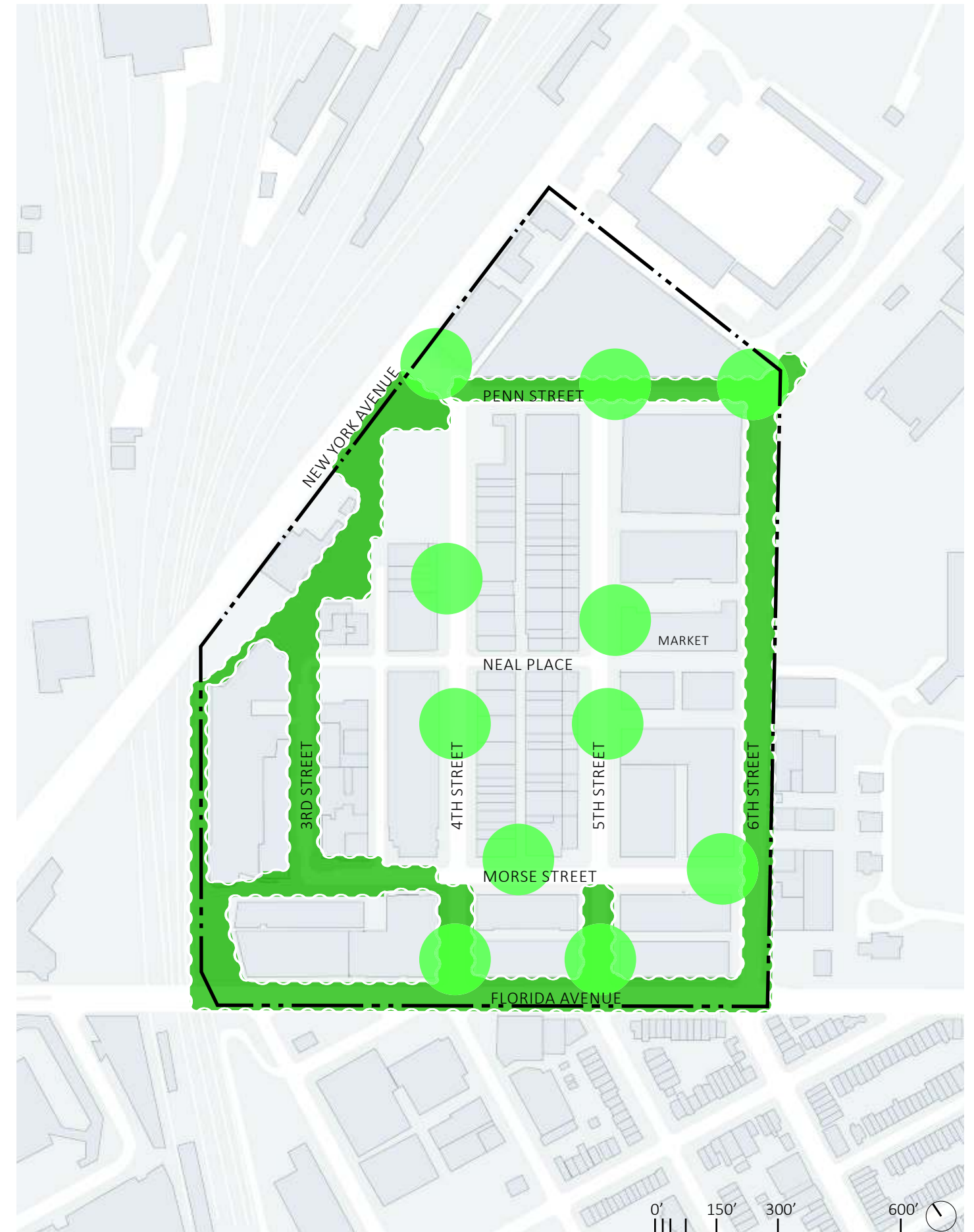
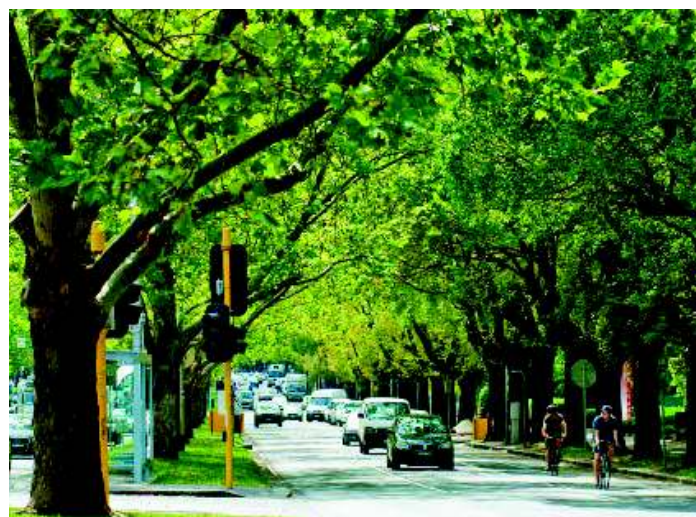
In addition to tree spacing, tree selection will be important in reinforcing the existing character of the district.

Recommended trees include:

- Betula nigra “Heritage” – river birch
- Catalpa speciosa – northern catalpa
- Corylus colurna – Turkish hazel
- Crataegus viridis “Winter King” – green hawthorn
- Gleditsia triacanthos inermis – thornless honeylocust
- Gymnocladus dioicus – Kentucky coffeetree
- Ostrya virginiana –hophornbeam
- Quercus muehlenbergii – chinkapin oak
- Robinia pseudoacacia – black locust
- Ulmus Americana “Prairie Expedition”, “New Harmony”, etc. – disease-resistant American elms

Key

-  Area of Denser Tree Canopy
-  Iconic Tree Locations



Public Art

Art will be selectively placed at gateways, thresholds and at the terminus of view sheds. As a way to reinforce the principal that Union Market is a place with multiple nodes and a series of experiences, Neal Place is the focus of a coordinated effort to create a sense of place through public art. It's narrow width and role as the central east-west connection through Union Market offers opportunities for a series of linear art installations with a focus on lighting, creating a unique character for this pedestrian-focused area.

- Key
- ✖ Public Art
 - Art Opportunity Area

