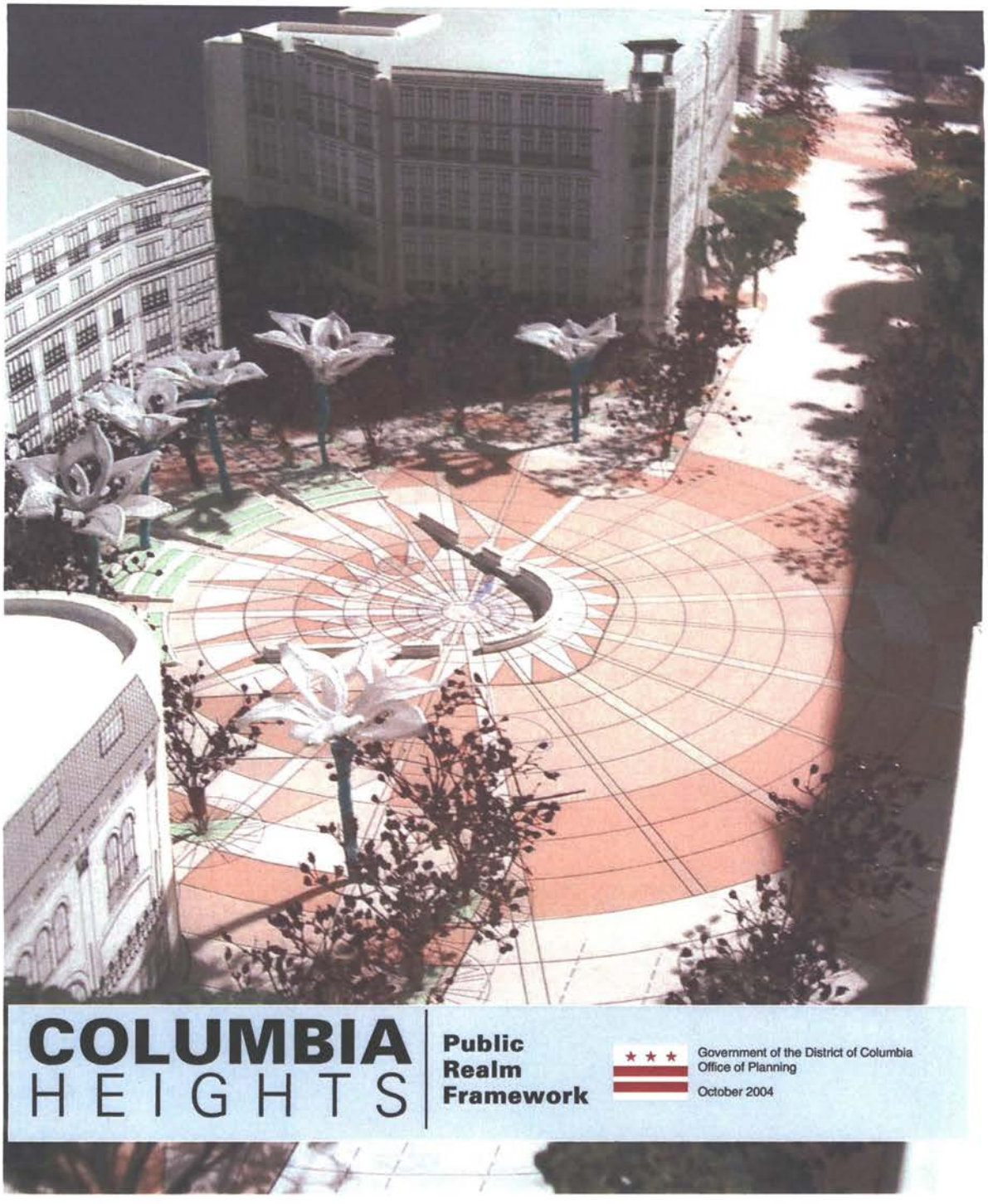


COLUMBIA HEIGHTS

Public Realm Framework

Government of the District of Columbia
Office of Planning

October 2004

Executive Summary

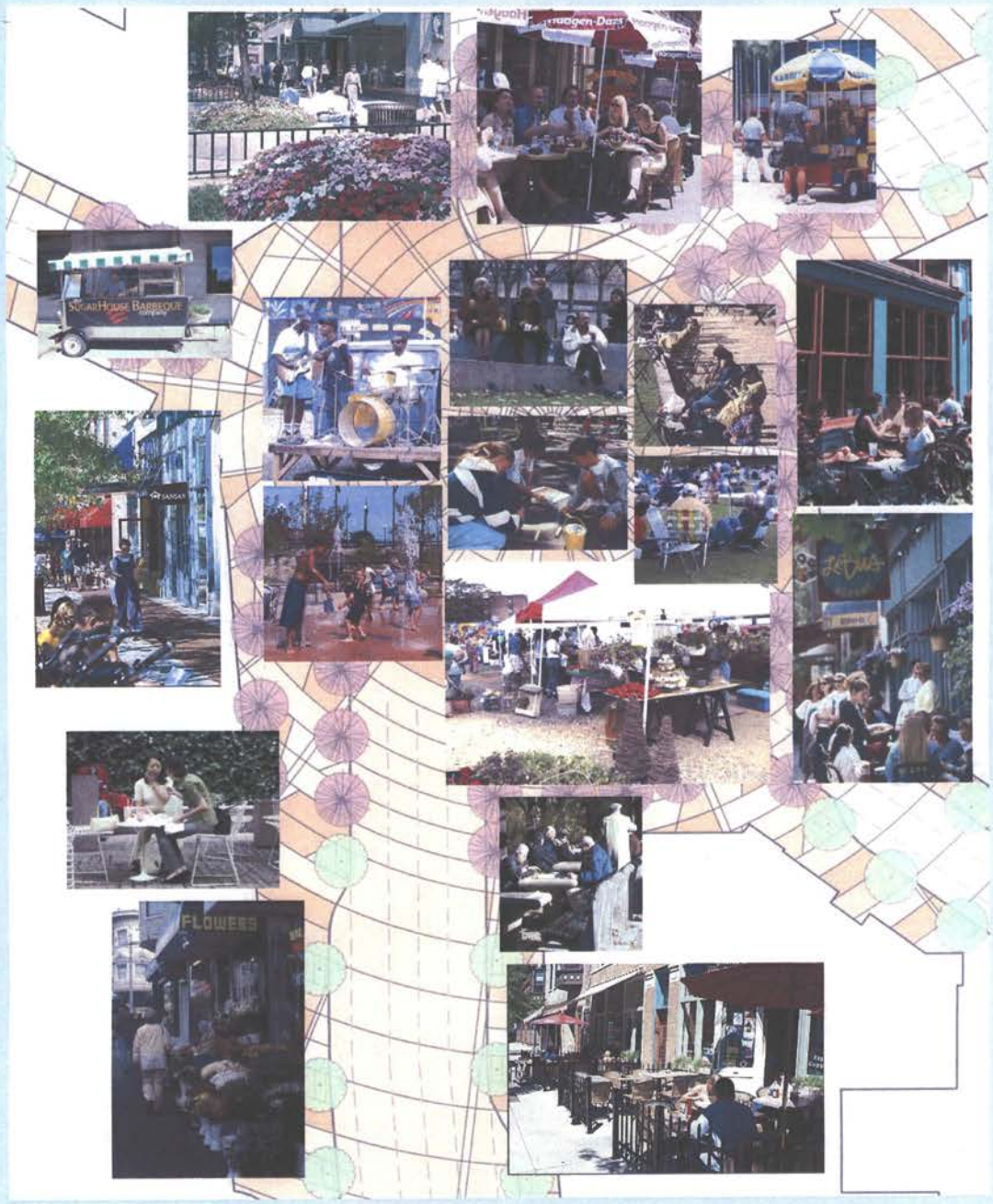
BZA
Case No. 17232
Exhibit No. 47

Board of Zoning Adjustment
District of Columbia
CASE NO. 17232
EXHIBIT NO. 47





The Public Realm Framework and the Vision for the Civic Plaza (below) has been Guided by the Aspirations of the Community.





14th Street Commercial Corridor, 1940s
Source: 1997 Community-Based Plan, WAF



The Neighborhood's identity is represented in its art

The Neighborhood

Background

In 1997, concerned residents and stakeholders in Columbia Heights participated in a series of community workshops to create a redevelopment strategy for the neighborhood called "A Community-Based Plan for the Columbia Heights Metro Station Area". The strategy identified and proposed redevelopment solutions for several major parcels, concentrating on the 14th Street commercial corridor. These solutions included:

- 'mixed-use' development in the neighborhood 'core area', along the 14th Street corridor, in relation to the development of the new Columbia Heights Metro Station,
- development of a new Civic Plaza on a publicly-owned parcel at the intersection of Park Road, Kenyon Street, and 14th Street,
- development of high quality public streetscape improvements along 14th Street, connecting to the new Metro station.

The strategy also established a list of 'Planning Principles' to guide and inform future development within the neighborhood.

Since the plan was completed, the Columbia Heights area has been the focus of a major neighborhood redevelopment effort by the District government and other public entities, including the National Capitol Revitalization Corporation (NCRC), the RLA Revitalization Corporation (RLA), and the Washington Metropolitan Area Transit Authority (WMATA). In 1999, WMATA opened the Columbia Heights Metro Station. Since then, RLA and NCRC have been responsible for awarding redevelopment rights for many parcels within the Columbia Heights neighborhood 'core area', along the 14th Street corridor.

The DC Office of Planning (DC-OP) initiated this planning project in early 2003, to coordinate high quality 'Public Realm' improvements -- those within the public domain of civic space and public streetscape -- to foster a unified community identity for Columbia Heights.

Planning Goals

The following 'Project Goals' were developed by DC-OP and the Design Team, endorsed by the Advisory Committee, and presented and adopted during the first community meeting.

- To understand the cultural and physical background and evolving history of the Columbia Heights Neighborhood.
- To create an urban design 'Framework Plan' for the Public Realm, to define public places and streetscapes, which integrate public space with private and public development.
- To create streetscapes which define a 'Community Design identity', which captures the unique qualities of Columbia Heights.
- To define design guidelines and design development documents for the Public Realm, consistent with the Planning Principles of the 1997 Community-Based Plan.
- To develop and recommend implementation strategies for the Plan, which coordinate public and private investment.



The location of Columbia Heights neighborhood within the District



A Community Based Plan for the Columbia Heights Metro Station Area, 1997

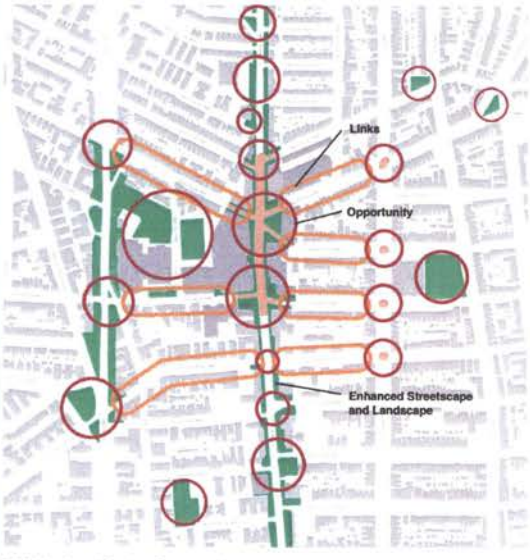


Redevelopment Activity
(RLARC Development Parcels identified in yellow)

Parcel Number	*Project*
• Parcel 24	Dance Institute
• Parcel 29	Tivoli Partners
• Parcel 27	DC USA
• Parcel 38	Civic Plaza Site
• Metro	Triangle, II
• Parcels 15 & 26	Columbia Heights Ventures
• Parcel 40	Urban League
• Parcel 5	NPCDC
• Parcel 19 & 32	Triangle, II
• Parcel 11	Duron, Inc.
• Parcel 20 & 34	In Progress



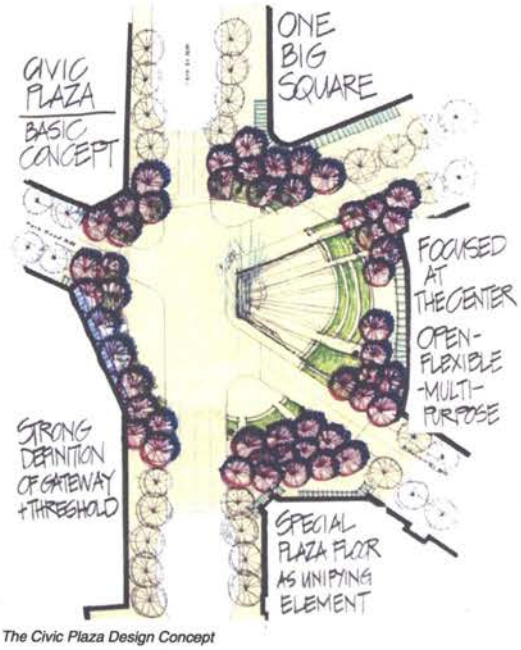
The Framework Design Concept



Neighborhood Design Opportunities

1. Cultural		
multi-cultural	multi-economic	melting-pot
humanity	community oriented	multi-ethnic
multi-generational	mix of faces	familiar faces
'kaleido-cultural'	neighborhood	multi-lingual
2. Ambience / Atmospheric		
Viva!	'a lot going on'	crossroads
sense of conflict	unrefined	vibrancy
urban	crowds	edgy-tension
uncut/raw	vitality	density
chaos	'spike lee joint'	skyline
3. Social		
open	tolerance	'kaleidoscope'
colors	multi-purpose/use	welcoming
accommodating	old/new	shapes
flexible	accepting	diverse
contrasts	non-linear	rooftops
multi-generational		
4. Temporal / Changing		
changing	evolving	history/historic
emerging	revival	'renaissance'
5. Humanitarian		
soulful	personal	intimate
we/the people as 'art'	people-focused (not object-focused)	

The words used by residents to describe their neighborhood



The Civic Plaza Design Concept

Public Realm Framework Goals

The following goals guided the development of the Framework:

1. **Strengthen Community Identity**
2. **Celebrate Diversity**
3. **Create a Lively Urban Experience**
4. **Make it Easy to Walk**
5. **Make Public Transit Convenient**
6. **Make it Safe.**

Neighborhood Characteristics

Community residents identified the following:

- a commitment to embrace the extraordinary cultural and economic diversity,
- a sense of enthusiasm and vitality for the public realm,
- a spirit of openness and tolerance,
- an interest in promoting development which respects its past while looking forward to the future.

Design Concept

The Public Realm Framework Design Concept illustrates the urban design strategy for Columbia Heights. The Concept:

- focuses on the neighborhood "core area" -- the "Civic/ Cultural" and "Commercial Heart" -- extending along 14th Street from Columbia Road to Monroe Street,
- creates a new Civic Plaza, at the intersection of Park Road, Kenyon Street and 14th Street,
- enhances the connection between the Civic Plaza, the Metro Station plazas and adjacent development,
- integrates public realm and private development,
- captures community identity,
- identifies a palette of materials which can be replicated in symbolic ways at several key intersections and gateways throughout the neighborhood.



The stepped lawn will provide an opportunity to watch neighborhood activity



A flowering, ornamental tree will ring the plaza



The interactive fountain will provide a dynamic place for children to play and relief from summertime heat



The sculptural 'flowers' will provide shading and ornamental lighting

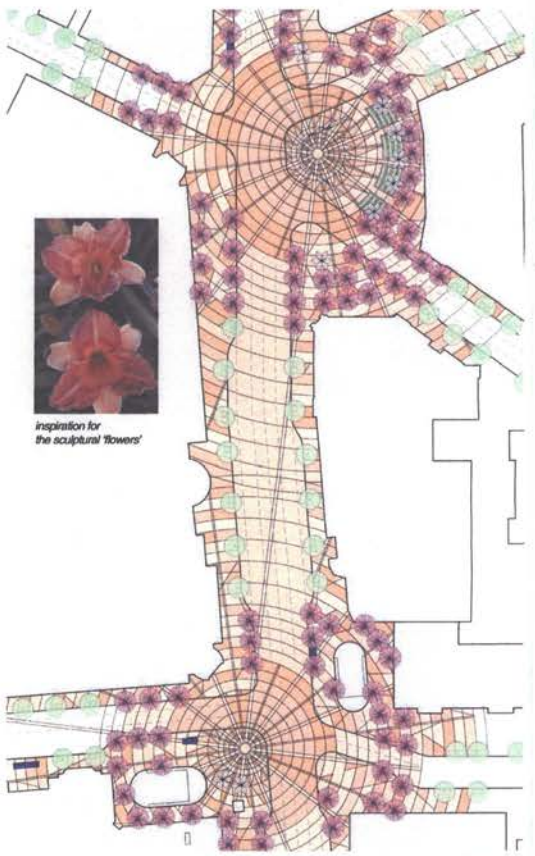


The Civic Plaza

The Design of the Civic Plaza and Metro Plazas

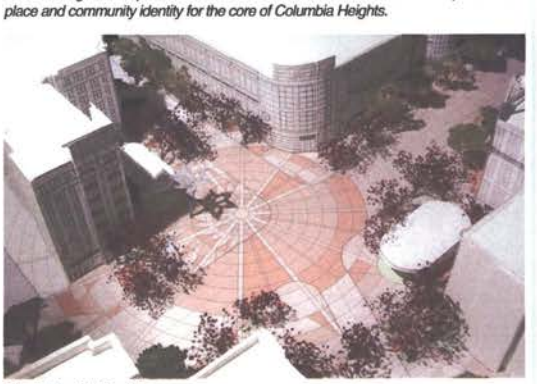
The Plaza is located in the triangular shaped parcel at the intersection of Kenyon St., Park Road, and 14th Street. It is approximately 12,000 square feet in area. The design theme is based upon a 'kaleidoscope' which symbolizes and embodies the rich diversity of the community.

- The Plaza is organized around a strong geometric paving pattern, derived from overlaying a kaleidoscopic image upon a radial-concentric design which emanates from the center.
- The paving extends across the intersection, unifying the entire open space and new buildings, to create the sense of a much larger and cohesive public space. Thus, the plaza can comprise the small triangular park; or include the sidewalks across Kenyon St. and Park Road; or become the entire space encompassed in the pattern. Occasionally, streets may be closed and the entire space may be used to host community events. The triangular plaza can support 800 - 1000 people, while the entire, expanded plaza space can support up to 3,000 people for special community events.
- The Plaza is predominantly 'hardscaped' and is designed to be flexible enough to accommodate a wide range of uses.
- A special circle, thirty feet in diameter is located at the center of the Plaza. Here, the Plaza forms a shallow bowl and is depressed approximately 12 inches and surrounded by seat walls on three sides. Located within this circle is the primary feature of the Plaza – a public, interactive fountain with informally placed jets of water that may be programmed in a syncopated rhythm. The fountain symbolizes the spontaneity and vitality of the Columbia Heights neighborhood. It is also designed to have several 'phases of intensity', which facilitate diverse uses of the Plaza.
- The 'hardscape' is softened by the use of a terraced lawn – a series of grassy steps which also provide an opportunity for seating and relaxation. The steps are five feet wide, terrace upwards away from the plaza center in low steps, and are framed in low concrete walls which function as seat walls to the adjacent sidewalk cafes.
- The entire edge of the Plaza is defined by planted rings of flowering ornamental trees which surround the east side of the lawn, and extend across Park Road, Kenyon Street and 14th Street.
- The edge of the Plaza is further defined by a ring of large-scale sculptural 'flowers', which provide shade canopies and ornamental lighting within the area of the lawn, and serve as formal 'signature' elements. These flowers are designed in the form of day lilies and constructed of metal 'stems' with 'petals' constructed of a tensile fabric over light-weight metal frames. The ring also extends across Park Road and Kenyon Street, where single flowers are located to mark those portions of the extended Plaza.
- The radial-concentric pattern extends down 14th Street to connect with the Metro Station entry plazas. A radial element from the Civic Plaza connects to a smaller second 'center' of the pattern at the Metro entries. The 14th St. / Irving St. intersection is also ringed with ornamental flowering trees to mark the gateway into the 'core area' from Metro-rail. Additional 'flower' elements also are placed at the Metro plazas to strengthen the relationship with the Civic Plaza.

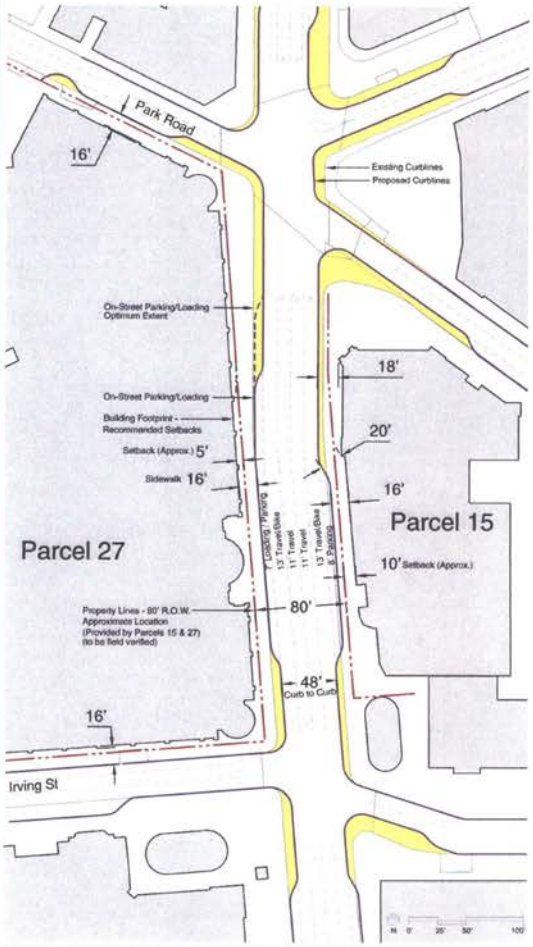


inspiration for the sculptural 'flowers'

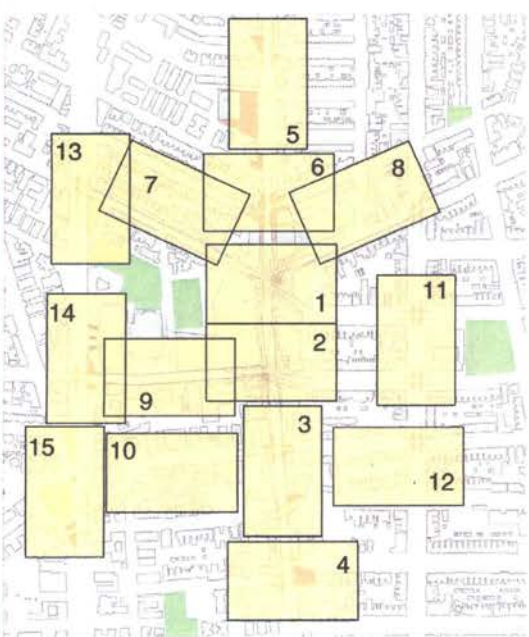
The unique paving pattern, together with the sculptural 'flowers', ornamental trees, and the integration of public art are intended to establish and reinforce a special civic place and community identity for the core of Columbia Heights.



The Metro Station Plazas



14th Street Right-of-Way: The areas in yellow identify curb extensions



Focus Area Design Plans



Traditional Lighting



Custom Bus Shelters

14th Street Right-of-Way Design

Within the 'core area', 14th street should be reconfigured to establish balanced access for all modes to and around the Metro Station entrances and to support traffic patterns which complement the neighborhood's commercial core. The reconfiguration of travel lanes will also provide a gradual transition from four travel lanes south of Irving Street to the existing two travel lanes north of the Monroe Street.

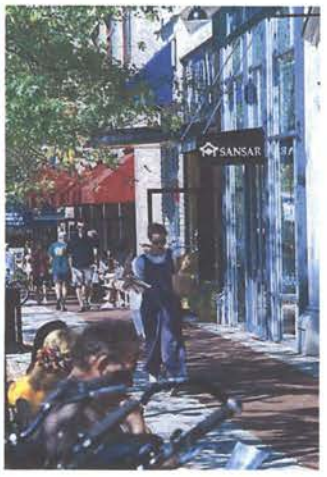
14th Street, between Irving Street and the Park/Kenyon intersection, should accommodate two 11 foot wide travel lanes in the center, two 14 foot wide combined travel-bike lanes at the outside, and on-street parking lanes along both sides of the street. This allows the connection of bike lanes to the Metro Plazas and on-street parking which reinforces the commercial uses along the street and enhances the pedestrian environment. Sidewalks must be a minimum 16 feet wide in the 'core area' to accommodate a relatively generous through-pedestrian zone and a furnishing zone along the curb. Door swings, cafe tables, and all utilities, should be held back from the 16 foot dimension. Where possible, a 20 foot wide sidewalk is recommended which would allow a four foot zone adjacent to the building to be used by the businesses to "enliven" their storefronts with tables or displays. Setbacks of adjacent properties may be required to provide the desired sidewalk widths.

Each of the intersections along 14th Street, from Monroe Street to Girard Street, should be reconfigured with generous curb extensions to enhance pedestrian safety and strengthen the public realm. The Transportation Study includes additional recommendations for improving pedestrian safety such as modifications to traffic signalization.

- The Monroe Street / 14th Street intersection should be reconfigured to provide better and safer access along Monroe across 14th Street.
- 14th Street from Monroe Street to Park Road should include two travel lanes, two dedicated bike lanes, and on-street parking lanes on both sides of the street. South-bound at Park Road, the parking lane converts to a dedicated right-turn lane.
- The Kenyon Street / Park Road / 14th Street intersection should be reconfigured to improve pedestrian safety. West-bound traffic at the Park Road / 14th Street intersection will permit a right-turn only northbound onto 14th Street. Kenyon Street will be reduced to two travel lanes at 14th Street.
- North-bound travel on 14th Street at the Park Road / Kenyon Street intersection will have a dedicated left-turn lane and one through travel lane which extends north to Monroe.
- The Irving Street / 14th Street intersection is also improved by narrowing the roadbed to provide a south-bound left turn lane and one through travel lane.

Focus Area Design Plans

The Focus Area Design Plans detail recommendations for specific areas throughout the neighborhood including special intersections and opportunity areas, street trees, lighting and sidewalks. The Plans are organized by priority. First priority areas include Plans 1 through 8. Second priority areas are Plans 9 through 12. Third priority areas are Plans 13 through 15.







High quality streetscapes and adjacent uses will enhance the pedestrian environment

Streetscape Design

The streetscape design for Columbia Heights is derived from the design of the core area. Streetscape elements include the three different scales of the standard DC ornamental street light poles placed at slightly more dense spacing in the core area to emphasize its importance.

Street trees along 14th Street will be London Plane or Linden trees, which have a slightly vertical form, and will provide a generous canopy for shading along the sidewalk through the commercial center of Columbia Heights. The plane trees will be placed at 40 foot intervals along 14th Street, within curbside planters filled with hearty ground-cover plantings and edged with DC standard iron hoops.

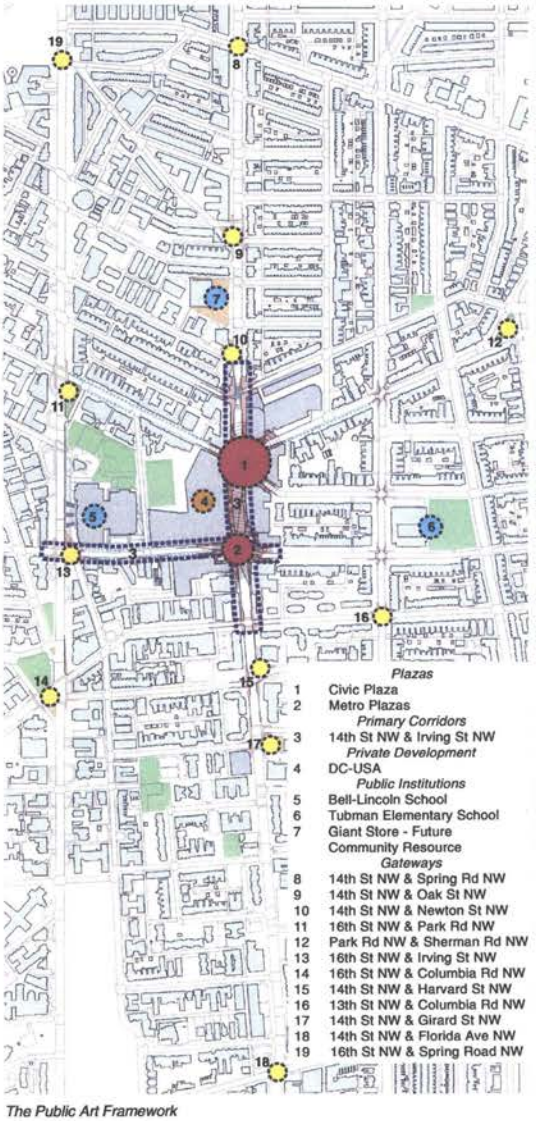
Within the core area, the sidewalks are proposed to be at least 16 feet in width to provide space for a generous pedestrian zone, and for a furnishing zone along the street edge for street trees, ornamental street lights, and occasional benches, planters and bus shelters.

Public Art Framework

The DC Commission on the Arts and Humanities supported the selection of two artists to work with the Design Team on integrating public art concepts into the Public Realm. A public art framework was developed to identify opportunities in the community for public art installations. In addition, several conceptual plans for public art were created. These include: enhancements to paving and seating, custom designed street furnishings for lighting, shading and community history.



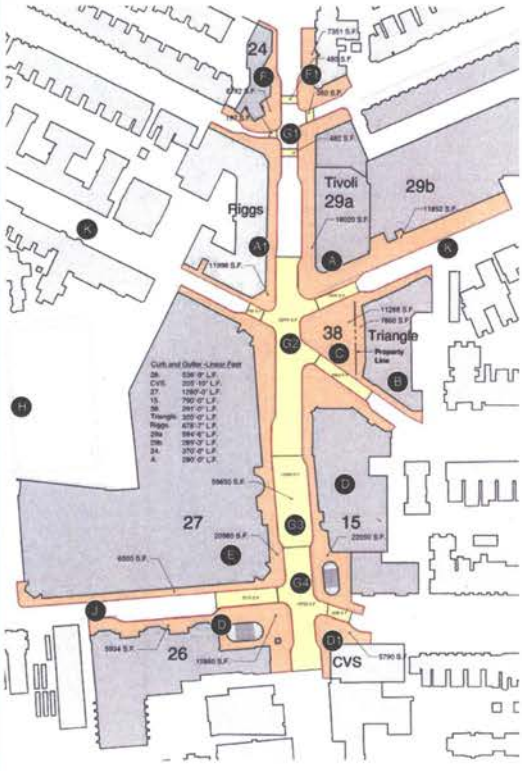
Potential Public Art Mosaics



The Public Art Framework



Potential Art Screens - Community Portraits and Masks



Preliminary Construction Budget Estimate Core Area Site Plan

Public Realm Phasing
Projected Construction Schedule

Phasing Diagram I.D.	RLA Parcels	Project Name	2003 Su	2004 Fa	2004 Wi	2004 Sp	2004 Su	2005 Fa	2005 Wi	2005 Sp	2005 Su	2006 Fa	2006 Wi	2006 Sp	2006 Su	2006 Fa
Curbside Improvements Development Projects																
A	29	Tivoli Theater						■	■	■						
B	Metro	Triangle II									■	■	■			
C	38	Civic Plaza									■	■	■			
D	15	Donatelli & Klein									■	■	■			
	26	Donatelli & Klein									■	■	■			
E	27	DC/USA												■	■	■
F	24	Dance Institute												■	■	■
Curbside Improvements - Adjacent to Existing Development																
A1		Riggs						■	■	■						
D1		CVS									■	■	■			
F1		NE 14th St												■	■	■
Streetside Improvements - 14th Street NW																
G1		14th / Monroe						■	■	■						
G2		14th / Park / Kenyon									■	■	■			
G3		14th Midblock									■	■	■	■	■	■
G4		14th / Irving									■	■	■	■	■	■
Improvements Adjacent to Core Area																
H		Bell Lincoln School						■	■	■						
J		Irving St						■	■	■						
K		Park Road			■	■	■									

Projected Building Construction Schedule
■ ■ ■ Potential Public Realm Construction Period

Preliminary Construction Budget Estimates for Public Realm Elements

The construction costs for public realm improvements within the 'core area' have been developed in consultation with the DC Office of Planning, the District Department of Transportation and the Department of Public Works. They are based upon relevant construction costs for similar public right-of-way projects.

Construction costs for public improvements within the 'core area' are estimated at approximately $6.0 to $6.4 million. Consistent with conventional practice for costs planned at this stage of project development, these estimates include a 20% design/construction contingency.

The construction costs itemize the public right-of-way costs in relation to each adjoining development parcel, and are based upon area calculations for the right-of-way. Total project costs should be budgeted upon existing standard DC DDOT and DPW practices. Total project costs are estimated at $7.2 to $8 milllion, 20-25% higher than base construction costs.

Financing and Funding

A coordinated funding and financing strategy must be agreed upon by the Office of the Deputy Mayor for Economic Development, the Office of Planning, the Department of Transportation, NCRC, WMATA, and the private development principals. This strategy should include, and leverage:

- coordination of public realm improvements with new development,
- coordination and phasing with planned and future capital improvements,
- creation of local improvement district and use of tax increment financing for infrastructure and public realm improvements,
- WMATA transit area improvement funds,
- additional capital allocations from the District of Columbia,
- coordination of DC Commission of Arts & Humanities artscape improvements.

Public Realm Management

Generally, the regular management and maintenance of curbside improvements within the 'public realm' is the responsibility of abutting private property owners. In complement, the Public Realm Framework recommends the formation of a Business Improvement District to oversee the management and maintenance of public improvements within the 14th Street 'core area' and improvements funded under the proposed Local Improvement District. This organization should evolve from current community associations and established Columbia Heights institutional interests and business community organizations such as CHAMPS, the Columbia Heights Development Task Force and a proposed Main Street organization.

Responsibilities of this body must conform to established District policy and be tailored to the proposed physical improvements of this Framework. Responsibility for management and maintenance of the Civic Plaza should fall under the auspices of this organization while ownership of the Plaza shall be retained by the District of Columbia. The stewardship of this Plaza should extend to the creation and management of public-authorized programs for special uses and activities, including the Columbia Heights Farmers Market and a variety of cultural and entertainment programs which should be planned and staged throughout the year.

Acknowledgements

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Michael Downie, *Revitalization Planner - Project Manager*
Karina Ricks, *Revitalization Planner*
Vivian Guerra, *Planner for Ward 1*

Department of Transportation
Dan Tangherlini, *Director*
John Dietrich, *Deputy Director*
Ken Laden, *Associate Director*
Tchako Ngandjui, *Program Manager for Wards 1 & 2*
Callistus Nwadike, *Project Manager*

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Michael Jasso, *Special Assistant*
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Ruth Uchiyama, *Development Manager*

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Sherry Schwechten, *Art in Public Places Manager*
Victoria Reis, *Art in Public Places Consultant*

Advisory Committee (* Also member of Project Design Subcommittee)
Darrell Duane*
George Escobar
Nigel Gragg
Mack James*
Will Jordan*
Lloyd Levermore
David Levy*
Ted Loza*
Ernie Markus
Jack McKay
Elizabeth McIntire*
Lillian Perdomo*
Juan J. Patlan

Primary Consultants - *Public Realm Framework*
Zimmer Gunsul Frasca Partnership
D. Bartley Guthrie
Otto Condon
Brad Reed
Jason Kasparek
Hannah Galbreath
Nicola D'Sousa
Dustin Crisp

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Robert Padgette
Reena Mathews

Public Artists
Jann Rosen-Queralt
Steven Weitzman

1
Neighborhood Context



Neighborhood Structure
Street Character Framework
Transportation Assessment
Community Identity

The Columbia Heights Neighborhood

Columbia Heights is changing rapidly as it attracts new housing, significant retail development and an influx of new residents.

The primary commercial corridor of the neighborhood, 14th Street NW, was significantly damaged in the 1968 riots following the assassination of Martin Luther King Jr. Re-investment in the neighborhood core over the following thirty years has been minimal.

In 1997, residents and stakeholders in Columbia Heights participated in a community charrette to create a redevelopment strategy for the neighborhood. Since the charrette, the neighborhood has been the focus of a major neighborhood redevelopment effort by the government of the District of Columbia and other public development entities, including the National Capital Revitalization Corporation (NCRC), the RLA Revitalization Corporation (RLA) and the Washington Metropolitan Area Transit Authority.

In 1999, WMATA opened the Columbia Heights Metro Station. This has helped connect the area to the rest of the region through the Green Line rail service and has increased the livability of the neighborhood.

This chapter provides a summary assessment of the neighborhood and is divided into three sections: *Neighborhood Structure*, *Street Character Framework*, and *Community Identity*.

- The *Neighborhood Structure* section provides an overview of the study area.
- The *Street Character Framework* identifies the hierarchy of streets in the neighborhood and provides a summary of the the Transportation Plan
- The *Community Identity* section summarizes the public workshops held to understand residents' concerns and desires for the public realm and redevelopment in the neighborhood.



Neighborhood Art



Redevelopment Site along 14th Street



Infill Development on Park Road



14th Street Commercial Corridor, 1940s
Source: 1997 Community-Based Plan, WAF



The Green Line Metro Station



14th Street, NW, April 1968
Source: 1997 Community-Based Plan, WAF



West side of 14th Street NW, 2003



Neighborhood Gateway at 16th Street

A Community Based Plan for the Columbia Heights Metro Station Area, 1997



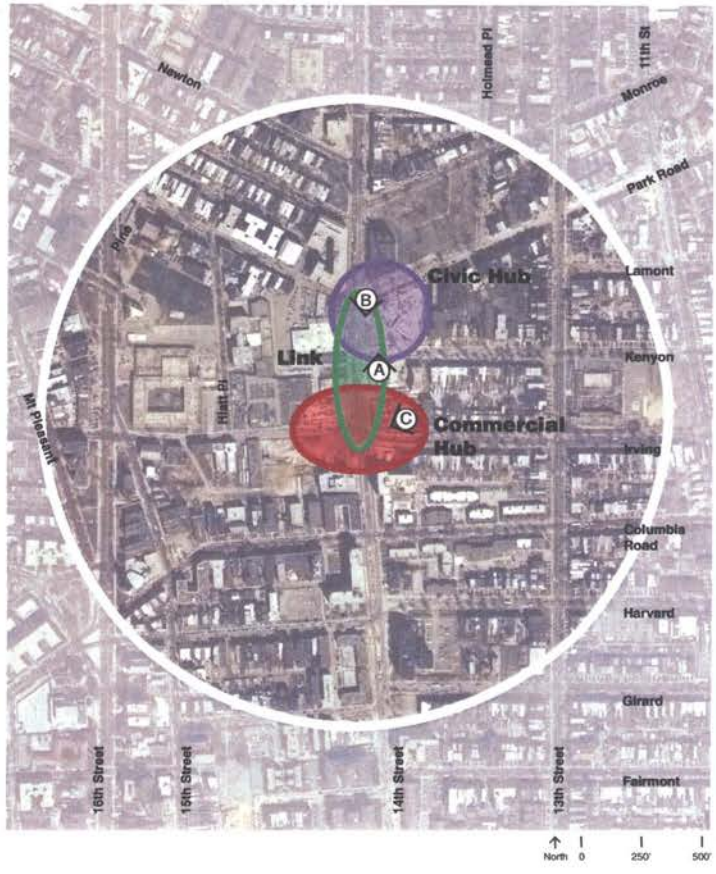
Ⓐ The Civic Hub
Looking toward the Civic Hub Site from the south along 14th St.



Ⓑ The Link
14th St. looking south from the Civic Hub Site



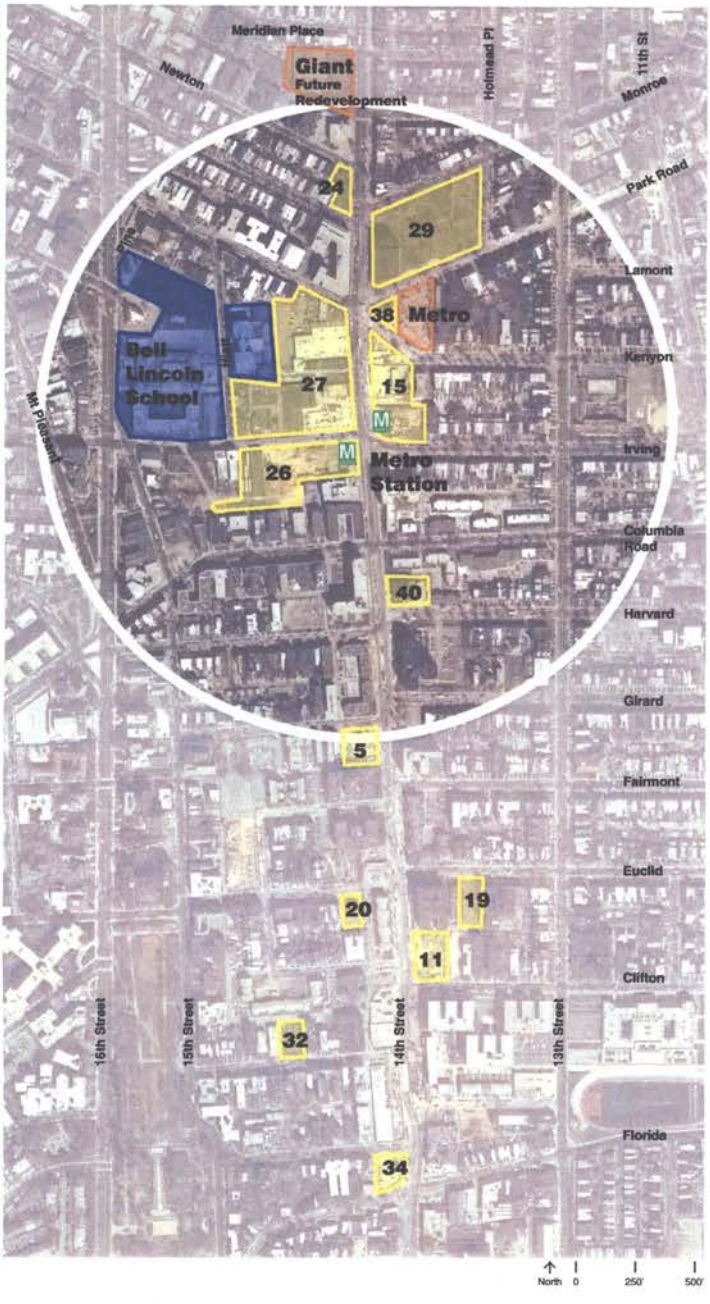
Ⓒ The Commercial Hub
The west side of 14th St. and Irving St. Intersection



The Public Realm Framework recommendations build on the Core Concept Diagram (above) and the principles identified in *A Community-Based Plan for the Columbia Heights Metro Station Area*, completed in 1997. The principles in bold italics are specifically addressed in the Framework's recommendations.

The Underlying Principles of the 1997 Plan

1. ***Development should serve residents first, then tourists and other visitors.***
2. Community-oriented retail stores and services should be given priority.
3. ***Land use and location decisions should be designed to create a lively, well-shaded streetscape, both day and night.***
4. Operating hours of shops, movie theaters and restaurants should be coordinated, and the location and hours of vendors managed to allow this to happen.
5. ***Facades of new structures should be aligned at the sidewalk edge, not farther back.***
6. ***Parking should be underground or hidden behind retail structures.***
7. ***Ground level properties facing 14th Street should be retail, restaurants or other lively walk-in uses.***
8. ***Large retail establishments should have a minimum street frontage. No blank facades allowed.***
9. ***There should be some form of plaza or green space.***
10. ***New structures should be architecturally compatible with older ones; their scales should blend. Existing zoning heights and densities should be maintained.***
11. ***Vehicular traffic flow should be improved.***
12. ***The Tivoli Theater should be restored and/or adapted for re-use.***
13. ***The international ambiance of the neighborhood should be developed as a citywide draw.***
14. Demolition of existing structures should be controlled.
15. Rehabilitating existing housing should take precedence over new construction.
16. A one-stop community services center should be developed along with a police substation and a new post office.
17. Innovative ways of dealing with crime and personal security problems are needed.
18. ***There should be two focal points along 14th Street; a civic & cultural heart in the Tivoli Area, and a commercial heart at the Metro Station.***
19. Consideration should be given to upgrading and enhancing the existing educational institutions so they can meet the needs of the entire community.



Redevelopment Activity

(RLARC Development Parcels identified in yellow)

There are approximately fourteen acres in various stages of development within walking distance of the Columbia Heights Metro station. The projected development includes over 600 new housing units, approximately 650,000 square feet of retail space, 30,000 square feet of office space, approximately 2000 parking spaces and a new 800 student public middle and high school.

Parcel Number	Project
• Parcel 24	Dance Institute
• Parcel 29	Tivoli Partners
• Parcel 27	DC USA
• Parcel 38	Civic Plaza Site
• Metro	Triangle, II
• Parcels 15 & 26	Columbia Heights Ventures
• Parcel 40	Urban League
• Parcel 5	NPCDC
• Parcel 19 & 32	Triangle, II
• Parcel 11	Duron, Inc.
• Parcel 20 & 34	In Progress

Existing Zoning

The existing zoning and land uses in the neighborhood support the development of 14th Street as the commercial core surrounded by residential development.



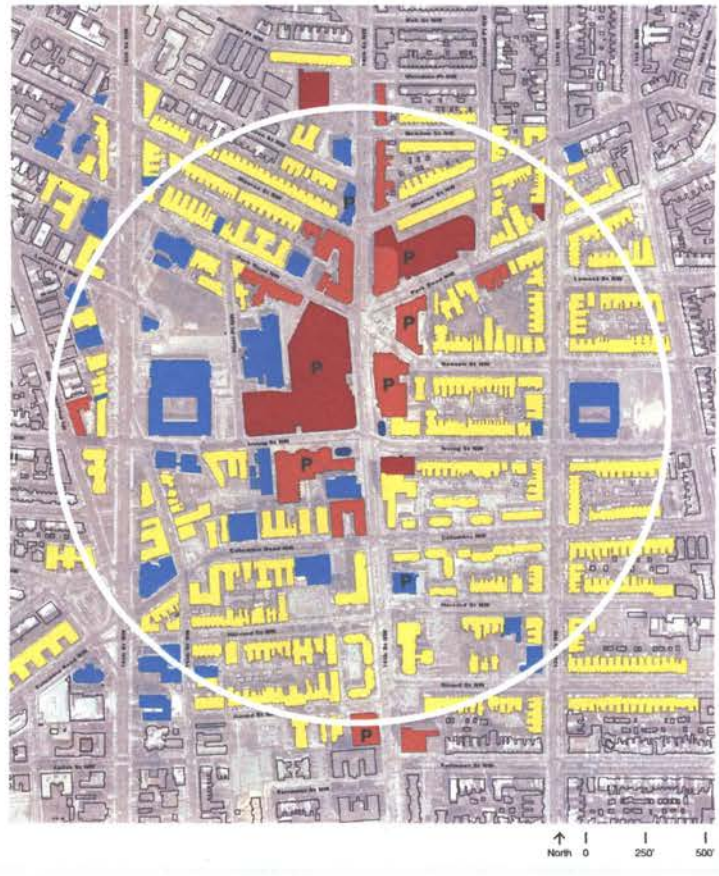
GOV Major Federal Tracts
Streets
PUDs
Areas of Overlay Districts
Water
Buildings

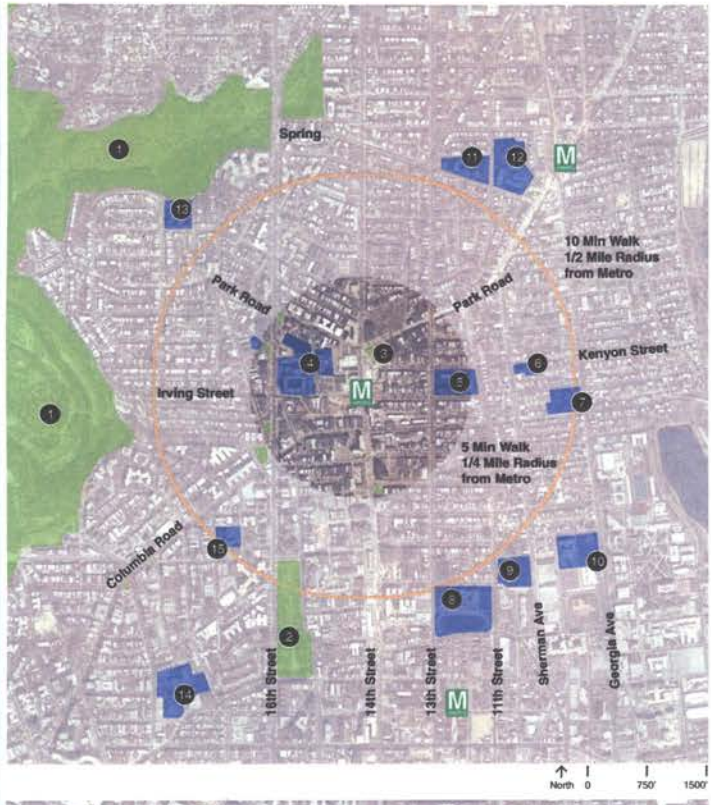
Zoning	Description
C-1	Neighborhood Shopping
C-2-A	Community business center-low residents density
C-2-B	Community business center-medium density
C-2-C	Community business center-high density
C-3-A	Medium bulk major business and employment
C-3-B	Medium bulk major business and employment
C-3-C	High bulk major business and employment
C-4	Central business district
C-5	(PAD) Pennsylvania Avenue Development
C-M-1	Low bulk commercial and light manufacturing
C-M-2	Medium bulk commercial and light manufacturing
C-M-3	High bulk commercial and light manufacturing
CR	Mixed residential, retail, offices & light industrial uses
M	General industry
R-1-A	Single family detached dwellings
R-1-B	Single family detached dwellings
R-2	Single family detached dwellings
R-3	Row dwellings & flats
R-4	Row dwellings & flats
R-5-A	Low density apartments
R-5-B	Moderate density apartment houses
R-5-C	Medium density apartment houses
R-5-D	Medium-High density apartment houses
R-5-E	High density
SP-1	Medium density residential/limited office
SP-2	Medium density residential/limited office
W-1	Low density mixed residential-commercial
W-2	Medium density mixed residential-commercial
W-3	High density mixed residential-commercial

Prepared By The District of Columbia Office of Zoning

Existing and Proposed Land Uses

- Residential
- Mixed-Use (P=Proposed)
- Commercial
- Institutional





Neighborhood Public Open Space, Schools and Libraries

The neighborhood includes numerous schools within close proximity to the Metro station and a wealth of civic institutions that reflect the diversity of the community.

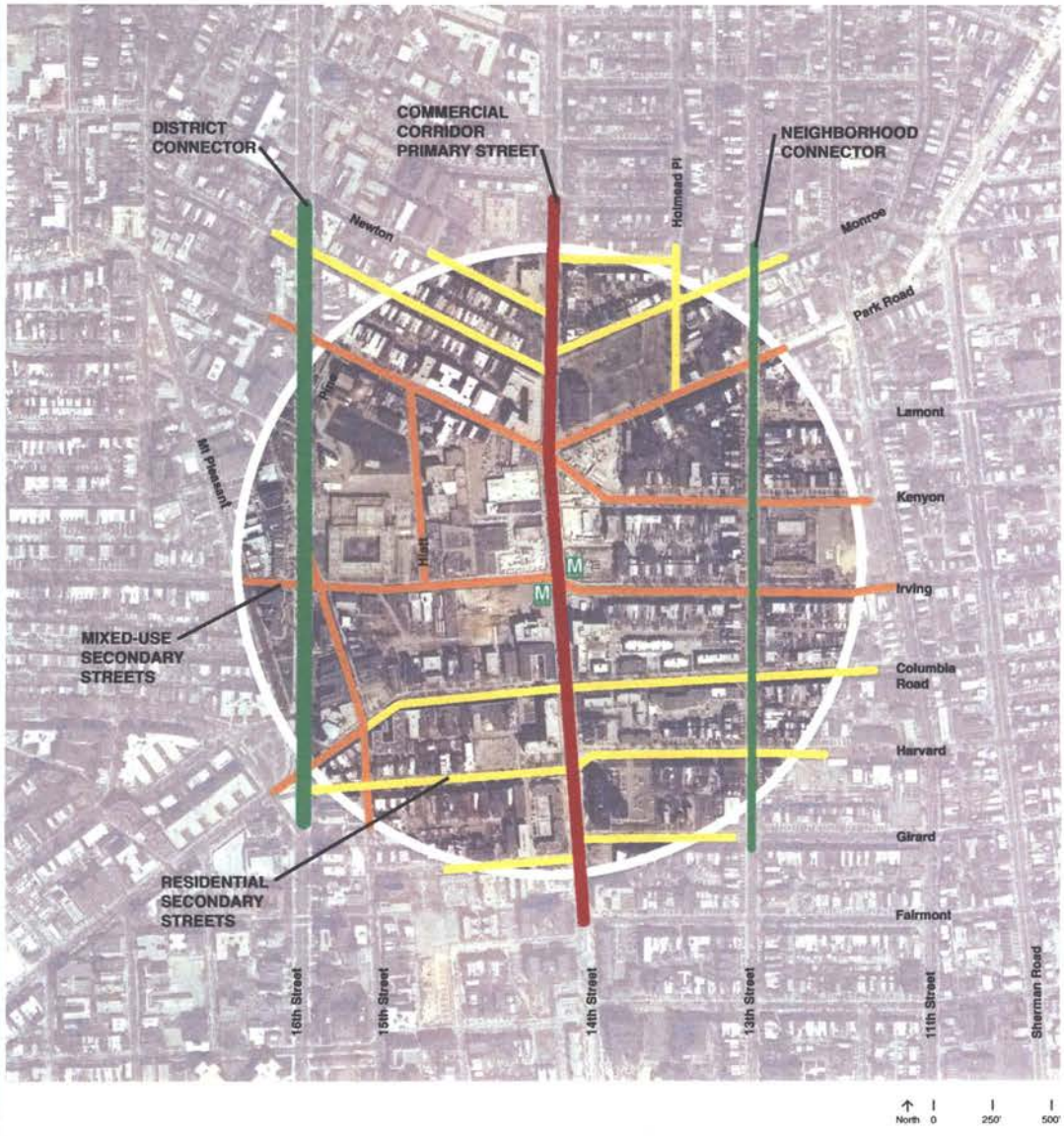
1 Rock Creek Park
2 Meridian Hill Park
3 Future Civic Plaza
4 Bell Multicultural SHS / Lincoln Middle School
5 Tubman Elementary School
6 Bruce School
7 Bruce-Monroe Elementary School
8 Cardozo Senior High School
9 Meyer Elementary School
10 Banneker Senior High School
11 Paul Robeson Special Education School
12 Raymond Elementary School
13 Bancroft Elementary School
14 Marie Reed Learning Center
15 H.D. Cooke Elementary School
16 Mt. Pleasant Library



Community Assets

1 National Baptist Church
2 Calvary - Casa del Pueblo United Methodist Church, Rorscharch Theater
Central American Resource Center
3 The Next Step Public Charter School
Latin American Youth Center
4 Calvary Multicultural Center
5 All Souls Unitarian Church
6 La Clinica del Pueblo
7 Second Genesis - Help for Addiction
8 Capitol City Public Charter School (above CVS)
9 Church of Christ
10 Harriet Tubman Elementary School
11 Easter Seal Society - Child Development Center
12 Village II Early Childhood Development Center
13 True Family Education Center of D.C.
14 DC Department of Parks & Recreation Headquarters
15 Mount Pleasant Public Library
16 Meridian Hill Baptist Church
17 Neighbor's Consejo Community Center
18 Barbara Chambers Children's Center
19 La Casa
20 Bell Multicultural High School
21 Shrine of the Sacred Heart Catholic Church
22 Elsie Whitlow Stokes Community Freedom Public Charter School
23 Sacred Heart School
24 Canaan Baptist Church
25 Spanish Catholic Center
26 The Family Place
27 Catholic Charities McKenna House
28 Kelsey Temple Church of God in Christ
29 Mt Rona Baptist Church
30 Lincoln School
31 DC Fire Department
32 Development Corporation of Columbia Heights, DCCH
33 The Greater Washington Urban League (future site)
34 Tivoli Theater
35 St Stephens

Street Character Framework



Different types and intensities of land use have different urban design requirements. The Street Character Framework illustrates the classification and hierarchy of the public street system in the neighborhood and ensures that streets with different use and transportation functions are appropriately linked and guides the development of pedestrian amenities.

The Appendix also includes an assessment of the physical characteristics of each street within 1/4 mile of the Metro station in order to provide a basis for guiding future improvements. Summary findings from the concurrent Transportation Plan for each street are also included.

Transportation Plan
Summary Assessment of Existing Conditions

Source: Cambridge Systematics



Congestion & Level of Service - A.M. Peak

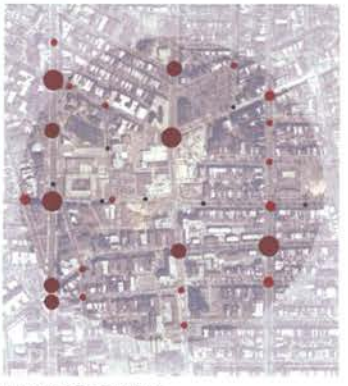


Congestion & Level of Service - P.M. Peak



Congestion & Level of Service - Weekend Mid-Day

- Intersection
- A, B, & C
- D
- E
- F



Automobile Crashes 1999 - 2001

- 1 - 4
- 5 - 14
- 15 - 24
- 25 - 34
- 35 - 45



Pedestrian Counts 24 Hour

- 401 - 1,500
- 1,501 - 2,250
- 2,251 - 3,000
- 3,001 - 3,500



Pedestrian Crashes and Potential Safety Issue Areas 1997 - 2001

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 10
- 11
- Area of Concern

The diagrams above summarize the Transportation Plan's assessment of existing conditions. Key findings which have informed the development of the Public Realm Framework include:

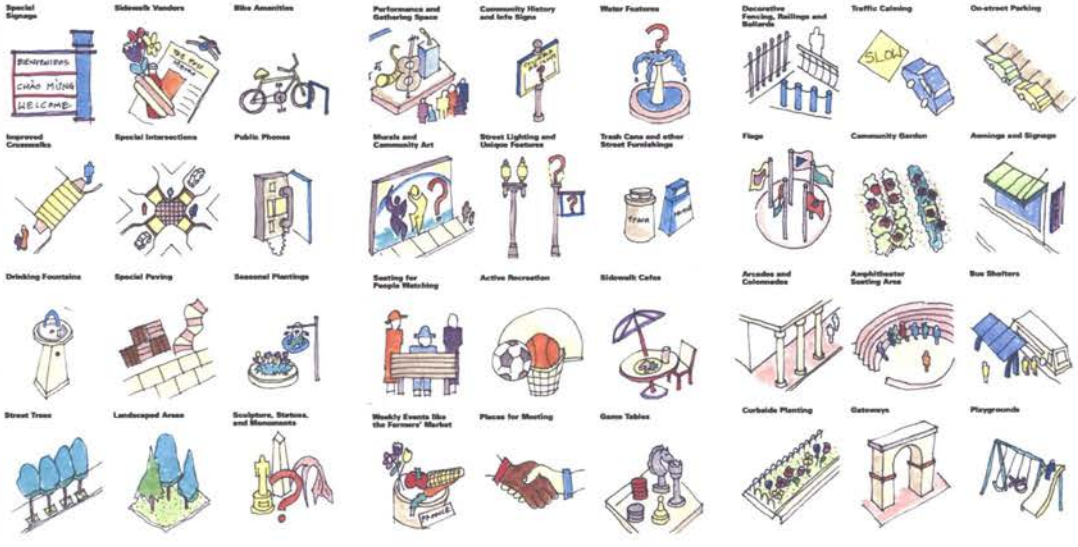
- Intersections along 16th Street and the north end of 14th Street in the study area have the most congestion and lowest level of service. 14th Street in the core area currently provides an acceptable level of service
- The intersections with the highest number of automobile crashes are: 16th Street / Park Road, 16th Street / Irving Street, 14th Street / Park Road / Kenyon Street, and 13th Street / Columbia Road
- The intersection of14th Street / Park Road / Kenyon has the highest pedestrian volume in the neighborhood followed by 14th Street / Irving St, 16th Street / Irving Street, and 14th Street / Columbia Road
- The highest number of pedestrian crashes occurs at the intersection of 16th Street / Irving Street. There are two potential safety issue areas: 16th Street between Harvard Street and Park Road, and 14th Street between Irving Street and Park Road.

Community Identity

A public realm which strengthens the identity of the Columbia Heights neighborhood is essential. To build upon the qualities of the existing neighborhood, a series of meetings with the Advisory Committee and a public workshop were held to provide opportunities for resident input.

The public workshop had two purposes. Maps and icon cards were used to hear from residents about their concerns and desires for physical improvements to the public realm: in particular, the 14th Street Corridor, the Civic Plaza and the adjacent streets. The workshop was also used to capture residents' impressions of the qualities and characteristics of Columbia Heights to help serve as a foundation for future improvements to the public realm.

Icon Cards - An Initial Menu



These icon cards, in addition to blank cards, were used by the community to identify concerns and opportunities for development of the public realm. Community members place cards on large maps to identify where these concerns and opportunities exist.

The Public Workshop









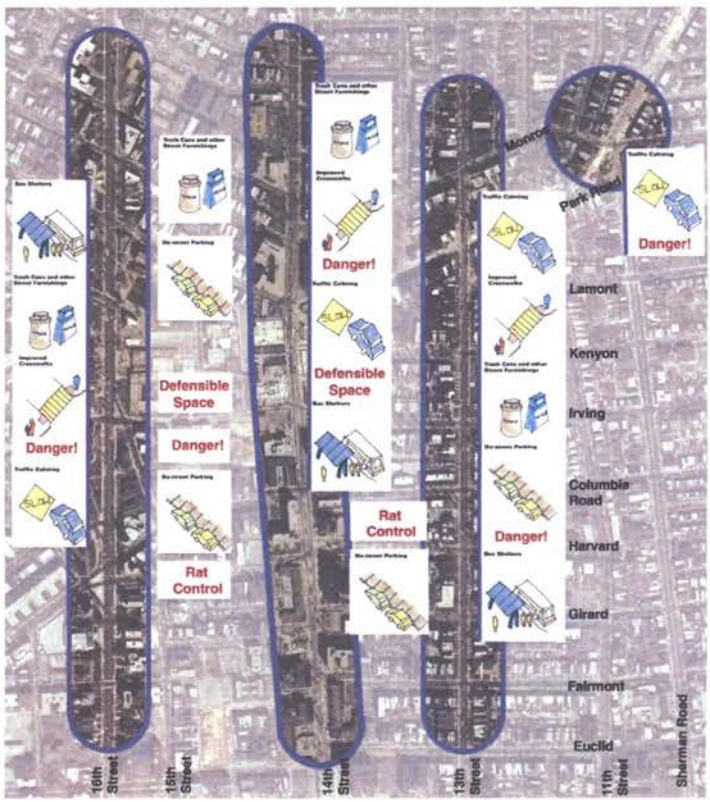




Neighborhood Issues

Summary:

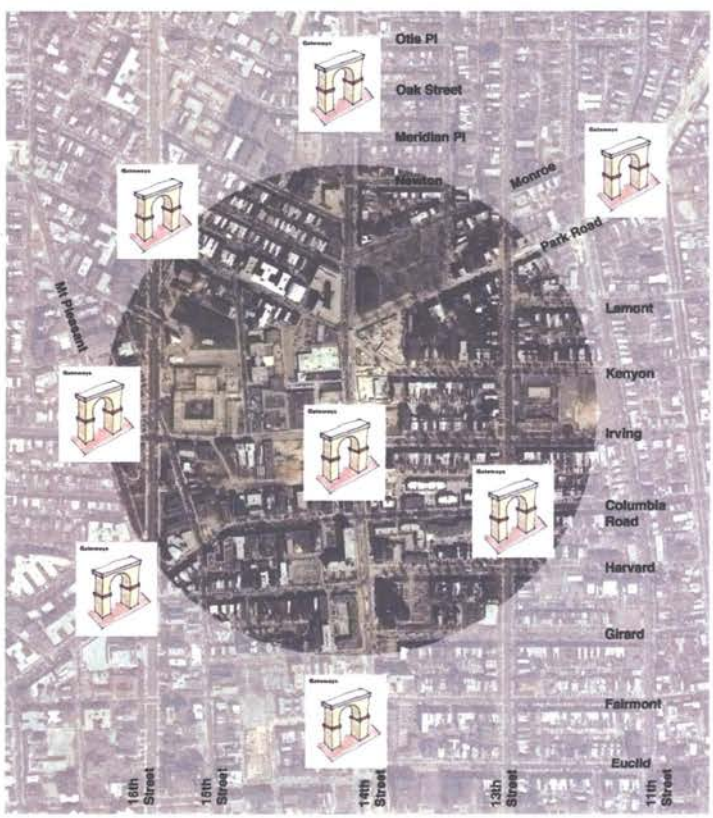
- The north-south streets - 16th, 14th and 13th streets - need improved intersections and traffic calming.
- Street furnishings, such as trash cans and bus shelters are needed at select locations along the north-south streets.
- On-street parking on the Park Road and Columbia causes problems with through traffic.
- East-west streets with high pedestrian volumes need to have trash cans and better lighting for personal safety.



Neighborhood Gateways

Summary:

- Neighborhood residents identified western gateways along 16th Street, north and south gateways along 14th Street and eastern gateways at 13th Street and Sherman Road.
- The Green Line Metro entrance is also identfied as a gateway.





Potential Enhancements along 14th Street NW

Summary:

- Several intersections along 14th were identified as potiential locations for community enhancements, including: the triangular park at Oak Street, the existing Giant parking lot and the park at Girard.
- The intersections at Irving St, Columbia Road and Park Road should be identifiable as special intersections in the neighborhood.
- The Metro plazas should be enhanced with better bus facilities, public art and adjacent development which supports transit ridership.



Potential Elements in the Civic Plaza

Summary:

- Residents suggested that the civic plaza should be designed to accommodate opportunities for people watching, musical performances and special events, such as the farmers market. The design of the plaza should also reflect the diversity of the neighborhood with public art, unique signage and adajacent uses which enrich the plaza.

  Note: The numbers in red identify the frequency selected for each element by the residents.

Neighborhood Recreation Opportunities

Summary:

- Residents suggested that enhancements to existing parks and school grounds should provide recreational opportunities in the neighborhood.



Desired Landscape Enhancements

Summary:

- Residents identified the desire for enhanced landscaping at the existing parks in the neighborhoods.
- Residents also identified the desire for additional street trees along the main east-west pedestrian streets in the neighborhood.



Defining Community Identity

The primary strategy of this plan has been to capture the essential and evolving character of Columbia Heights and to identify a 'design character' for the public realm.

The community identified the following neighborhood characteristics:

- a commitment to embrace the extraordinary cultural and economic diversity
- a sense of enthusiasm and vitality for the public realm
- a spirit of openness and tolerance
- an interest in promoting development which respects its past while looking forward to the future.

The residents also identified the following attributes:

- Multi-ethnic / multi-cultural district
- A neighborhood with historic qualities
- Quality residential fabric
- Commercial crossroads
- 'Sub-district' cultural/arts center
- Place of evolving / dynamic cultural / physical change
- Active neighborhood public involvement
- Public education cores: Bell, Lincoln, Cardozo
- Mass-transit-station hub / transit-oriented development
- Hilltop prominence / views to monumental core.

Community Identity

The community was also asked for words which describe the atmosphere of Columbia Heights. Their words have been organized into the categories shown below.

1. Cultural

multi-cultural	multi-economic	melting-pot
humanity	community oriented	multi-ethnic
multi-generational	mix of faces	familiar faces
'kaleido-cultural'	neighborhood	multi-lingual

2. Ambience / Atmospheric

Viva!	'a lot going on'	crossroads
sense of conflict	unrefined	vibrancy
urban	crowds	edgy-tension
uncut/raw	vitality	density
chaos	'spike lee joint'	skyline

3. Social

open	tolerance	'kaleidoscope'
colors	multi-purpose/use	welcoming
accommodating	old/new	shapes
flexible	accepting	diverse
contrasts	non-linear	rooftops
multi-generational		

4. Temporal / Changing

changing	evolving	history/ic
emerging	revival	'renaissance'

5. Humanitarian

soulful	personal	intimate
we/the people as 'art'	people focused (not object)	









2
Public Realm Framework



Goals
Concept
Civic Plaza Design
Focus Area Plans
Street Character Framework
Streetscape Design
Public Art

Introduction

The Public Realm Framework is based on the principals of *A Community-Based Plan for the Columbia Heights Metro Station Area* completed in 1997.

The Framework has been developed through an intensive engagement process with community residents organizations, agency and the design team. Out of a set of clearly defined goals and objectives, a concept was developed to guide the design of the 'public realm'. Particular attention was given to the the civic plaza, which is viewed as the center of neighborhood 'public realm' improvements. The concept translates key design opportunities into focused design area plans for the community.

Goals

1 **Strengthen Community Identity**
2 **Celebrate Diversity**
3 **Create a Lively Experience**
4 **Make it Easy to Walk**
5 **Make Transit Convenient**
6 **Make it Safe**

Objectives

1. Strengthen Community Identity

- Establish a **clear definition** of the public realm.
- Create a **civic/cultural heart** at a new public plaza and a **commercial heart** at the new Metro Station entrances.
- Place priority on development of **community-oriented commercial uses.**
- The **architectural character and scale of new development** should be compatible with existing character and density.
- Develop high quality private improvements, with **good life-cycle cost characteristics.**

2. Celebrate Diversity

- Create/perpetuate a special **design identity** for Columbia Heights - based upon its multi-cultural/multi-ethnic quality.
- Enhance existing **cultural and educational uses.**

3. Create a Lively Experience

- Encourage **retail uses at the ground level** in the civic/commercial heart, with generous transparency of facades.
- **Commercial building facades** should align with the public R.O.W., while allowing generous sidewalks in the civic and commercial heart.

4. Make it Easy to Walk

- Balance **access and safety requirements** for all transportation modes.
- Create a clear **hierarchy of public streets.**
- Establish **pedestrian priority** within the civic/cultural and commercial heart of Columbia Heights.
- Create **nodes and linkages of public activity** along 14th Street, with generous sidewalks and high quality streetscape improvements.

5. Make Transit Convenient

- Improve access to **mass transportation** throughout the neighborhood.
- Establish high quality **transit-oriented development.**
- Encourage **mixed-use development**, especially along the 14th Street corridor.

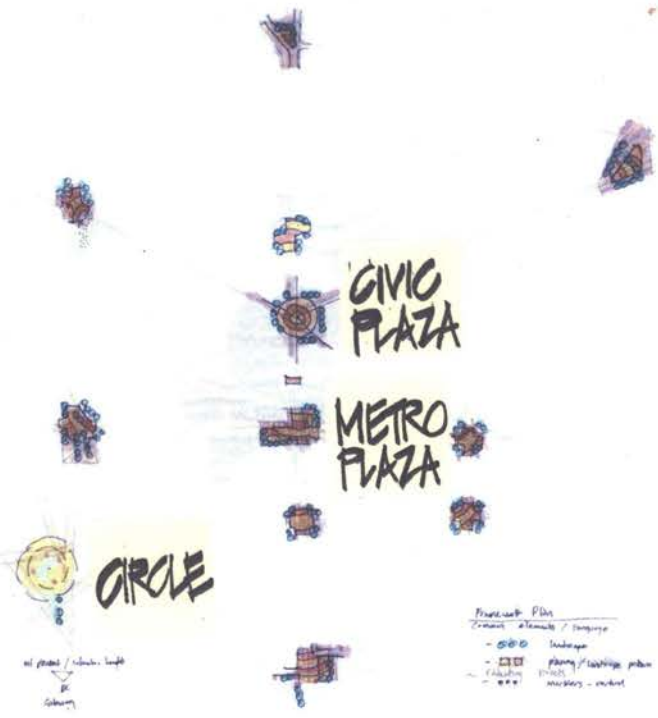
6. Make the Community Safe

- Balance **access and safety requirements** for all transportation modes.
- Improve **vehicular circulation and access** throughout the neighborhood.
- Optimize **on-street parking** on all public streets.
- Encourage development of **off-street parking**, located below grade or behind retail frontages. Optimize time-share parking concepts.

Public Realm Framework: Concept

The Public Realm Framework Concept illustrates the urban design strategy for Columbia Heights. It focuses on the 'core area' of the community – the Civic/ Cultural and Commercial Heart" of the revitalized Columbia Heights – extending along the central 14th Street commercial corridor, from Columbia Road to Monroe Street. It centers on the creation of a new Civic Plaza, at the intersection of Park Road, Kenyon Street and 14th Street, immediately south of the renovated Tivoli Theatre. The design strategies in the Framework connect the Civic Plaza with Metro Station plazas and the adjacent development.

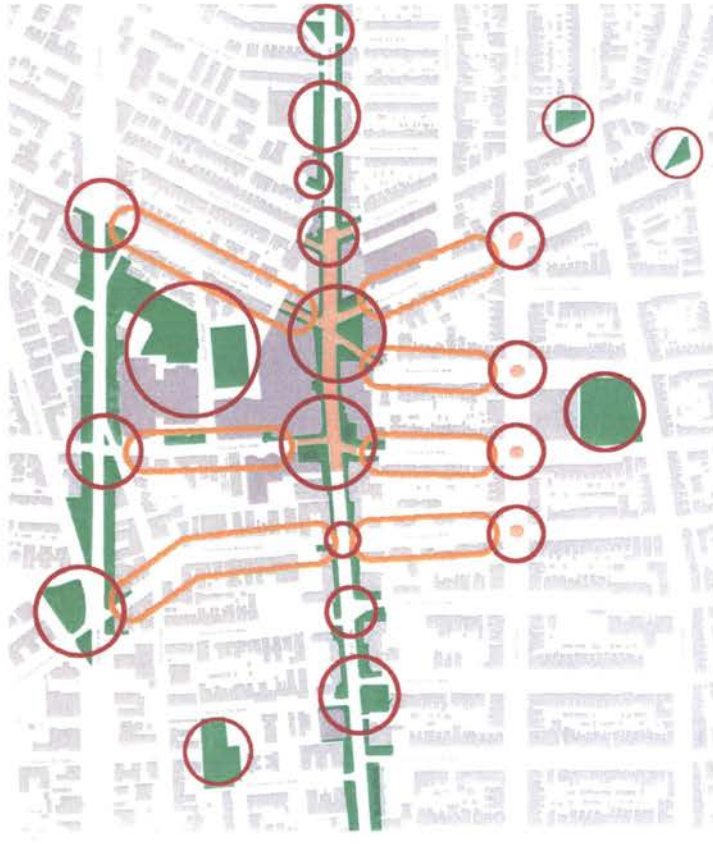
The design strategies were created to capture the community identity of Columbia Heights. The design of the 'core area' establishes a palette which can be replicated in symbolic ways at several key intersections in the neighborhood. These form gateways into the community which are connected through their design to the 'core area'.

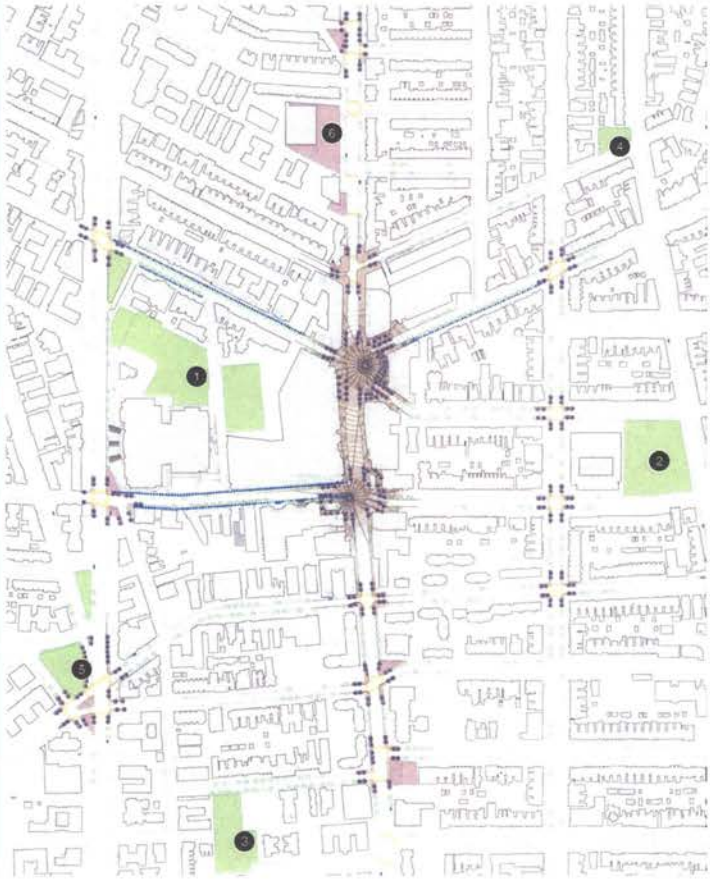


Key Design Opportunities

Key design opportunities are identified throughout the community. These locations offer opportunities for physical improvements which will unify the public realm. They include a sequence of intersections along 14th Street; key gateway entrances along 16th Street and 13th Street; and public and institutional open space, adjacent to schools and smaller scaled park spaces in Columbia Heights.

- New Development
- Opportunity Sites
- Key Links
- Enhanced Intersections
- Enhanced Streetscape / Landscape



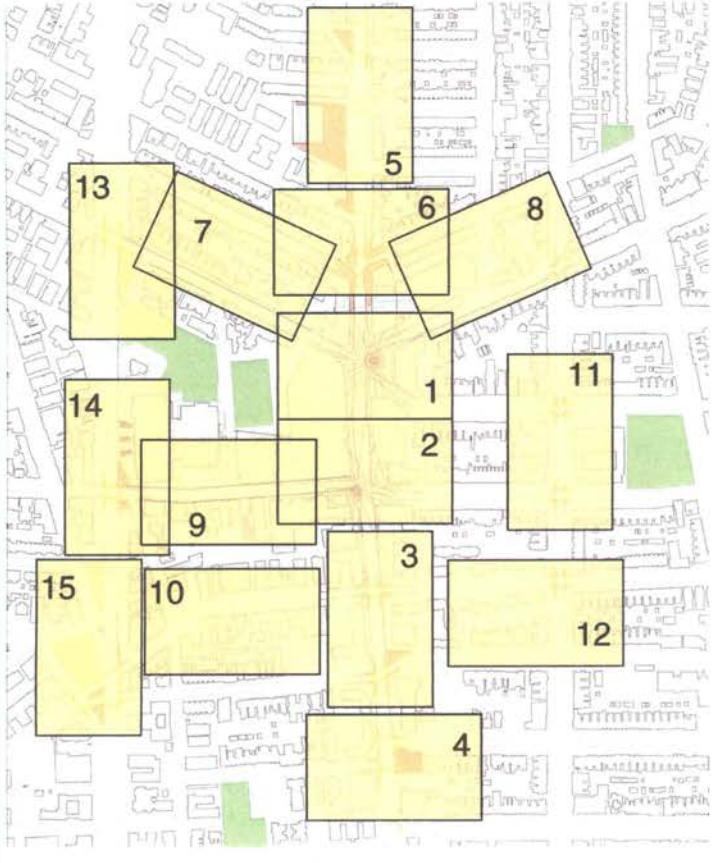


Public Open Space

The improvement of linkages to several public school sites, recreational spaces and public open spaces in Columbia Heights is explored in the framework.

Enhancement of these spaces, although not fully addresed in this framework, represent additional opportunities for revitalization and development necessary to enrich the community's entire public domain.

1 Bell Multicultural SHS / Lincoln Middle School
2 Tubman Elementary School
3 Girard Street Playground
4 Monroe Street Playground
5 16th Street and Columbia Road Park
6 Giant Site - Future Community Asset



Focus Area Design Plans

Design plans were developed for each of the key design opportunities. There are organized into 15 focus areas identified on the plan to the left. Each design plan complements the 'core area' of the Plan and illustrates prototypical public street right-of-way designs for the range of street types classified in the Neighborhood Assessment section of this document.

The design plans are presented in a sequence starting in the 'core area' along 14th Street, and extending through 16th Street, to the 'Secondary Mixed-Use Streets', 13th Street, and to the different scales of 'Residential Streets'.

Focus Areas #1 & #2

Special Design Opportunities

1a Civic Plaza

2a Metro Station Plazas

- Design descriptions - see text.

R.O.W. Improvements

C1 14th Street NW

- Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Design Concept

An initial list of key design ideas:

Civic Plaza

- One big 'square'
- Strong definition of gateway threshold
- Unique paving scheme
- Progression along 14th Street to 'square'
- Special landscape elements at perimeter of square
- Special architectural elements
- Special element feature at center
  - space can be occupied, open to all sides
  - operates as focus in various modes of street operation
  - operate as frame and focus of triangle space
- Majority in hardscape
- Special areas of softscape along edges and at select places within plaza
- Ground plane modulated to reinforce orientation to center
- Unique streetscape furnishings
- Unique trees
- Ground plane modulation to include seat walls
- Lighting to address various scales / uses and arranged to reinforce basic plan concept
- Potential to accommodate mix of activities at focus center
- Special, moveable chairs

Metro Plazas

- Functions more as transition space rather than civic gathering space
- Increased landscape to soften entrances



The Civic and Metro Plazas

Key

North 0 50' 100'

Gateway Intersection - Special Paving - Crosswalk

Design Opportunity

Green Space Opportunity

Ornamental Tree

Modified R.O.W.

New / Infill Street Tree

Bus Shelters (Exist. & New)

The Design of the Civic Plaza and Metro Plazas

The Plaza is located in the triangular shaped parcel at the intersection of Kenyon St., Park Road, and 14th Street. It is approximately 12,000 square feet in area. The design theme is based upon a 'kaleidoscope' which symbolizes and embodies the rich diversity of the community.

- The Plaza is organized around a strong geometric paving pattern, derived from overlaying a kaleidoscopic image upon a radial-concentric design which emanates from the center.
- The paving extends across the intersection, unifying the entire open space and new buildings, to create the sense of a much larger and cohesive public space. Thus, the plaza can comprise the small triangular park; or include the sidewalks across Kenyon St. and Park Road; or become the entire space encompassed in the pattern. Occasionally, streets may be closed and the entire space may be used to host community events. The triangular plaza can support 800 - 1000 people, while the entire, expanded plaza space can support up to 3,000 people for special community events.
- The Plaza is predominantly 'hardscaped' and is designed to be flexible enough to accommodate a wide range of uses.
- A special circle, thirty feet in diameter is located at the center of the Plaza. Here, the Plaza forms a shallow bowl and is depressed approximately 12 inches and surrounded by seat walls on three sides. Located within this circle is the primary feature of the Plaza – a public, interactive fountain with informally placed jets of water that may be programmed in a syncopated rhythm. The fountain symbolizes the spontaneity and vitality of the Columbia Heights neighborhood. It is also designed to have several 'phases of intensity', which facilitate diverse uses of the Plaza.
- The 'hardscape' is softened by the use of a terraced lawn – a series of grassy steps which also provide an opportunity for seating and relaxation. The steps are five feet wide, terrace upwards away from the plaza center in low steps, and are framed in low concrete walls. The back wall of the last step is 20 inches high, creating a low seat wall adjacent to 20'-25' wide promenade. This promenade fronts the Triangle II project, and the seat wall helps make it very suitable for outdoor cafe spaces.
- The entire edge of the Plaza is defined by planted rings of flowering ornamental trees which surround the east side of the lawn, and extend across Park Road, Kenyon Street and 14th Street. The trees are planted at 25' intervals.
- The edge of the Plaza is further defined by a ring of large-scale sculptural 'flowers', which provide shade canopies and ornamental lighting within the area of the lawn, and serve as formal 'signature' elements. The flowers are designed in the form of day lilies and constructed of metal 'stems' with 'petals' constructed of a tensile fabric over light-weight metal frames. The flowers are approximately 25 feet high, with a canopy width of approximately 20 feet. Five of the flowers form a ring around the lawn. The ring also extends across Park Road and Kenyon Street, where single flowers are located to mark those portions of the extended Plaza.
- The radial-concentric pattern extends down 14th Street to connect with the Metro Station entry plazas. A radial element from the Civic Plaza connects to a smaller second 'center' of the pattern at the Metro entries. The 14th St. / Irving St. intersection is also ringed with ornamental flowering trees to mark the gateway into the 'core area' from Metro-rail. Additional 'flower' elements also are placed at the Metro plazas to strengthen the relationship with the Civic Plaza.

The unique paving pattern, together with the 'flowers' and ornamental trees, are intended to establish and reinforce a special civic place and community identity for Columbia Heights.

The Civic Plaza , 'core area' and Metro Plazas have been designed to accommodate public art installations. A plan for public art is included at the end of this section. It highlights several concepts and proposals that can be integrated into the public realm.



The Civic Plaza
Aerial view from the northwest



The Metro Station Plazas
Aerial view from the southeast



The stepped lawn will provide an opportunity to watch neighborhood activity



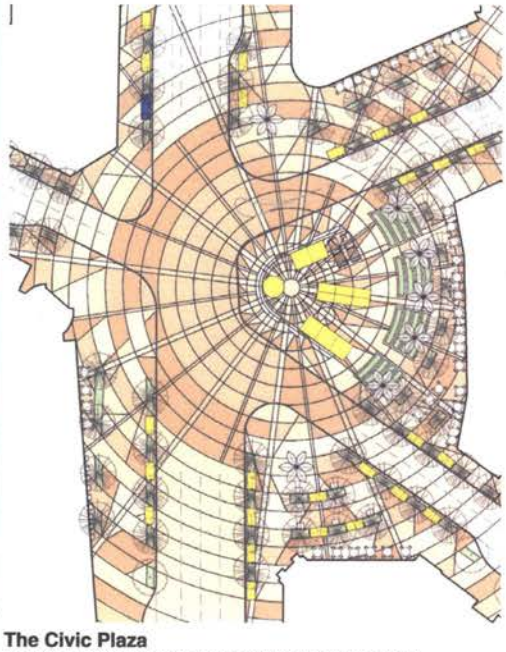
A flowering, ornamental tree will be used to ring the Civic Plaza



The interactive fountain will provide a dynamic place for children to play as well as relief from summertime heat



The sculptural 'flowers' will provide shade canopies and ornamental lighting for the plaza



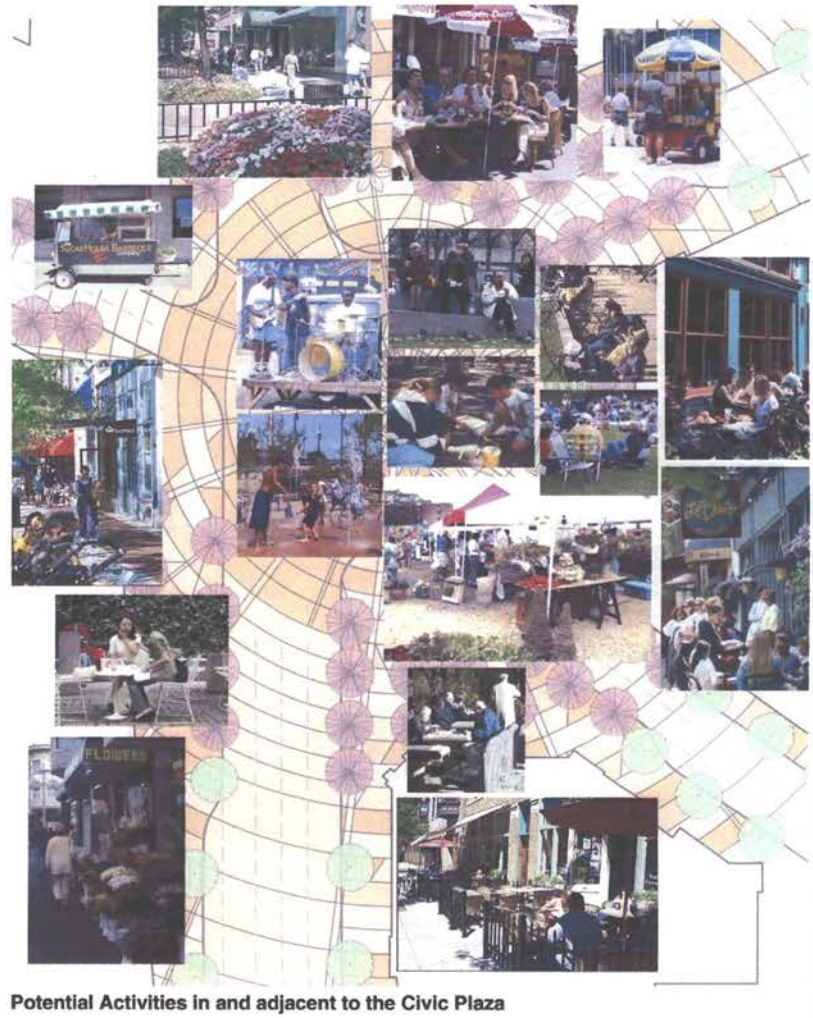
The Civic Plaza
Potential Layout of Farmers' Market (stalls are shown in yellow)

Streetscape Design

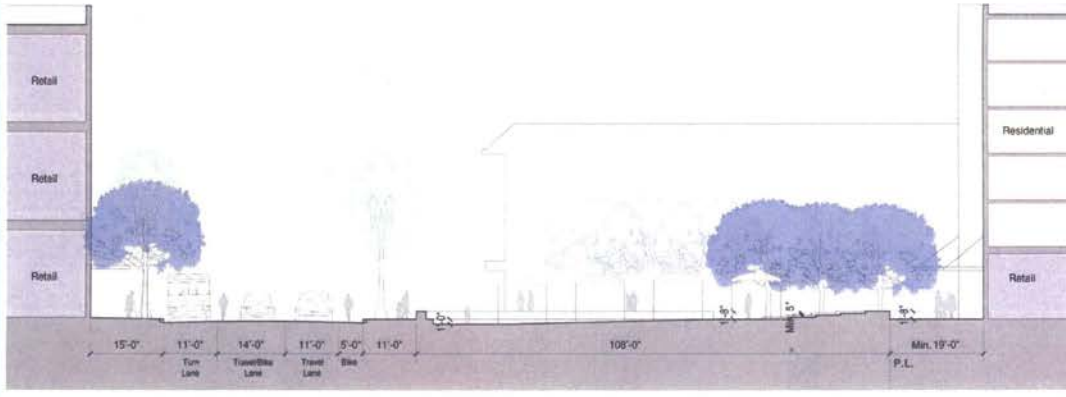
The streetscape design for Columbia Heights is derived from the qualities of the 'core area'. Streetscape elements include the three different scales of the standard DC ornamental street light poles, to be extended typically throughout the neighborhood, but placed at slightly more dense spacing in the 'core area' to emphasize its importance. The typical spacing throughout the District and along 14th Street is at 60 foot intervals; the spacing within the core area, from Irving to Monroe Streets is proposed to be 40 foot.

Street trees along 14th Street will be London Plane or Linden trees, which have a slightly vertical form, and will provide a generous canopy for shading along the sidewalk through the commercial center of Columbia Heights. The plane trees will be placed at 40 foot intervals along 14th Street, within curbside planters filled with hearty ground-cover plantings. These planters should be edged with DC standard iron hoops.

Within the 'core area', the sidewalks are proposed to be at least 16 feet in width, in order to provide space for a generous pedestrian zone, and for a planting zone along the street edge for street trees, ornamental street lights, and occasional benches, planters and bus shelters. Bench seating is selected from the DC standards. Bus Shelters are proposed to be custom-designed in the Core, but DC standard outside the Core.



Potential Activities in and adjacent to the Civic Plaza



Section A - through the Plaza



Key Plan

















Views of 14th Street and the Plazas

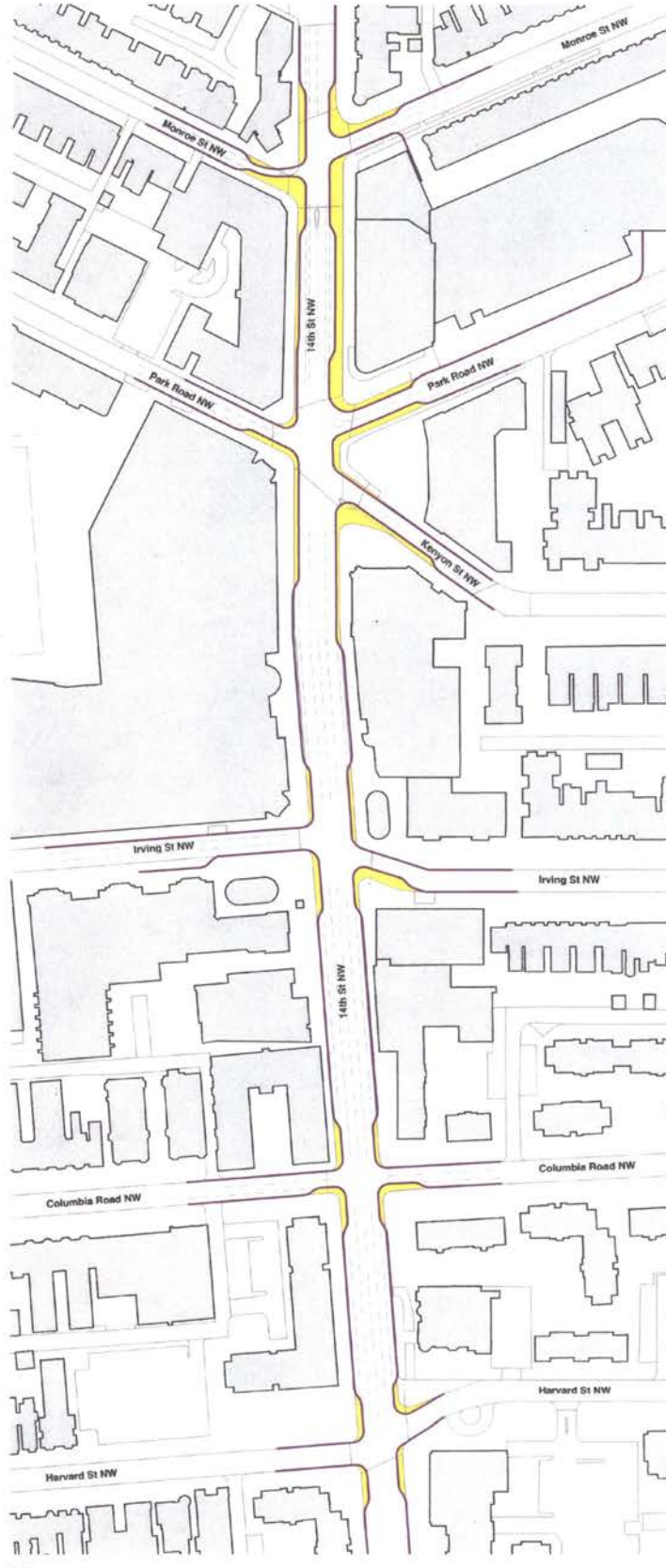
14th Street Right-of-Way Design

Within the 'core area', 14th street should be reconfigured to establish balanced access for all modes to and around the Metro Station entrances and to support traffic patterns which complement the neighborhood's commercial core. The reconfiguration of travel lanes will also provide a gradual transition from four travel lanes south of Irving Street to the existing two travel lanes north of the Monroe Street.

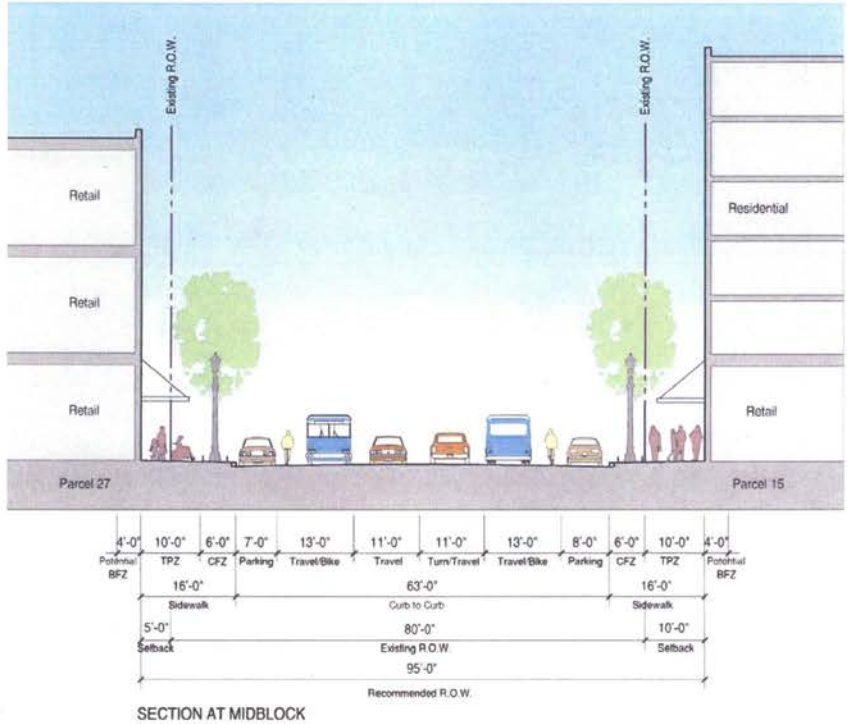
14th Street, between Irving Street and the Park/ Kenyon intersection, should accommodate two 11 foot wide travel lanes in the center, two 14 foot wide combined travel-bike lanes at the outside, and on-street parking lanes along both sides of the street. This allows the connection of bike lanes to the Metro Plazas and on-street parking which reinforces the commercial uses along the street and enhances the pedestrian environment. Sidewalks must be a minimum 16 feet wide in the 'core area' to accommodate a relatively generous through-pedestrian zone and a furnishing zone along the curb. Door swings, cafe tables, and all utilities, should be held back from the 16 foot dimension. Where possible, a 20 foot wide sidewalk is recommended which would allow a four foot zone adjacent to the building to be used by the businesses to "enliven" their storefronts with tables or displays. Setbacks of adjacent properties may be required to provide the desired sidewalk widths. Appendix B illustrates the recommended setbacks for Parcel 27, the property west of 14th Street NW between Park Road NW and Irving Street NW.

Each of the intersections along 14th Street, from Monroe Street to Girard Street, should be reconfigured with generous curb extensions to enhance pedestrian safety and strengthen the public realm. The Transportation Study includes additional recommendations for improving pedestrian safety such as modifications to traffic signalization.

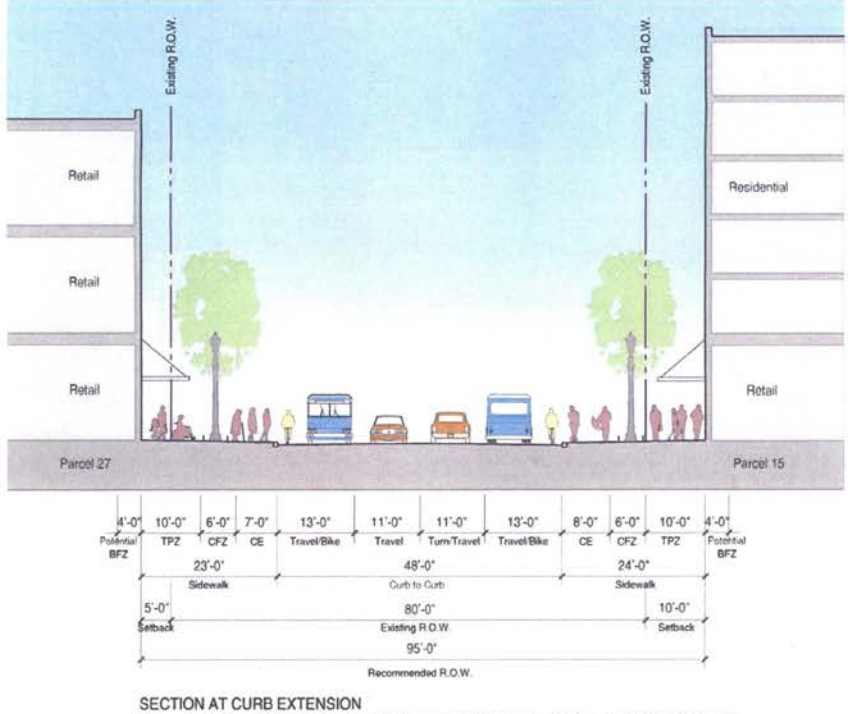
- The Monroe Street / 14th Street intersection should be reconfigured to provide better and safer access along Monroe across 14th Street.
- 14th Street from Monroe Street to Park Road should include two travel lanes, two dedicated bike lanes, and on-street parking lanes on both sides of the street. South-bound at Park Road, the parking lane converts to a dedicated right-turn lane.
- The Kenyon Street / Park Road / 14th Street intersection should be reconfigured to improve pedestrian safety. West-bound traffic at the Park Road / 14th Street intersection will permit a right-turn only northbound onto 14th Street. Kenyon Street will be reduced to two travel lanes at 14th Street.
- North-bound travel on 14th Street at the Park Road / Kenyon Street intersection will have a dedicated left-turn lane and one through travel lane which extends north to Monroe.
- The Irving Street / 14th Street intersection is also improved by narrowing the roadbed to provide a south-bound left turn lane and one through travel lane.



Plan
The curb areas shown in red illustrate recommended curb extensions
Scale: 1" = 150'



SECTION AT MIDBLOCK
2 Travel / 2 Travel-Bike / 2 Pkg / 16' Sidewalks Minimum / 5' & 10' Setback



SECTION AT CURB EXTENSION
2 Travel / 2 Travel-Bike / 7' & 8' Curb Extension / 16' Sidewalks Minimum / 5' & 10' Setbacks

Sidewalk Info: BFZ = Building Frontage Zone / TPZ = Through Pedestrian Zone / CFZ = Curb & Furnishing Zone/CE = Curb Extension
Note: No building elements, such as columns, standpipes, seating, door swings, etc. are allowed in the TPZ

14th Street NW - Typical Street Sections
Core Area between Irving Street NW and Park Road NW illustrated
At Midblock (above) and at Curb Extension (below)
Scale: 1" = 20'

Focus Area #3

Gateway Improvements

3a 14th Street and Columbia Road,

3b 14th Street and Harvard Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street,

R2 Columbia Road, Harvard Street

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

3c Urban League

- Improve parcel frontage and streetscape in coordination with gateway development.



Focus Area #4

Gateway Improvements

4a 14th Street and Girard Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street,

R2 Girard Street

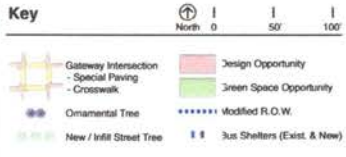
Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

4 Park & Basketball Court

- Repair game tables, lighting, walls and paving surfaces
- Improve landscape
- Incorporate public art
- Coordinate improvements with C.I.P.







Focus Area #5

Gateway Improvements

5a 14th Street and Oak Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

5 Park at Oak Street

- Improve landscaping, lighting, seating, furnishings and pavement.
- Incorporate public art.

5c Existing Giant Parcel

- Redevelop existing site to provide community resource following the opening of new Giant Store on Park Road.



Focus Area #6

Gateway Improvements

6a 14th Street and Monroe Street

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

C2 14th Street NW,

R1 Monroe St., Newton St. (west of 14th St),

R2 Monroe St. (east of 14th St.)

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

6b Fire Station Plaza

- Improve landscaping, lighting, seating, furnishings and pavement
- Incorporate public art.

Focus Area #7

R.O.W. Improvements

M2 M3 Park Road NW

- Expand existing R.O.W. to accommodate wider sidewalks and street trees.

R1 Monroe St NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #8

Gateway Improvements

8a 13th Street and Monroe Street NW

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

N1 13th Street NW,

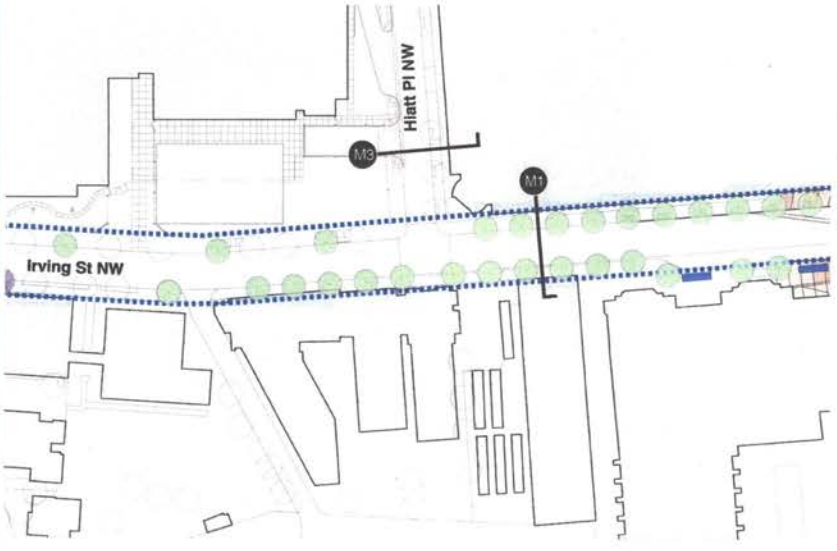
M3 Park Road NW,

- Expand existing Park Road R.O.W. to accommodate wider sidewalks and street trees.

R2 Holmead Place NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.





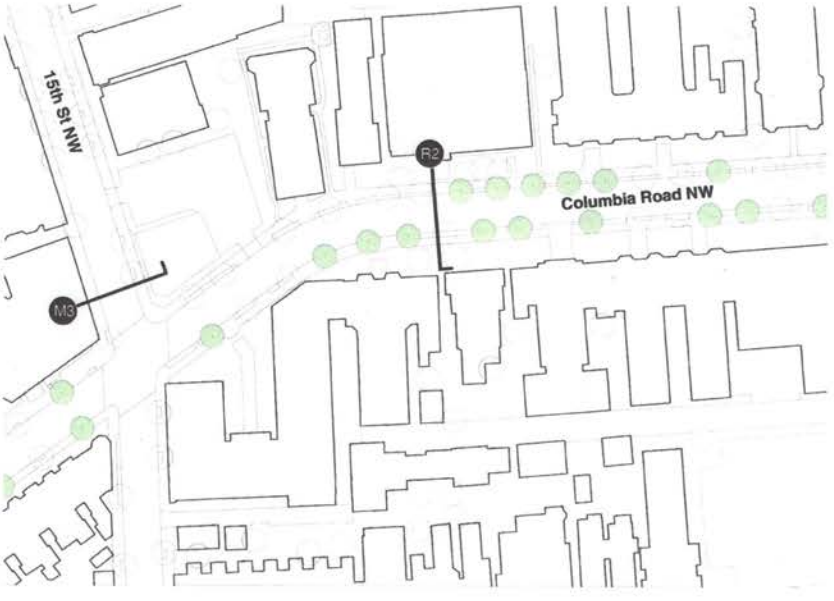
Focus Area #9

R.O.W. Improvements

M3 Hiatt Place NW,

M1 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #10

R.O.W. Improvements

M3 15th Street NW,

R2 Columbia Road NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Key

North 0 50' 100'

- Gateway Intersection - Special Paving - Crosswalk
- Ornamental Tree
- New / Infill Street Tree
- Design Opportunity
- Green Space Opportunity
- Modified R.O.W.
- Bus Shelters (Exist. & New)

Focus Area #11

Gateway Improvements

11a 13th Street and Kenyon St NW,

11 13th Street and Irving St NW

- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

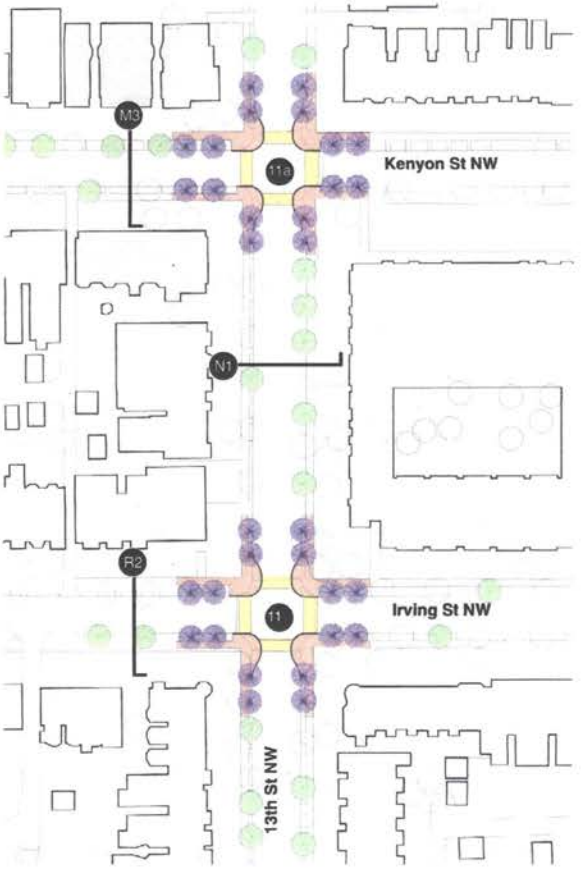
R.O.W. Improvements

N1 13th Street NW,

M3 Kenyon Street NW,

R2 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #12

Gateway Improvements

12a 13th Street and Kenyon St NW

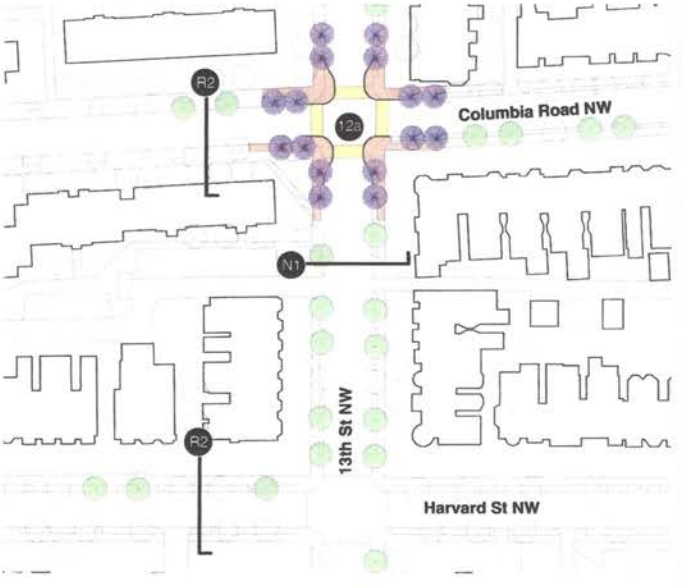
- Provide curb extensions with special paving
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

N1 13th Street NW,

R2 Columbia Road NW, Harvard St NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.







Focus Area #13

Gateway Improvements

13a 16th Street and Park Road

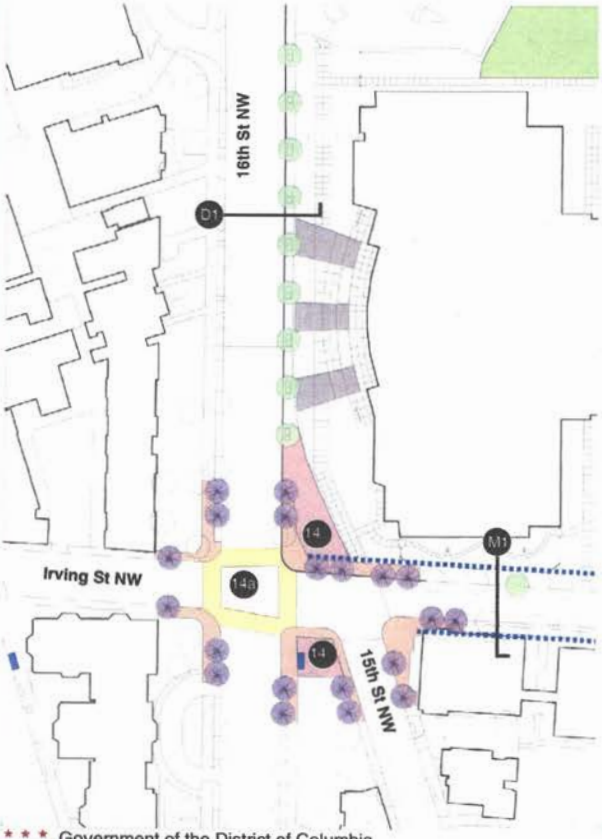
- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

D1 16th Street NW,

M1 Park Road NW
- Expand existing Park Road R.O.W. to accommodate wider sidewalks and street trees.

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.



Focus Area #14

Gateway Improvements

14a 16th Street and Irving Street

- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Provide ornamental trees at intersections
- Add public art, lighting, trash receptacles and benches at curb extensions.

R.O.W. Improvements

D1 16th Street NW,

M1 Irving Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

14 Parcels at 15th Street NW Intersection

- Coordinate closure of 15th Street north of Irving St. with gateway development
- Improve landscape, lighting, paving and public art.

Focus Area #15

Gateway Improvements

15a 16th Street, Columbia Road and Harvard Street

- Provide special paving at intersection sidewalks
- Define crosswalks with special pavement or marking
- Incorporate landscaping and public art at concrete medians along 16th St. NW.
- Provide ornamental trees at intersections
- Add lighting, trash receptacles and benches at intersection.

R.O.W. Improvements

D1 16th Street NW

Refer to Street Prototypes for street trees, paving, lighting and furnishing information.

Special Design Opportunities

15 Park

- Improvements to the park should include enhanced landscaping, seating, lighting and development of a significant public art feature.



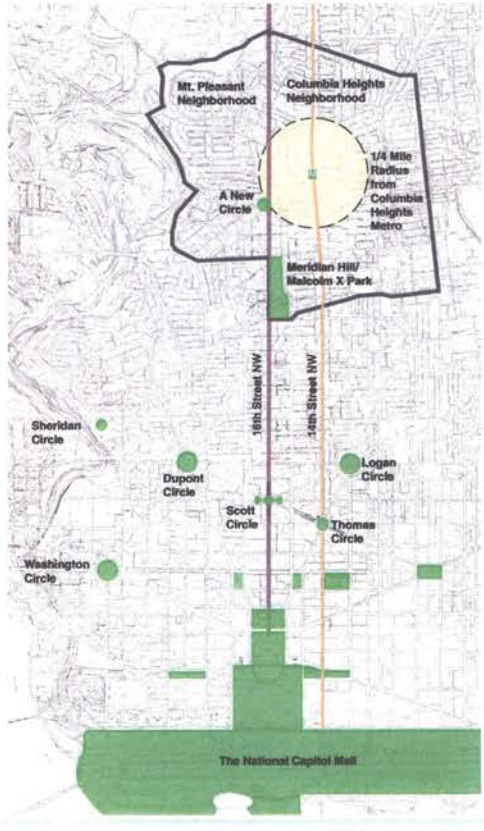
Focus Area #15

Long Range Improvements

Improve Mt. Pleasant and Columbia Heights neighborhood connections by making significant pedestrian and vehicular traffic improvements at the park adjacent to 16th St NW.

Improvements to the park should consider opportunity to extend the historic L'Enfant plan north on 16th by developing a traffic circle / tunnel. The new circle would be similar in size to Thomas Circle.

Improvements to the park should include enhanced landscaping, seating, lighting and development of a significant public art feature.



Street Character Framework and Prototypes

The following pages illustrate the recommended designs for each street right-of-way in the neighborhood. The designs are arranged by a hierarchy of street character and scale, from the 14th Street Commercial Core Primary Street – in sequence – to the Secondary Mixed Use and Residential Streets. The recommended streetscape design of each street are presented as 'Street Prototypes' which use a typical curbside condition of each street type to illustrate the standard.



Sidewalk Zones

The sidewalk zones, summarized below and illustrated to the right, recommend the preferred dimensions for each sidewalk based on street type and adjacent uses.

Building Frontage Zone (BFZ):

Area of sidewalk directly abutting buildings and accommodates cafe tables, building entries and minor building projections such as meters and downspouts.

Dimensions: Varies by Street R.O.W. and Building Setback

Through Pedestrian Zone (TPZ):

Space for through-pedestrian traffic, unencumbered by any obstructions.

Dimensions: Commercial Streets - Minimum 10' Recommended
Mixed-Use Streets - Minimum 9' Recommended
Residential Streets - 5' to 6'

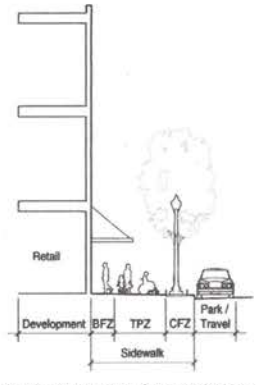
Curb & Furnishing Zone (CFZ):

Space for furnishings including landscape, signage, lighting, furniture, transit facilities, and special elements, includes width of curb and may include clear space for pedestrian access to transit or on-street parking.

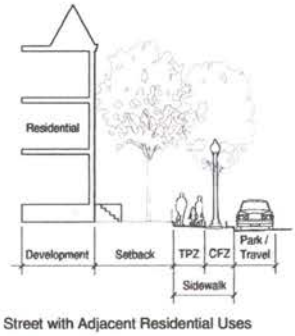
Pervious treatment is recommended in furnishing zone at tree wells and may include grass, groundcover or sand-set, pervious pavers. Rigid pavement can be used in limited areas with intense pedestrian use. All permanent vertical objects should be set back 18 inches minimum from the face of curb.

Dimensions: Tree Well - 4' Minimum Width
Curb with Pedestrian Access - 1'-6"
CFZ - Minimum 6' Recommended

Typical Sidewalk Zones



Street with Adjacent Commercial Uses



Street with Adjacent Residential Uses

C1 Commercial Core Primary Street

14th St. NW (Core Area, between Irving and Monroe)



Key Plan

Sidewalk Treatment
Type: Special Paving - Refer to Civic Plaza section for scoring pattern

Street Tree
Species: Pin Oak - Replace / infill with species to be verified with City horticulturalist
Spacing: 40' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting
Type: Single Globe No. 18 (Replace existing Cobra Head)
Color: Custom
Spacing: 40' on center typical
Pattern: Opposite across street

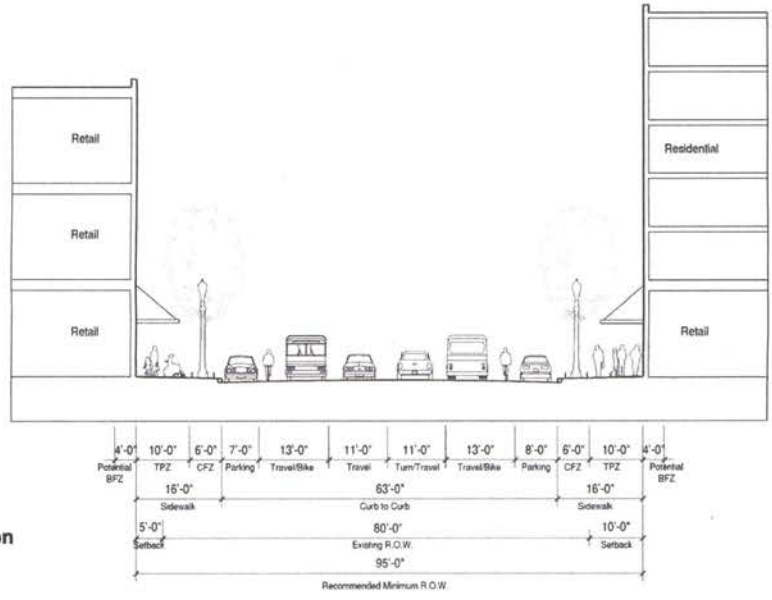
Bus Shelter
Type: Custom

Bench
Type: City Standard
Location: Intersections

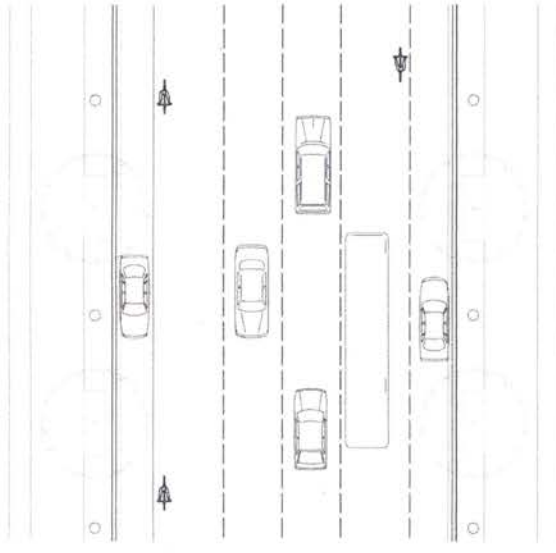
Trash Receptacle
Type: City Standard
Location: 4 per block face, minimum
Color: Custom
Plaque: Custom

Bicycle Storage
Rack: City Standard
Locker: Metro Standard

Refer to "Streetscape Furnishing" section for additional information.



Typical Section



Typical Plan

C2 Commercial Core Primary Street

14th St. NW (north and south of Core area)

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' Typ.

Street Tree
Species: Pin Oak - Replace / infill with species to be verified with City horticulturalist
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting
Type: Single Globe No. 18 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Staggered across street

Bus Shelter
Type: Custom

Bench
Type: City Standard
Location: Gateway intersections

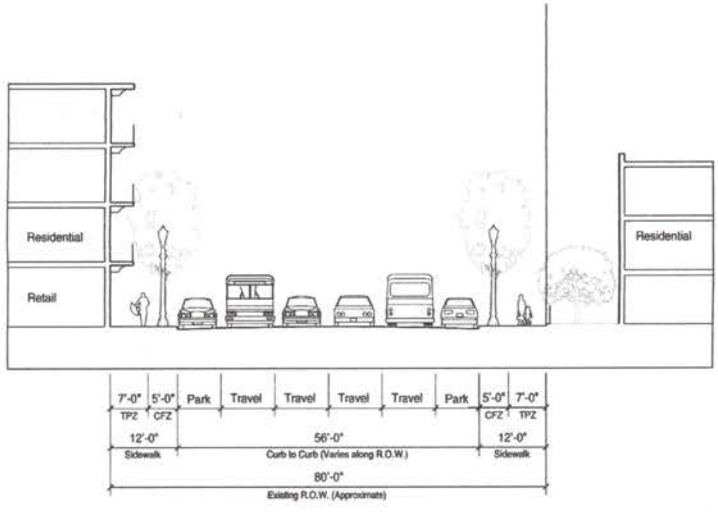
Trash Receptacle
Type: City Standard
Location: Gateway intersections
Color: Custom
Plaque: Custom

Bicycle Storage
Rack: Rack

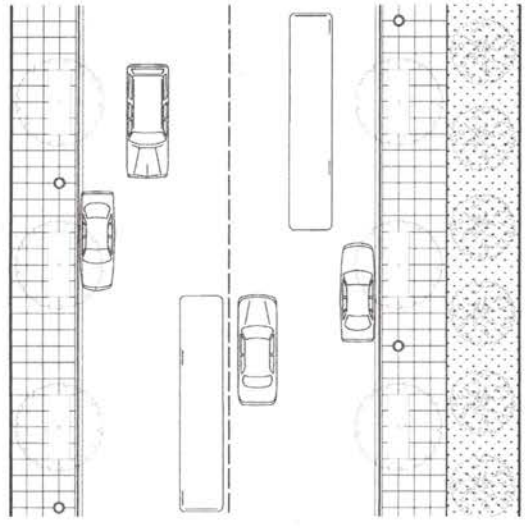
Refer to "Streetscape Furnishing" section for additional information.



Key Plan



Typical Section



Typical Plan

D1 District Connector
16th St. NW



Key Plan

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' typical

Street Tree
Species: Greenspire Littleleaf Linden
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting
Type: Twin-20 Globe (Replace existing Cobra Head)
Color: Custom
Spacing: 80' on center typical
Pattern: Opposite across street

Bus Shelter
Type: City Standard

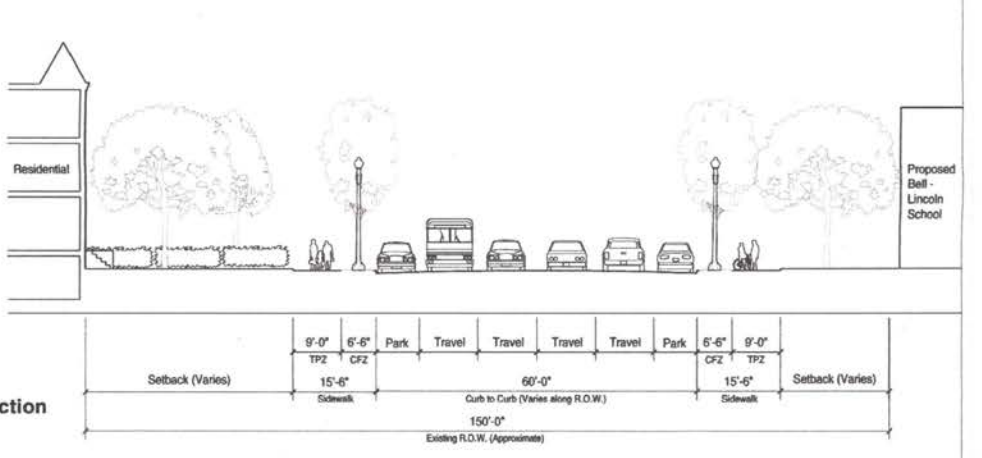
Bench
Type: City Standard
Location: Gateway intersections

Trash Receptacle
Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

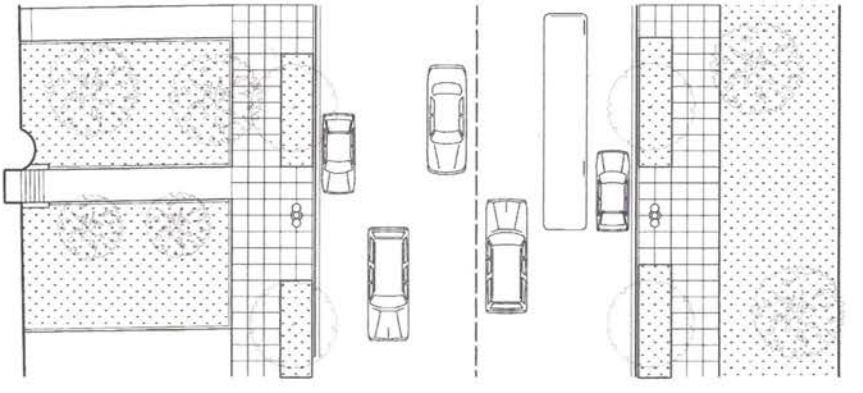
Bicycle Storage
Rack: City Standard

Refer to "Streetscape Furnishing" section for additional information.

Typical Section



Typical Plan



N1 Neighborhood Connector
13th St. NW

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' typical

Street Tree
Species: Norway Maple - Replace / infill with species to be verified with City horticulturalist
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting
Type: Single Globe No. 18 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Opposite across street

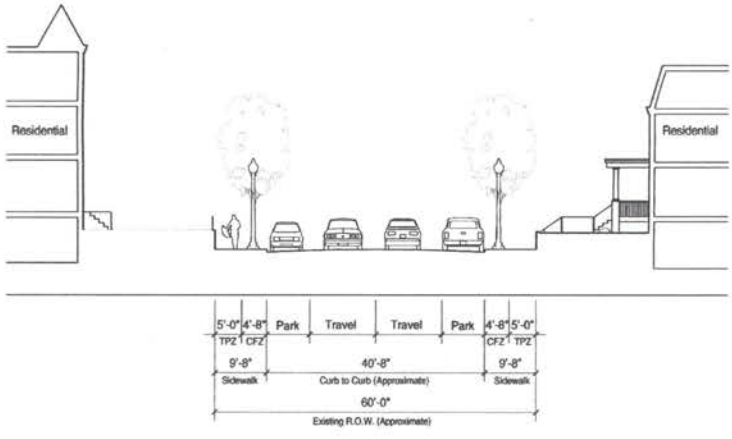
Bench
Type: City Standard
Location: Gateway Intersections

Trash Receptacle
Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

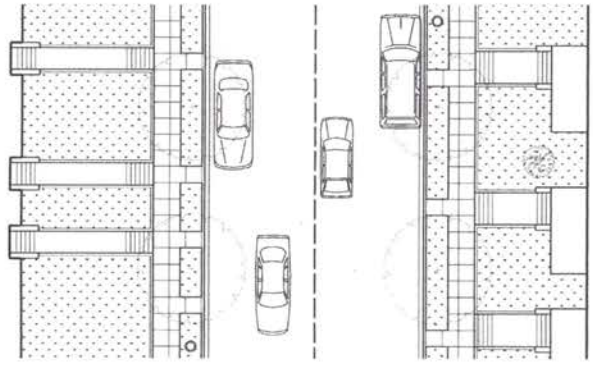
Refer to "Streetscape Furnishing" section for additional information.



Key Plan



Typical Section


Typical Plan

M1, M2 Mixed-Use Secondary Street

M1 - Irving St. NW (west of 14th Street NW)
M2 - Park Road NW (west of 14th Street NW)



Key Plan

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' typical

Street Tree
Species: Irving St - Scarlet Oak
Park Road - Willow Oak
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

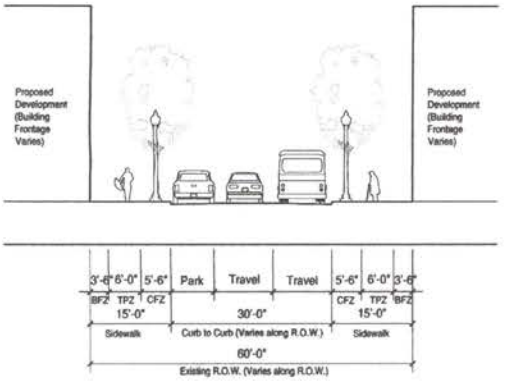
Street Lighting
Type: Single Globe No. 15 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Staggered across street

Bench
Type: City Standard
Location: Gateway Intersections

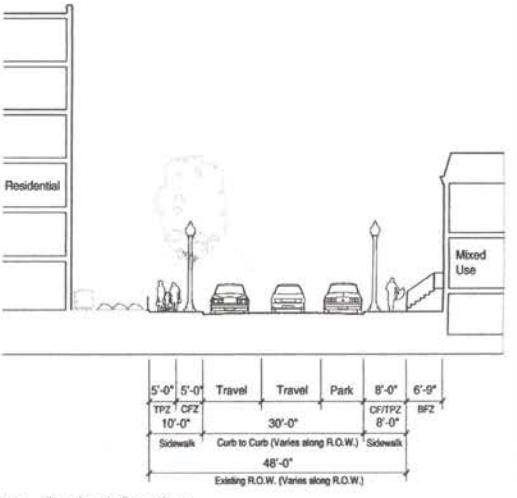
Trash Receptacle
Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

Bicycle Storage
Rack: City Standard

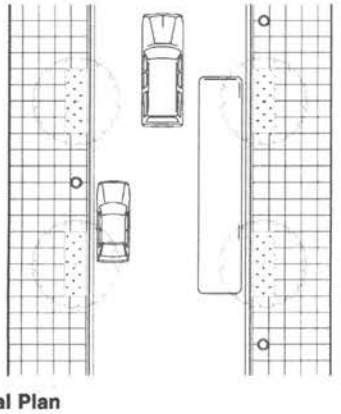
Refer to "Streetscape Furnishing" section for additional information.

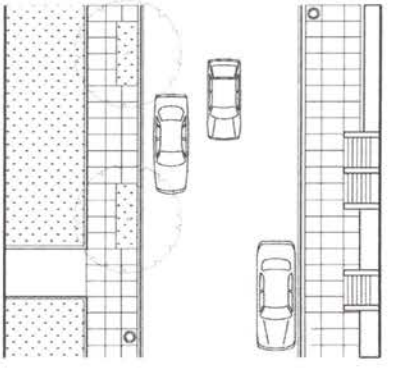


M1 - Typical Section



M2 - Typical Section


M1- Typical Plan


M2- Typical Plan

M3 Mixed-Use Secondary Street

Irving St. NW (illustrated), Park Road NW (east of 14th Street) Columbia Road, NW, Kenyon St. NW, Hiatt Place NW, 15th St. NW, Pine St. NW

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' typical

Street Tree
Species: Park Road - Willow Oak
Kenyon Street, 15th Street - Pin Oak - Replace / infill with species to be verified with City horticulturalist
Hiatt Place, Pine St - Replace / infill with species to be verified with City horticulturalist
Spacing: 30'-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting
Type: Single Globe No. 15 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Opposite across street

Bench
Type: City Standard
Location: Gateway Intersections

Trash Receptacle
Type: City Standard
Location: Gateway Intersections
Color: Custom
Plaque: Custom

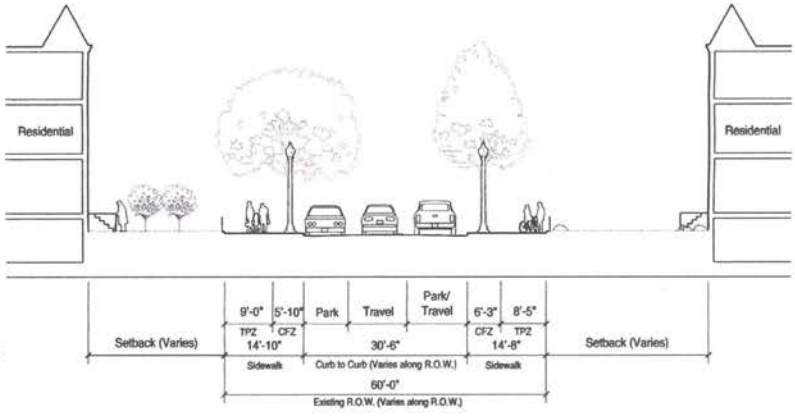
Bicycle Storage
Rack: City Standard

Refer to "Streetscape Furnishing" section for additional information.

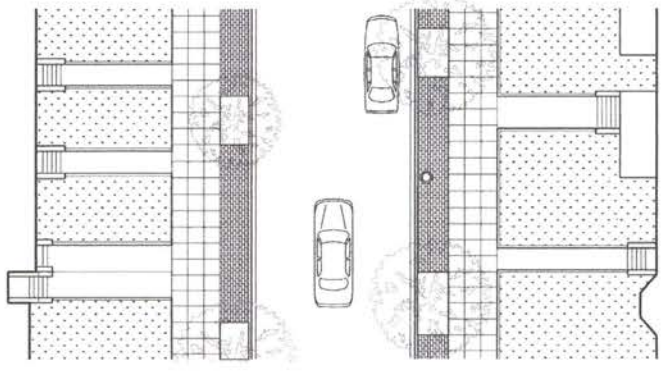


Key Plan

Typical Section



Typical Plan



R1 Residential Secondary Street

Monroe St. NW (illustrated), Newton St. NW (west of 14th)



Key Plan

Sidewalk Treatment

Type: Scored Concrete, 3' x 3' typical

Street Tree

Species: Monroe Street - London Planetree
Newton Street - Norway Maple
- Replace / infill with species to be verified with City horticulturalist

Spacing: 30'-50' on center

Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

Street Lighting

Type: Single Globe No. 15 (Replace existing Cobra Head)

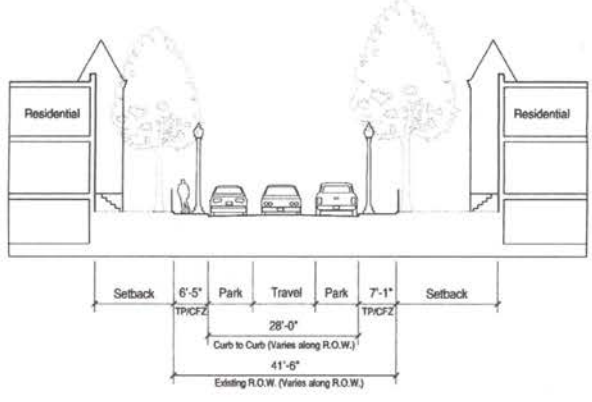
Color: Custom

Spacing: 60' on center typical

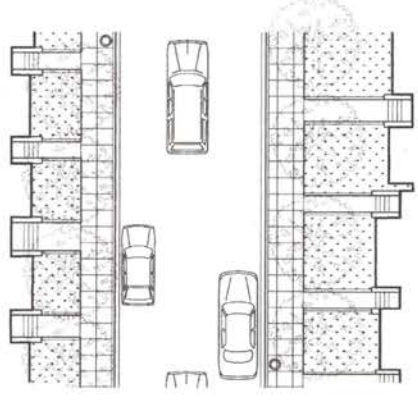
Pattern: Staggered across street

Refer to "Streetscape Furnishing" section for additional information.

Typical Section



Typical Plan



R2 Residential Secondary Street

Harvard St. NW (illustrated), Columbia Road NW,Girard St. NW Monroe St. NW, Holmead Place NW, Newton St. NW (east of 14th)

Sidewalk Treatment
Type: Scored Concrete, 3' x 3' typical

Street Tree
Species: Columbia Road - London Planetree
Girard Street - Red Maple
Monroe Street - London Planetree
Harvard Street, Newton Street - Pin Oak and Norway Maple, Replace / infill with species to be verified with City horticulturalist
Spacing: 30-50' on center
Tree Well: Minimum 4' x 10' with ground cover, pervious paving or tree grates where necessary

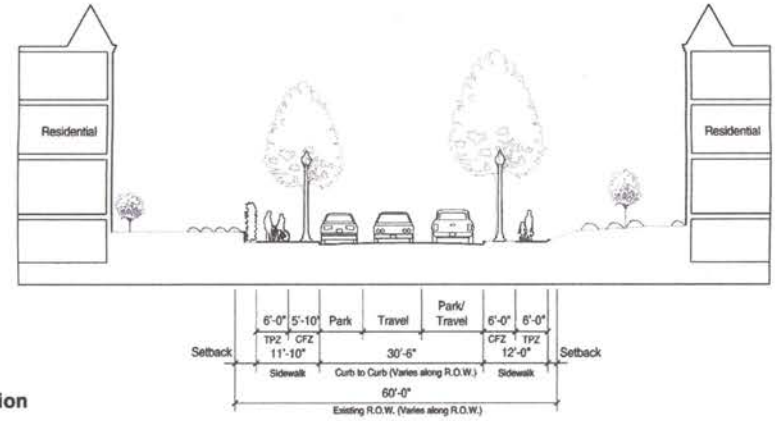
Street Lighting
Type: Single Globe No. 15 (Replace existing Cobra Head)
Color: Custom
Spacing: 60' on center typical
Pattern: Staggered across street

Bus Shelter
Type: Custom near 14th Street
Location: Columbia Road NW

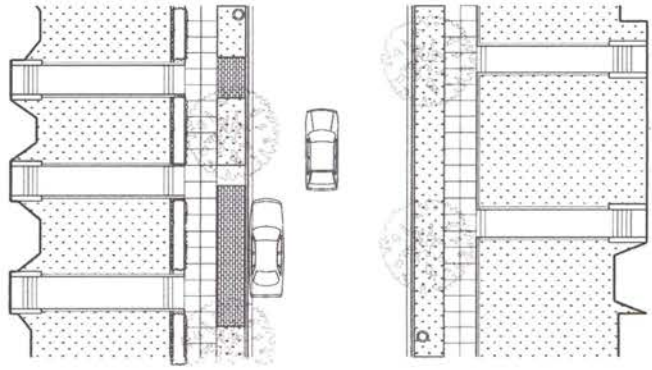
Refer to "Streetscape Furnishing" section for additional information.



Key Plan



Typical Section


Typical Plan

Streetscape Furnishing Design

The Design of Streetscapes for Columbia Heights is derived from the signature qualities of the 'core area'. Streetscape elements include the three different scales of the standard DC ornamental street light poles, to be extended typically throughout the neighborhood, but placed at slightly more dense spacing in the 'core area'. Bench seating is selected from the DC standards. Bus Shelters are proposed to be custom-designed in the 'core area', but DC standard outside the 'core area'.

The color of the furnishings should be uniform throughout the neighborhood. The design sub-committee recommended the use of a custom color for all furnishings with a preference for a dark or forest green. Final color selection should be coordinated with the development of the Civic Plaza.



DC Standards



DC Standard - Single Globe 15, 18 and Twin 20
Note: Custom color to be used for all lights

Street Lights

Types:	DC Standard Single Globe - 15'-1" Ht. Single Globe - 18'-1" Ht. Twin - 20'-0" Ht.
Locations:	Refer to Street Prototypes
Color:	Custom
Source:	Downtown DC Streetscape Plan



DC Standard -
Landscape Forms Plainwell



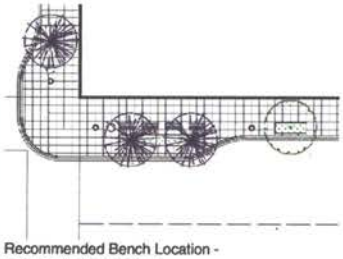
DC Standard -
Victor Stanley C-10



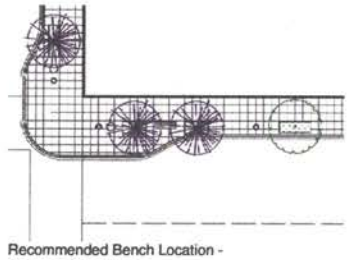
Example of bench with custom color at area with special paving

Benches

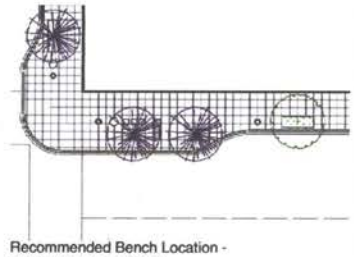
Types:	Downtown DC Standard Custom may be allowed
Locations:	Gateway Intersections
Color:	Custom
Source:	Downtown DC Streetscape Plan



Recommended Bench Location -
Adjacent to Street Trees



Recommended Bench Location -
Between Street Trees



Recommended Bench Location -
Perpendicular to Street



Example of Existing Trash Receptacles



Recommended

Trash and Recycling Receptacles

Types:	DC Standard Model - Victor Stanley
Locations:	Refer to Street Prototypes
Color:	Custom
Plaque:	Custom

Bike Racks

Types: DC Standard Posts
Custom
Locations: Refer to Street Prototypes
Color: Custom


DC Standard



Examples of Custom Racks

Bike Lockers

Types: Coordinate with Metro
Locations: Metro Entrances
Color: Custom


Metro Standard

Tree Wells & Guards

Tree Well: 4' x 10' Minimum
Tree Guard: Metal Hoops recommended on Commercial, Connector and High Pedestrian Activity Streets
Metal or Brick on Residential Streets
Color: Custom in 'core area'



Examples of recommended tree well planting and guards

Newspaper Boxes

Types: Consolidated Newspaper Boxes
Locations: Metro Entrances and Gateway Intersections - Restricted to Furnishing Zone
Color: Custom


Existing newspaper boxes


Recommended newspaper boxes

Drinking Fountains

Locations: Civic and Metro Plaza
Type: To be determined with design of plazas
Color: Stainless Steel or Prefinished Metal with Custom Color


Drinking fountain example

Special Signage

Potential Types:
DC Standard Information Sign
Renovated Fire Call Station
Custom Columbia Heights Signs
Language: English, Spanish, Vietnamese


Example History Sign


Existing Fire Call Stations

Bus Shelters

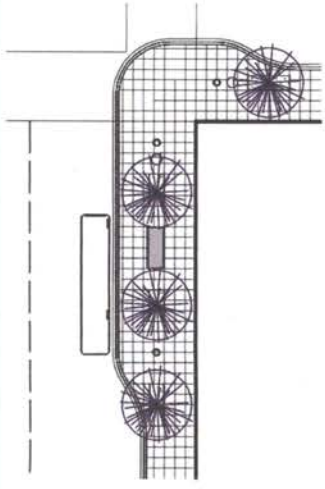


Design Criteria for Custom Shelters on 14th Street

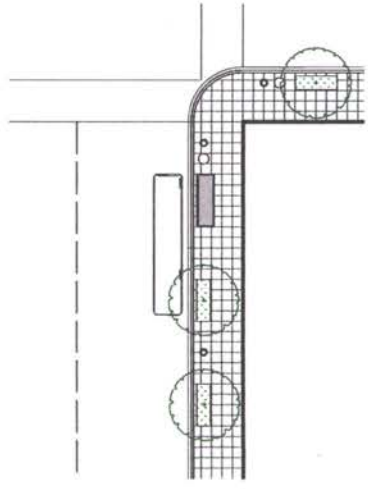
Shelters should:

- be an example of civic architecture
- be coordinated with the neighborhood color scheme
- integrate public art
- provide seating and leaning rails
- include lighting
- provide an overhead cover while maximizing access from the sidewalk
- minimize advertising
- include opportunities for neighborhood signage
- have the potential to be adapted for real-time signage

Recommendations



Recommended plan of bus shelter at curb extension



Recommended plan of bus shelter at typical curb condition



Example of potential custom shelter to be refined and installed along 14th Street which incorporates public art, leaning rails and is open to the sidewalk

Existing Shelters



Existing neighborhood bus shelter in front of the Tivoli Theater



Existing neighborhood bus shelter in front of the Metro Station



Existing downtown bus shelter -
Proposed typical shelter, revised to be smaller, to be used throughout Columbia Heights at bus stops other than those along 14th St.

Public Art Framework

Background

Through an open invitation process, the DC Commission on the Arts and Humanities sought out and selected local artists to work in collaboration with Zimmer Gunsul Frasca, the DC Office of Planning, the Arts Commission, and the Project Design Sub-Committee as members of the Columbia Heights Design Team in the design of the Civic Plaza and 'core area' of the Public Realm Framework.

The offering is a two-part process which will lead to the award of one or more commissions for public art installations to be located in the heart of Columbia Heights. The goal of including artists in the design process has been to ensure that the public artworks will capture and integrate the distinct and unique character of the community and be incorporated within the Public Realm Framework.

The selection committee, including representatives from each of the groups listed above, reviewed 28 applications before selecting Jann Rosen-Queralt and Steven Weitzman, two artists with extensive backgrounds in public art commissions and design team projects.

Ms. Rosen-Queralt and Mr. Weitzman joined the Design Team in early July 2003. Over the course of their three month participation on the design team, the artists conducted research within the community to identify specific opportunities to integrate "place making" public artworks in civic spaces and streetscapes; held workshops with the Multicultural Community Service, a local youth group; met with the Design Team on numerous occasions to integrate their proposals into the Framework Plan; assisted with development of custom designs for artistic enhancements to standard streetscape elements; gave design presentations with the Design Team at public meetings and workshops; and proposed designs for site-specific artworks. Pending design approval, the DC Commission on the Arts and Humanities will fund $100,000 of site-specific artwork.

Summary

The diagram to the right identifies the locations in the neighborhood where 'public art' should be integrated with the public realm.

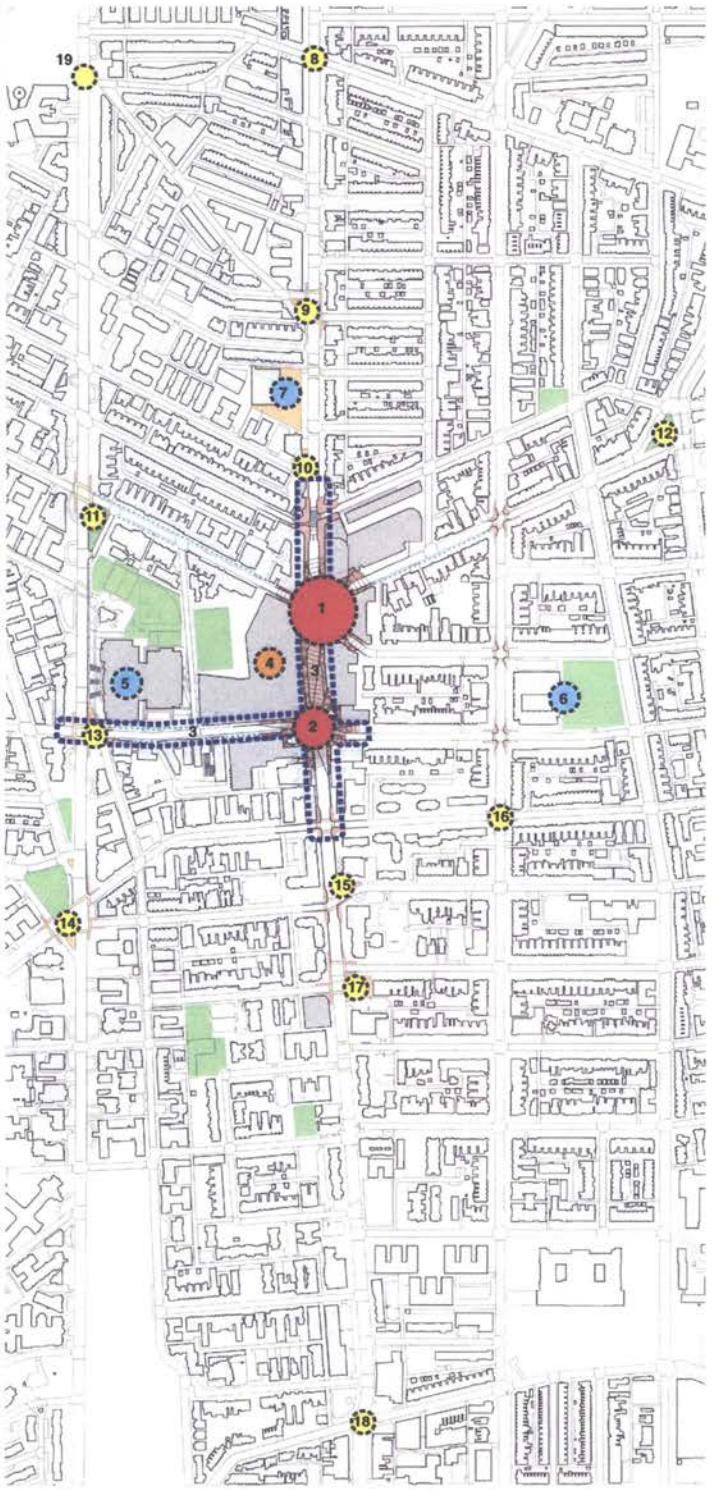
The specific art proposals are included in Appendix 1.

Jann Rosen-Queralt's proposals:

- Plaza paving pattern for the public fountain consisting of a series of maps which describe the region's watersheds and historic development
- Community portraits and masks represented in a series of interactive panels located throughout the neighborhood
- Collection of 'Community Wishes' coordinated with development of mask panels and community events
- The Columbia Heights chair would be a specially designed set of chairs for use in and around the plaza.

Steven Weitzman's proposals:

- Bollard design with relay controlled lights placed at 20' intervals on the east and/or west side of 14th Street in the furnishing zone of the sidewalk and along the plaza perimeter
- Mosaic treatment on the walls within the Civic Plaza bordering 14th Street and on the vertical walls of the lawn areas
- Tension-fabric structure design for five to nine specialty light standards for the Civic Plaza and Metro Plaza
- Lenticular wall panels incorporated into the facades of the DC USA project along 14th Street.



Public Art Framework

Plazas
1 Civic Plaza
2 Metro Station Plazas

Primary Corridor
3 14th Street NW and Irving Street NW

Private Development
4 DC-USA

Public Institutions
5 Bell-Lincoln School
6 Tubman Elementary School
7 Giant Store - *Future Community Resource*

Gateways
8 14th Street NW & Spring Road NW
9 14th Street NW & Oak Street NW
10 14th Street NW & Newton Street NW
11 16th Street NW & Park Road NW
12 Park Road NW & Sherman Road NW
13 16th Street NW & Irving Street NW
14 16th Street NW & Columbia Road NW
15 14th Street NW & Harvard Street NW
16 13th Street NW & Columbia Road NW
17 14th Street NW & Girard Street NW
18 14th Street NW & Florida Ave NW
19 16th St NW & Spring Road NW