

» Union Market Streetscape Guidelines

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.

» Street Tree Selection

Market Streets are intended to have few street trees. Applicants submitting proposals that front these streets must work with DDOT's Urban Forestry Administration to locate, plant, or pay for the planting of off-site street trees in order to ensure the same number of street trees that would otherwise be required in a standard streetscape are planted nearby.

» Implementation

All applicants are advised to meet with staff from DDOT and OP early in the streetscape design process by scheduling a Preliminary Design Review Meeting (PDRM) with DDOT's Public Space Permitting Office. In addition to reviewing the streetscape design in front of an applicant's property, PDRMs provide an opportunity to discuss how new streetscapes will transition into adjacent public space at undeveloped neighboring properties. Applications that include any non-standard streetscape elements will be required to record a maintenance agreement with DDOT.

Street	Street Tree	Location	Height
4th St & 5th St			
	Catalpa	Flex Zone, Curb	40' -70'
	Black Locust	Flex Zone, Curb	30'-50'
	Eastern Hophornbeam	Flex Zone, Curb	25' -40'
	Fruitless Kentucky Coffee Tree	Flex Zone, Curb	50' -70'
6th St			
	American Elm	Curb, Bike Buffer	40'-50'
	Thornless Honey Locust	Curb, Bike Buffer	30' -70'
Penn St			
	Eastern Hophornbeam	Curb	25' -40'
	Turkish Hazel	Curb	40'-80'
Neal Pl			
	Green Hawthorn	Curb	25' -35'
Morse St			
	Chinkapin Oak	Flex Zone	40' -60'
	Green Hawthorn	Flex Zone	25' -35'
	River Birch	Flex Zone	40' -70'
	Thornless Honey Locust	Curb	30' -70'



View of 4th St looking North

Union Market Streetscape Design Guidelines

A COORDINATED DESIGN FOR THE STREETS OF UNION MARKET

The commercial activity that takes place within the public space of the Union Market area defines the district as unique within Washington, DC. For decades patrons walked between vendors and their wares displayed on streets within the market. This historic industrial distribution-center is on the cusp of being transformed by development that is expected to add over 4,200 residential units, 560,000 square feet of retail, 530 hotel rooms, and almost 100,000 square feet of cultural and educational uses over the next ten years. As the market redevelops, sidewalks need to be widened and roadways narrowed in order to accommodate new and existing users safely and comfortably. Their design will create a more walkable and pedestrian-oriented place that maintains the area's industrial character.

The market's streetscape guidelines were developed through a collaborative process that involved the District Department of Transportation (DDOT), the DC Office of Planning (OP), and property owners. The development of streetscape guidelines was a condition of approval for an EDENS Planned Unit Development within the market (Zoning Commission Case #14-12). The purpose of the guidelines is to maintain a vibrant street life by enhancing the distinct industrial character, incorporating new commercial uses, unifying the streetscape, and ensuring the transportation network accommodates all users. Specifications for paving

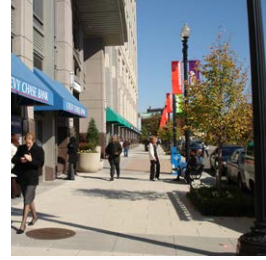
materials, street tree placement, and lighting have been selected to retain the areas current look and feel. 4th, 5th, and Morse streets – the historic core of the market – are designed to allow flexibility for incorporating sidewalk cafes, vending, small parks, and public art that add to a bustling commercial atmosphere. Additional enhancements, such as bicycle lanes and a double row of trees on 6th Street and light art on Neal Place, will create a variety of spaces to experience and explore.

As the market evolves the public space will need to allow for upgrades to infrastructure, accommodate the needs of established and new businesses, incorporate universal design principles, and increase its environmental performance. These guidelines include features that maintain the ability for existing industrial users to load/unload and maneuver large trucks, as well as provide residents and visitors a comfortable and pleasant pedestrian experience as they make their way to shops and restaurants. Sidewalks and amenities have been designed to clearly delineate pedestrian walkways and intersections, minimize conflicts with new utility lines, and increase the amount of stormwater runoff draining into landscaped areas. As a public asset under the control of the District of Columbia, the street rights-of-way in the market will maintain its distinct character as it transforms into a living and working neighborhood.

Streetscape Typologies



Market Street: 4th, 5th, and Morse streets are the core of the market with wholesale distribution businesses, loading areas, and concrete sidewalks and roadways that set these streets apart from typical right-of-ways found in the District. They are largely defined by historic market buildings, continuous building canopies, absence of street trees, and the feeling that you are walking through a bustling commercial area.



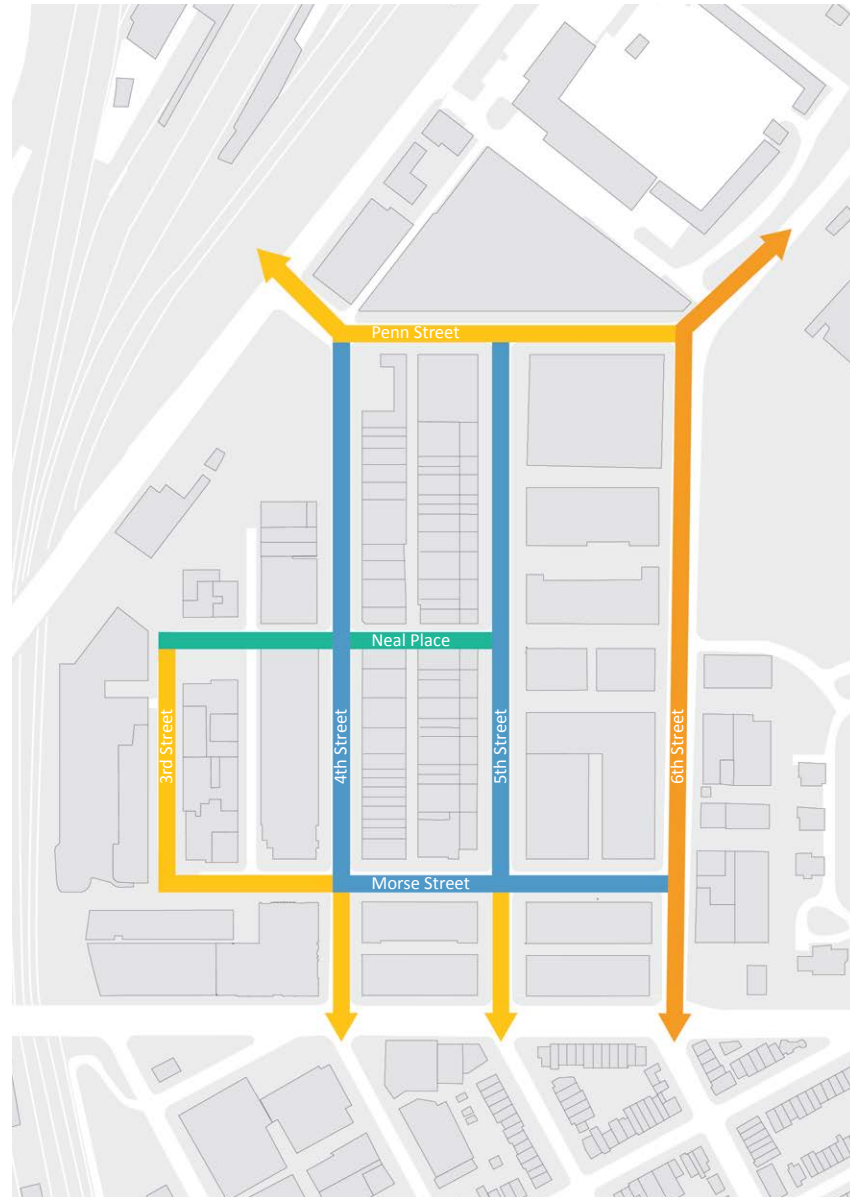
Connector Street: Sections of 4th, 5th, and Penn streets function as entrances to the market from the surrounding road network. Lined with a traditional street tree layout and sidewalks, these streets will incorporate public art and other amenities to highlight to pedestrians and drivers that they are entering a distinct area of the District.



Pedestrian Focused Street: Neal Place, 3rd Street, and a section of Morse Street are all self-contained within the market and will carry low volumes of vehicular traffic. These smaller scaled streets will include pedestrian-oriented features and amenities like market sheds and street trees that define distinct areas within the market. Neal Place is also the primary east-west pedestrian connection through the market.



Zipper: 6th Street is an important connection from the market place to Gallaudet University and the surrounding transportation network. It includes sidewalks with active storefront retail and sidewalk cafes, landscaping, and a two-way cycle track protected by a double row of trees.

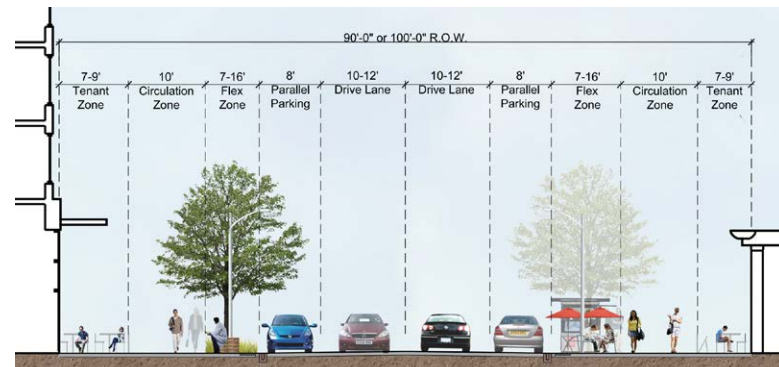


→ Market Street → Pedestrian Focused Street
→ Connector Street → Zipper

Street Sections

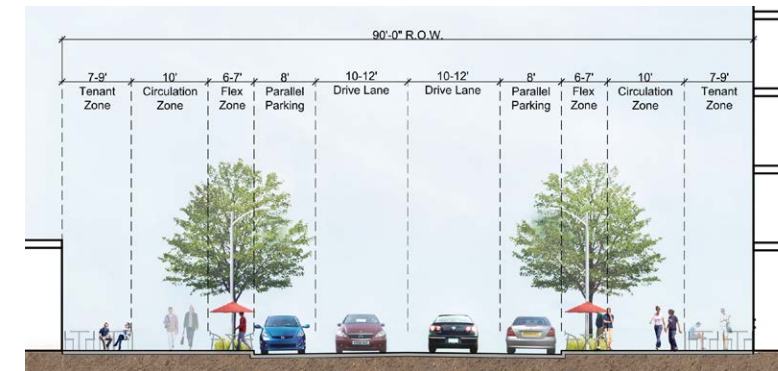
Market Street

- Building entrances at sidewalks must meet existing grade.
- Existing concrete streets and sidewalks should be preserved wherever possible.
- New hardscape will be primarily concrete, roadways will have a 10'x16' scoring pattern, sidewalks will have a 5'x8' scoring pattern.
- Drainage will be handled primarily with trench drains subject to private maintenance agreements.
- Tactile warning pavers or other approved treatments are required along the street-side edge of pedestrian sidewalks and flex zones.
- Applicants are encouraged to use a wide range of standard and non-standard improvements and amenities in the flex zone, including decking, landscape area, café seating, and vending.
- Continuous building canopies that project 4'-10' over the sidewalk and maintain a 10'-16' clear height are required.



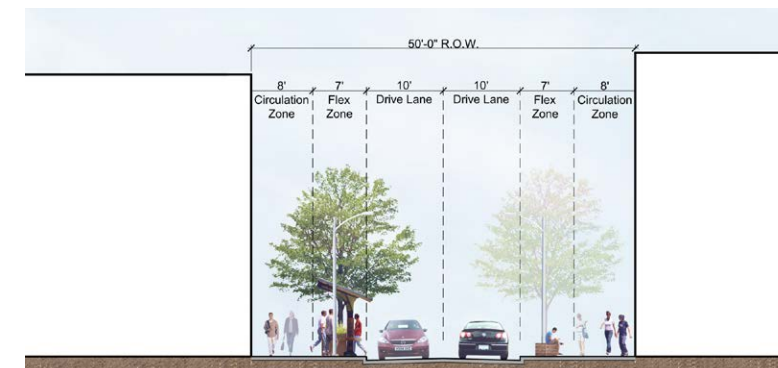
Street Sections

Connector Street



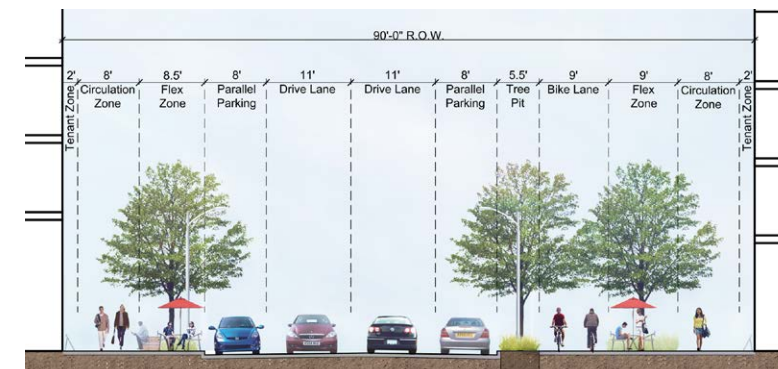
- Building entrances at sidewalks must meet existing grade.
- Existing concrete streets and sidewalks should be preserved wherever possible.
- New hardscape varies between concrete and asphalt, refer to Union Market Design Guidelines for location. In locations where concrete will be used, roadways will have a 10'x16' scoring pattern, sidewalks will have a 5'x8' scoring pattern.
- Drainage will be handled with gutters and curb inlets.
- Applicants are encouraged to use a wide range of standard and non-standard improvements and amenities in the flex zone, including decking, landscape area, café seating, and vending.
- Street trees will be planted per DDOT standard spacing.

Pedestrian Focused Street



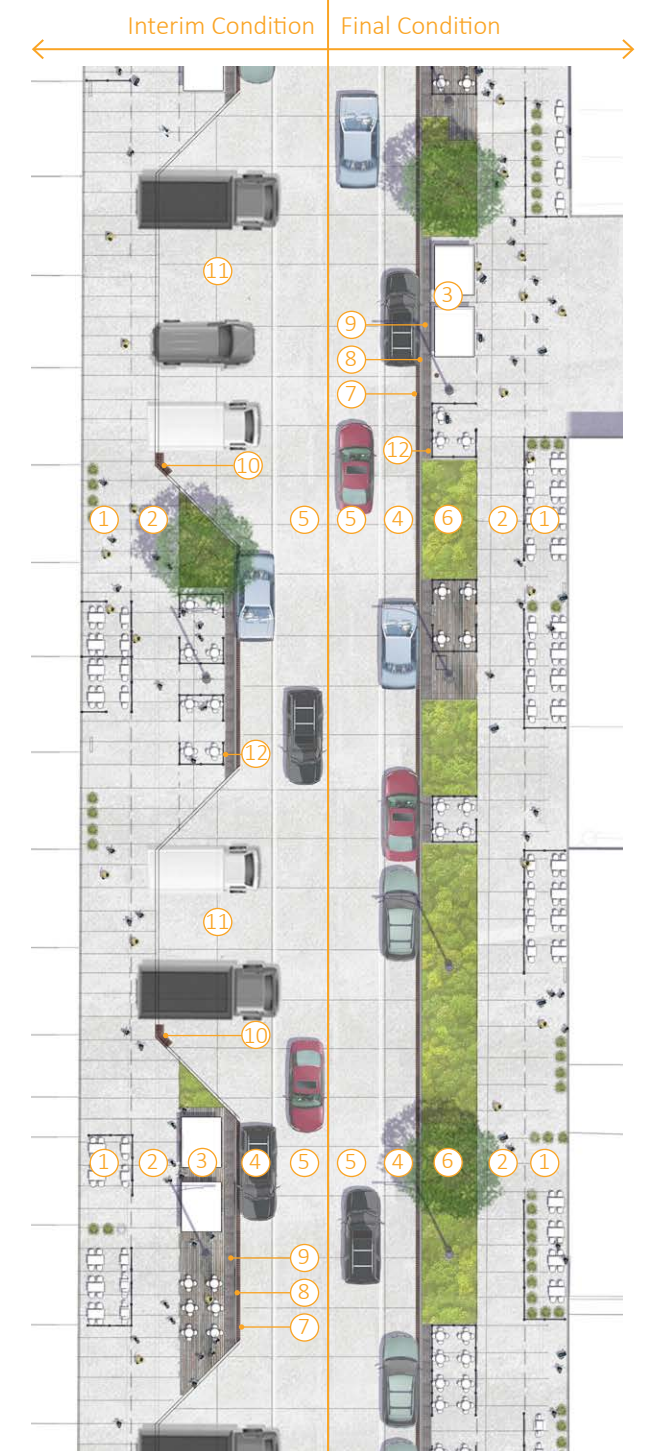
- Improvements shall include items such as lighting and public art to emphasize the importance of the street as the primary east-west connection within the market.
- The flex zone allows for a wide range of standard and non-standard improvements and amenities that can include decking, landscape area, café seating, and vending.
- Street trees and other structures that provide shade are required on at least one side of each block.
- Roadways will have a 10'x16' scoring pattern, sidewalks will have a 5'x8' scoring pattern.

Zipper



- Roadway shall be constructed with standard curb, gutter, and asphalt paving.
- Sidewalk will be concrete with a 5'x8' scoring pattern.
- Two-way cycle track with double row of trees provide north-south bike connectivity.

Plan Typical



- | | | |
|---------------------|-----------------------|----------------|
| ① Tenant Zone | ⑥ Landscape Flex Zone | ⑪ Loading Zone |
| ② Circulation Zone | ⑦ Trench Drain | ⑫ Fence |
| ③ Flex Zone | ⑧ Granite Curb | |
| ④ On Street Parking | ⑨ ADA Warning Pavers | |
| ⑤ Drive Lane | ⑩ Drain Inlet | |

Plan is typical, conditions vary from street to street