



Massachusetts Avenue looking southeast

RESERVATION 13 HILL EAST WATERFRONT

DRAFT DESIGN GUIDELINES

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ZONING COMMISSION
CASE No. 04-05
EXHIBIT No. 15

i. INTRODUCTION

Vision Statement

The Hill East Waterfront Neighborhood ("Reservation 13") is considered an urban waterfront district that serves the District of Columbia and connects the surrounding neighborhoods to the Anacostia River via public streets, green parks, and public open spaces. This unusually diverse neighborhood is a public resource hosting a mixture of uses, including health care, civic, residential, educational, and various community uses. It is a pedestrian oriented environment with a human scale that is a convenient, safe and pleasurable place to visit, live, work and play.

Design Guidelines

The following Design Guidelines are intended to provide general guidance for typical development within the Reservation 13 site. The Design Guidelines should be considered in combination with the Public Reservation 13 Hill East Master Plan and preceding zoning text. The three elements work together to establish the overall development parameters for the site and should not be considered to be exclusive or in isolation of each other.

The Design Guidelines delineate the basic urban form expected for Reservation 13. These Design Guidelines are not intended to be prescriptive, but rather serve as a reflection of the physical elements and character of Capitol Hill and Hill East neighborhoods. The combination of buildings, street types and public places help make these special and identifiable neighborhoods within the fabric of the city.

Major Themes and Intent

Retail uses are an integral part of the Hill East Waterfront Master Plan. Neighborhood-serving retail is required at the Village Square, optimizing the potential of the Metro plaza. Recognizing the opportunity to enhance the waterfront experience, retail is required along the Monument Circle and specified gateways on Water Street. Retail is also required as an accessory use on the southern portions of Blocks B and C due to their potential for larger uses. To avoid conflicts with residential uses and to encourage successful concentration in the desired area, retail is not permitted in certain locations.

Signature architecture is encouraged in areas identified for architectural excellence. These areas permit a wider variety of material palettes; greater flexibility of material use throughout the facade; and greater transparency in the overall facade organization and at the building base.

Overall, heights of buildings across the site should maintain a human scale and take advantage of the unique topography of the site, which slopes towards the river. As a result, buildings will increase in height in the plan from west to east, without significantly changing the relative skyline. The transition of height is expected to be made within the blocks and across streets, or across boundaries between public spaces. The primary consideration is to preserve views to the water along view corridors through the site, such as Massachusetts Avenue and C Street.

Due to the special nature and location of the Reservation 13 site at the eastern edge of historic Capitol Hill, and in the interest of public health, safety and welfare, the Master Plan and Design Guidelines expect that development will include construction of adequate circulation within and around the site. Such circulation should extend the existing pattern of local streets to and through the site as anticipated by the Master Plan. Landscaping, similar in form and type to the surrounding neighborhoods, is required along all streets and public open spaces to reinforce the character of the adjoining Capitol Hill neighborhood and enhance the pedestrian experience.

Sustainability is a major initiative of the Master Plan and is expected for all development within Reservation 13. This should include, but is not limited to, environmentally sensitive site design, energy efficient/LEED certified buildings, and the use of best management engineering practices for protecting the adjoining National Park Service lands and the Anacostia River.

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ii. DEFINITIONS

ACTIVE USE

Uses, such as: residential, retail, office or other principal use; exclusive of parking, mechanical systems, or circulation of service facilities.

ARCHITECTURAL TREATMENT

The design of a facade to be in context with its neighboring buildings.

ARTICULATION

Modulation in a building's massing or facade that breaks the potential monotony of a long blank expanse of uninterrupted wall. See also Facade Articulation.

BUILDING HEIGHT

The vertical built limit of a building. The building height is prescribed in terms of number of stories from the average elevation of the sidewalk. Building height shall be measured from the lowest curb level along a street frontage abutting the lot.

BUILD-TO-LINE (BTL)

A designated line for the placement of the street wall to be located along a certain percentage of its length. Typically, the build-to-line is established at the public right-of-way. It appears on the Regulating Plan within the Design Guidelines.

BULB-OUT

An extension of the sidewalk, usually at the intersection of two streets, to facilitate pedestrian crossings.

FACADE

The exterior skin or face of a building, including the wall, windows, and ornamentation.

FACADE ARTICULATION

A change in material, texture, pattern, or a relief in plane of the building's exterior wall to create shadow lines and visual interest. Facade articulation occurs throughout the facade but an emphasis is located at the Pedestrian Base; around entry ways, windows, and cornice lines; the top of the Street wall; and the building Top.

FOCAL POINT

The visual termination of a thoroughfare or a designated axis. Buildings that terminate a vista may be required to articulate its massing or facade.

FOOTPRINT

The area of a building floor plate, taken at specified floors of the building.

GATEWAY

A physical declaration of entry into a location or site. On an urban design scale, a gateway denotes a change of "place," different in character or use. The gateway can be expressed architecturally through the building massing and/or accompanied by the architectural expression of a building facade.

MASSING

The physical size, shape and form of a building.

PEDESTRIAN SCALE

The size and arrangement of elements in the building and the environment that relate to and are compatible with human activities.

PREFERRED USES

Retail, entertainment, cultural, or commercial uses on a building's ground floor with street frontage.

PUBLIC RIGHT-OF-WAY (R.O.W.)

The areas of pedestrian, bicycle and vehicular movement, including travel lanes, bike paths and sidewalks that are dedicated to the public realm through public ownership or access easement.

REGULATING PLAN

The section within the Design Guidelines that documents the development location of the Build-to-Lines per block and street frontage designations. Additional information includes: block areas, parcels, public right-of-ways, type of streets, build-to-lines, street frontage designations, location of bulb-outs and crosswalks.

SETBACK

A mandatory minimum or maximum shift in location of the building wall height.

SIDEWALK

The public pedestrian way typically located between the back of the curb and the outside edge of the public right-of-way.

SPECIAL ELEMENTS

Architectural features of highlight, used to unify a place or location. Special elements may stand alone as focal elements, such as a statue, or they may be components of a larger piece of architecture, such as a corner piece of a building or a building tower.

STREET FRONTAGE

A building facade, generally parallel to a street, defining the boundary of the public right-of-way. Street frontages overlap with the Build-to-Lines on the Regulating Plan. A hierarchy of street frontages differentiate the various levels of design into "A", "B", and "C" street frontages.

STREETSCAPE

All components of the street and the immediate surroundings that define and lend character to the area, including the trees, sidewalk, lighting, street furniture, paving materials and building facades.

STREETWALL

The facade of the building that defines the enclosure of the public space, or the street.

STREETWALL FOOTPRINT

The area of the building, taken through a cut of the uppermost floor of the Streetwall massing.

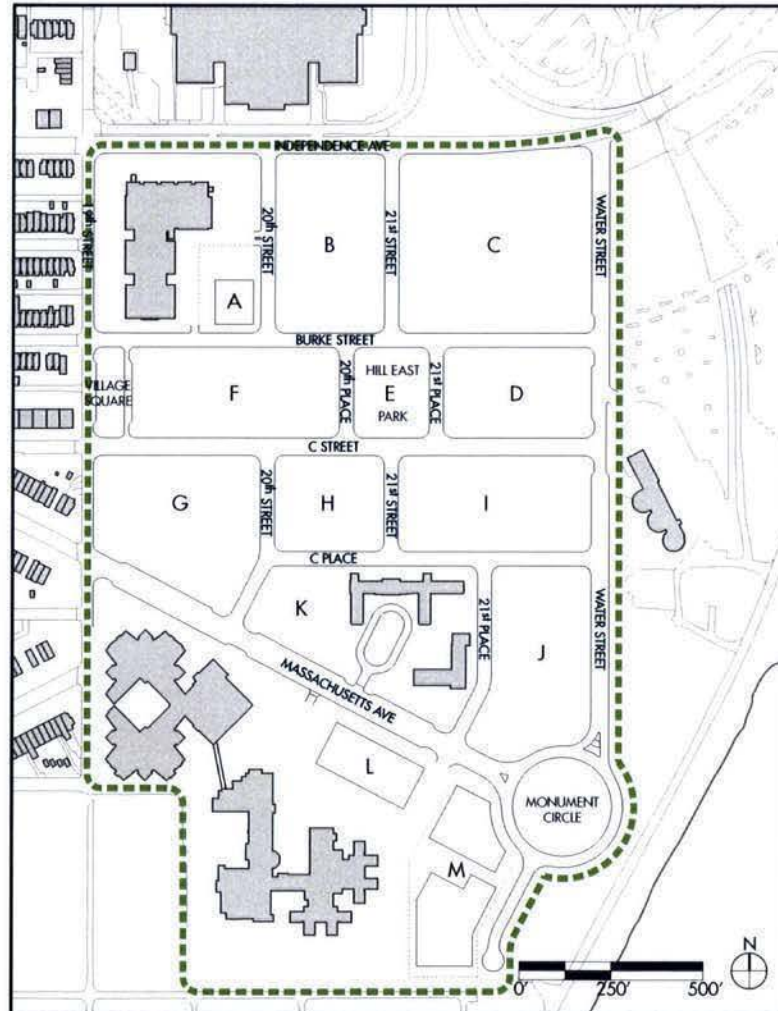
TOWER

A vertically-proportioned element of a building that rises above the Streetwall, at times is incorporated in the Streetwall. Towers may draw attention to a location, act as a gateway element, or help to create an interesting skyline.

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1. PROJECT BOUNDARY & BLOCK ASSIGNMENT

The project area is bounded by Independence Avenue to the north, Water Street to the east, F & G Streets to the south, and 19th Street to the west. The block assignments designate the developable parcels within the project area and will be referenced for codified build-to-lines, height, massing, architectural treatments, and landscape guidelines for the project.

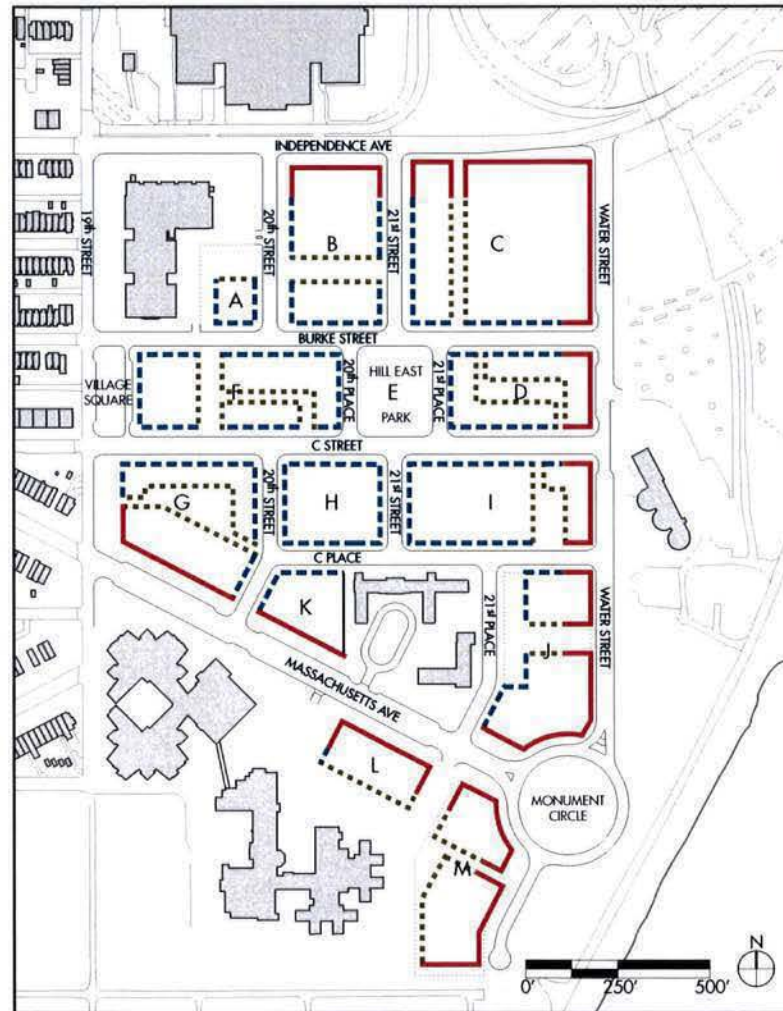


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1. REGULATING PLAN

The Regulating Plan coordinates the typical street frontage design principles to the specific build-to-lines in each block of the project area. The regulating plan establishes the following requirements and restrictions for the plan:

- Build-to-Line
- Building Setbacks
- Building Entry
- Curb Cuts
- Parking Structures
- Facade Guidelines
- Landscape Guidelines



Regulating Plan

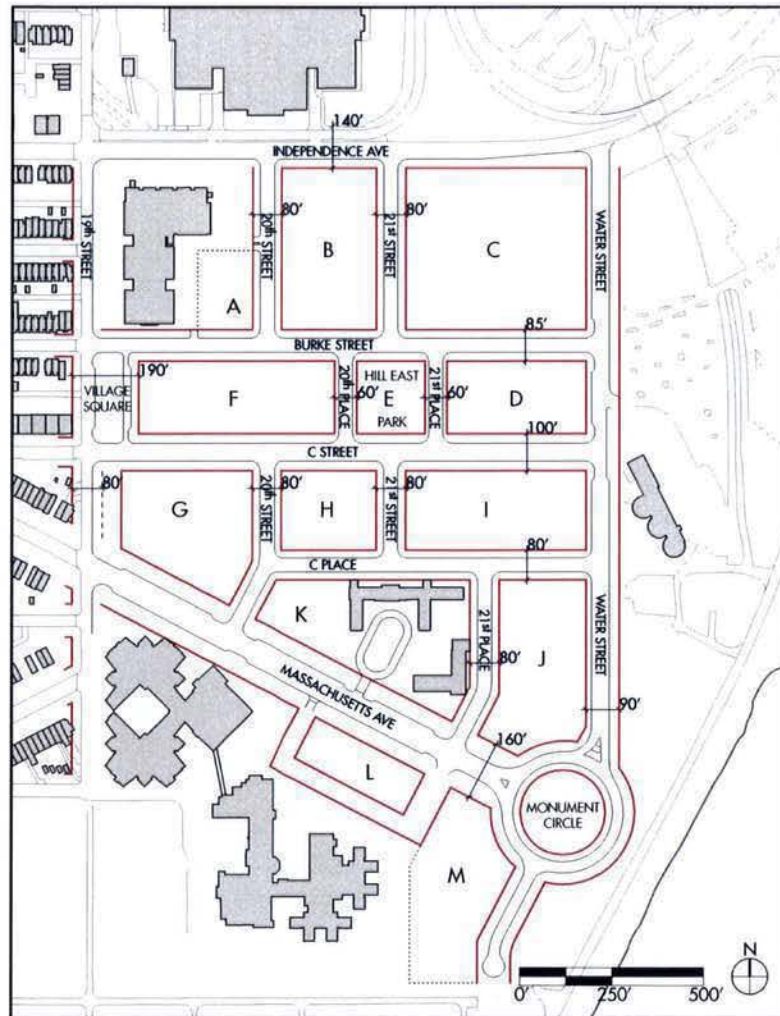
- A street frontage
- - - B street frontage
- C street frontage

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2. PUBLIC RIGHT-OF-WAY DESIGNATIONS

The following are the proposed public right-of-ways that establish the boundary of developable land for the plan. The plan includes all streets as public streets with vehicular and pedestrian traffic.

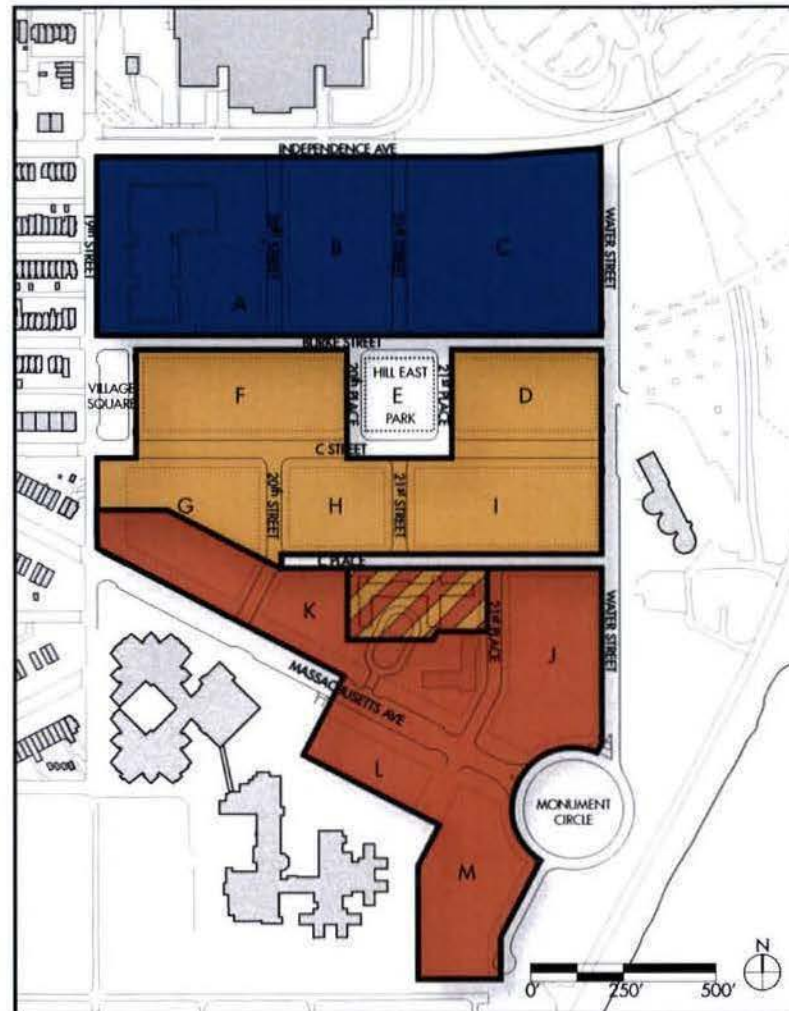
Street Name	Public Right-of-Way
Independence Ave. (Existing)	140'
Burke Street	85'
C Street	100'
C Place	80'
Massachusetts Ave.	160'
19th Street (Existing)	80'
20th Street	80'
21st Street	80'
20th Place	60'
21st Place	60'
Water Street (Minimum)	90'



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3. LAND USE GUIDELINES

The Master Plan creates districts that establish land use groupings within the project.



Independence Avenue District

City Wide Uses and Services
Residential
Health Services
Recreation
Education

C Street Neighborhood

Residential
Health Services
Community Amenities
Neighborhood Retail

Massachusetts Avenue District

Residential
Health Services
Civic Buildings
Municipal Offices
Correctional Treatment Facilities
(limited to south of Massachusetts Ave)

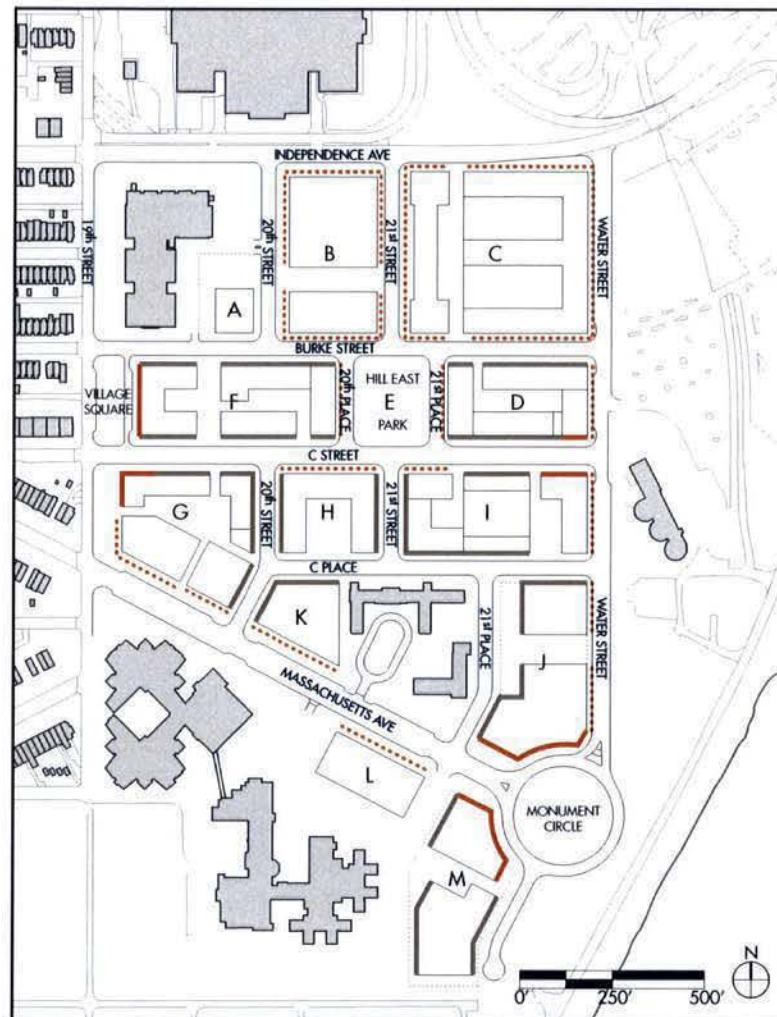
* Note: Please see zoning text for site by site land use designation.

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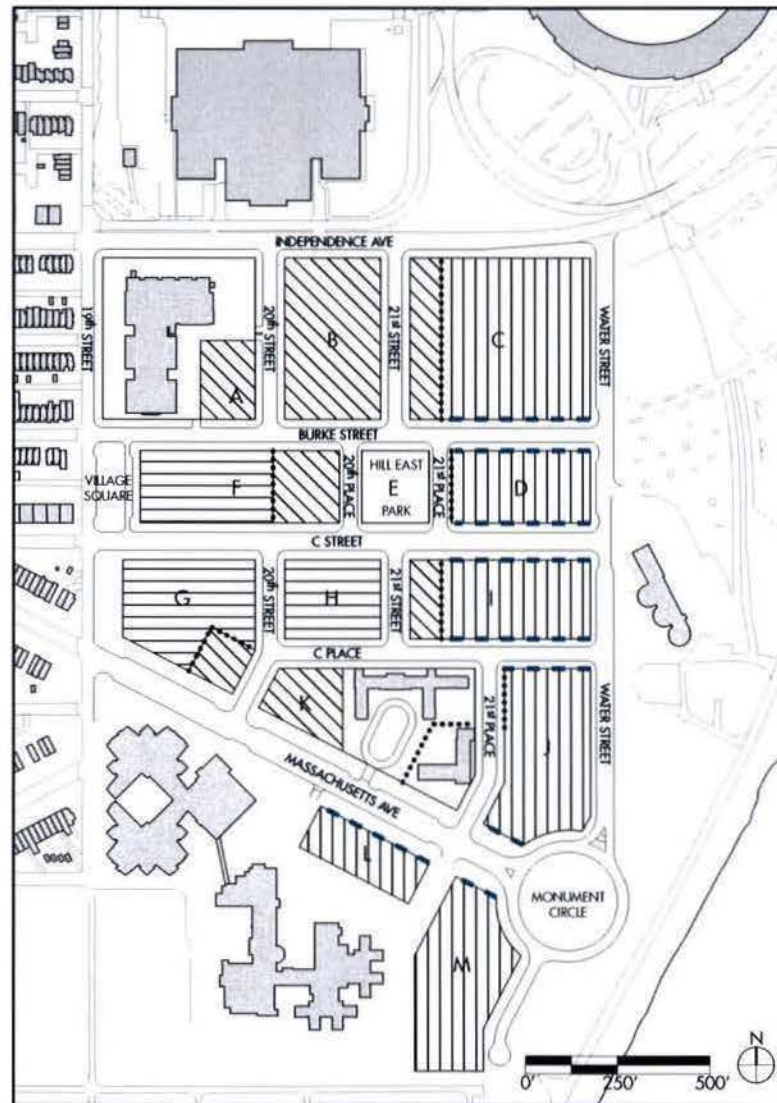
3. LAND USE GUIDELINES: PREFERRED USES

Preferred uses are concentrated at important nodes and places within the plan. As indicated, preferred uses on the ground floor are required at the Village Square on the west side of Block F and the northwest corner of Block G, and at the east end of C Street on the southeast corner of Block D and the northeast corner of Block I. Preferred uses are also required around Monument Circle at the termination of Massachusetts Avenue at the southeast corner of Block J facing the circle, and at the northeast corner of Block M extending northeast and southwest along Water Street. Furthermore, preferred uses are strongly encouraged on buildings facing Hill East Park.

*Note: Please see zoning text for specific retail use designation by parcel.



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4. BUILDING MASSING: HEIGHTS & SETBACKS

The site slopes from 19th Street down towards the Anacostia River (45' total) and provides the opportunity to develop great variety in the heights of buildings and the overall skyline. In general, building heights will increase towards the water, although the apparent height of the buildings from the Hill East neighborhood will appear diminished because of the slope.

Building sites closest to 19th Street SE will match approximately the residential neighborhoods immediately adjacent to the site and will range from 2-4 stories in height as indicated. The central portion of the plan will range in heights of 4-7 stories and increase to 7-10 stories along Massachusetts Avenue. The eastern portion of the plan will range in heights of 7-10 stories with the tallest buildings reserved for the sites along Water Street and the lower end of the Massachusetts Avenue District. To ensure a coherent transition from smaller to larger scale buildings across the site, a 12' setback is required at the transition point of height categories. A 12' setback is also required and on Blocks C, D, and I to maintain view corridors along Burke and C Streets, as well as on Blocks J, L, and M to maintain the view corridor on Massachusetts Ave.

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- 50' max height, 24' min height (2-4 story buildings)
- 80' max height, 50' min height (4-7 story buildings)
- 110' max height, 80' min height (7-10 story buildings)
- Transition Height setback
- View Corridor setback @ 80'

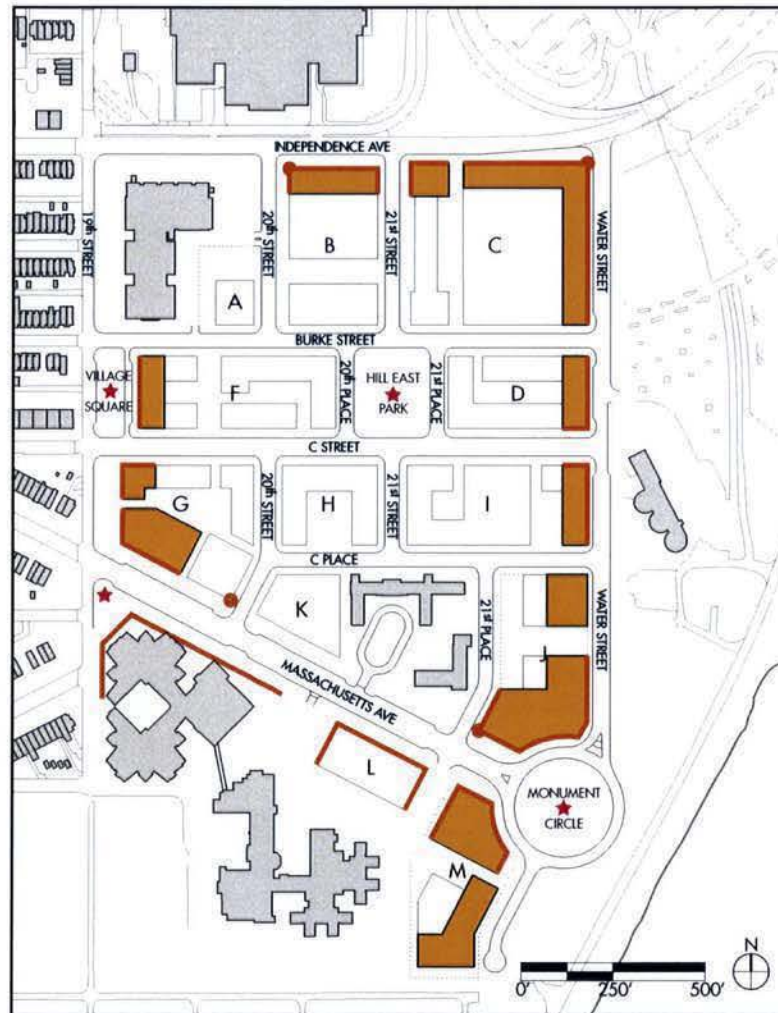
4. BUILDING MASSING: ARCHITECTURAL ARTICULATION

The plan encourages design excellence throughout the Hill East Waterfront Neighborhood and establishes building sites reserved for signature architecture and civic landmarks, as well as locations for architectural articulation and vertical elements such as towers and protruding bays at important intersections and gateways to the site.

Signature Architectural Sites designate locations where the highest level of design excellence shall be used to enhance the neighborhood. A broader and more flexible material palette as well as an increased level of transparency throughout the building's facade is both permitted and encouraged on these sites.

Architecturally Significant Facades designate facades that are the visually and physically prominent "faces" and "edges" of the plan and require the highest level of design excellence and materials. These facades present opportunities for innovative use of materials, articulation, flexibility in material choice, and increased transparency at the base of the facade.

Architectural Features designate locations where specific massing and material features of the architecture will embellish the plan. Monument Locations designate sites for civic monuments, fountains, and/or public art.



- Signature Architectural Site
- Architecturally Significant Facade
- Required Architectural Feature (tower, gateways, etc.)
May exceed height restriction by an additional 20'.
- Monument Location

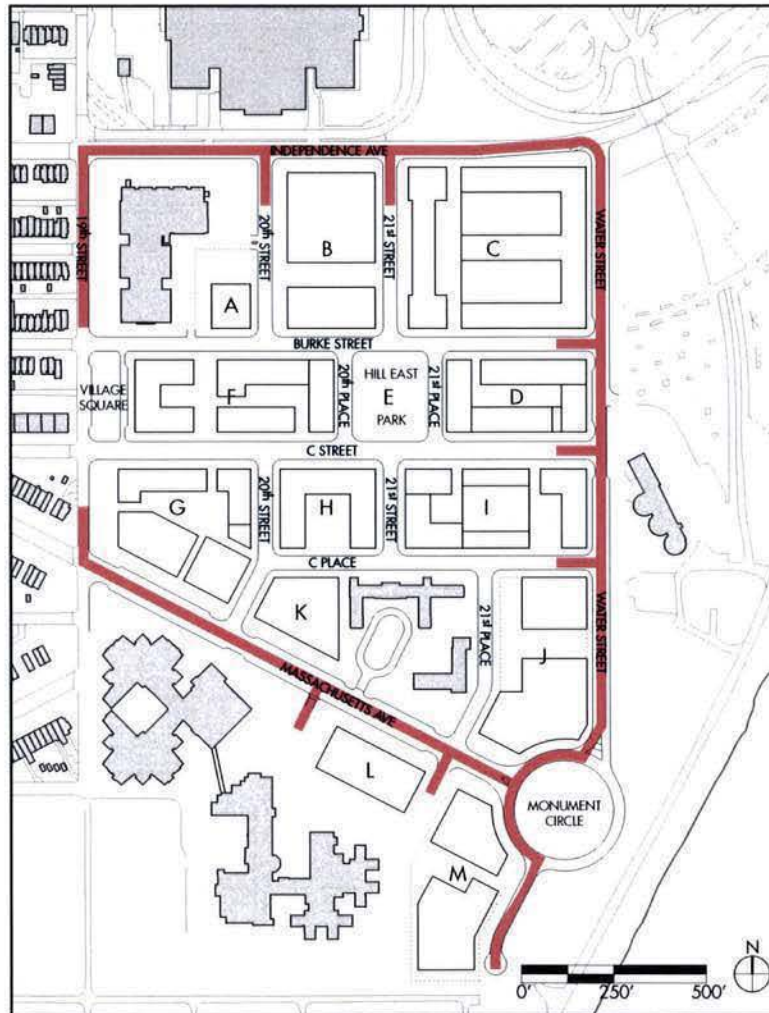
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5. STREET FRONTAGE DESIGN PRINCIPLES: "A" STREET FRONTAGES

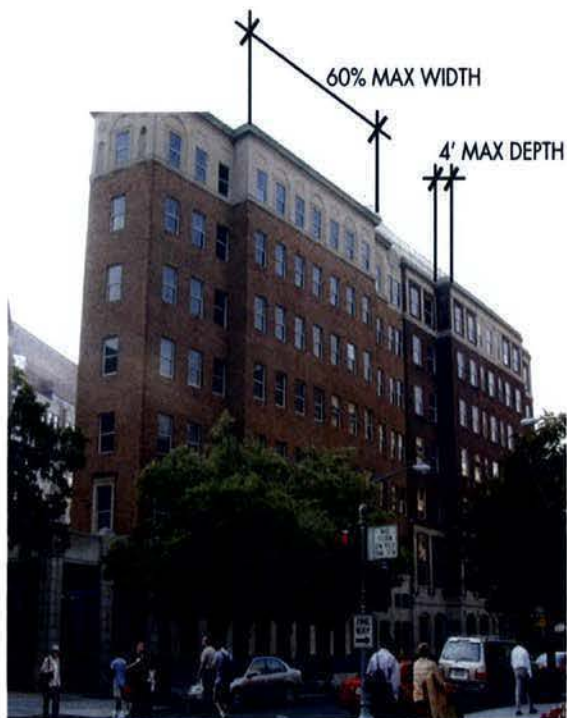
"A" Street frontages create the primary public corridor and edges to the Reservation 13 - Hill East Waterfront District. They are monumental in scale and character and serve both the pedestrian and the automobile equally.

"A" Street frontages require buildings with active uses on the facade, the highest quality of materials, architecture, and design excellence. (Refer to page 10 Architectural Articulation)

"A" Street frontages include the complete length of Massachusetts Ave., Independence Ave., and Water Street.



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Commercial/Institutional Frontage

DESIGN PRINCIPLES

- **Build-to-line:** A minimum of 90% of the building facade shall meet the build-to-line. The building facade will meet 100% of the build-to-line at the corner.
- **Setbacks:** N/A (Refer to individual street sections in Section 7)
- **Building Entry:** Main pedestrian building entries shall be located along "A" street frontages no less than 50' apart.
- **Curb Cuts:** No curb cuts for service or parking entrances, service alleys, or loading docks shall enter or exit from or be visible along "A" street frontages.
- **Parking Structures:**
 - Parking structures shall be screened with active uses to at least 30' in depth from the building face on residential building frontages.
 - Parking structures shall be screened with active uses to at least 50' in depth from the building face on commercial and institutional building frontages.
- **Facade:**
 - Any architectural feature, including bay windows or entry towers protruding from the building facade, may not extend more than 4' past the build-to-line into the public R.O.W and may not exceed 12' in width on buildings up to four stories or 60% of the building facade width on buildings above four stories.
 - The building facade shall articulate a clear base, middle, and top to the building. (See Section 9 Architectural Design Guidelines)

5. STREET FRONTAGE DESIGN PRINCIPLES: "A" STREET FRONTAGES (cont.)

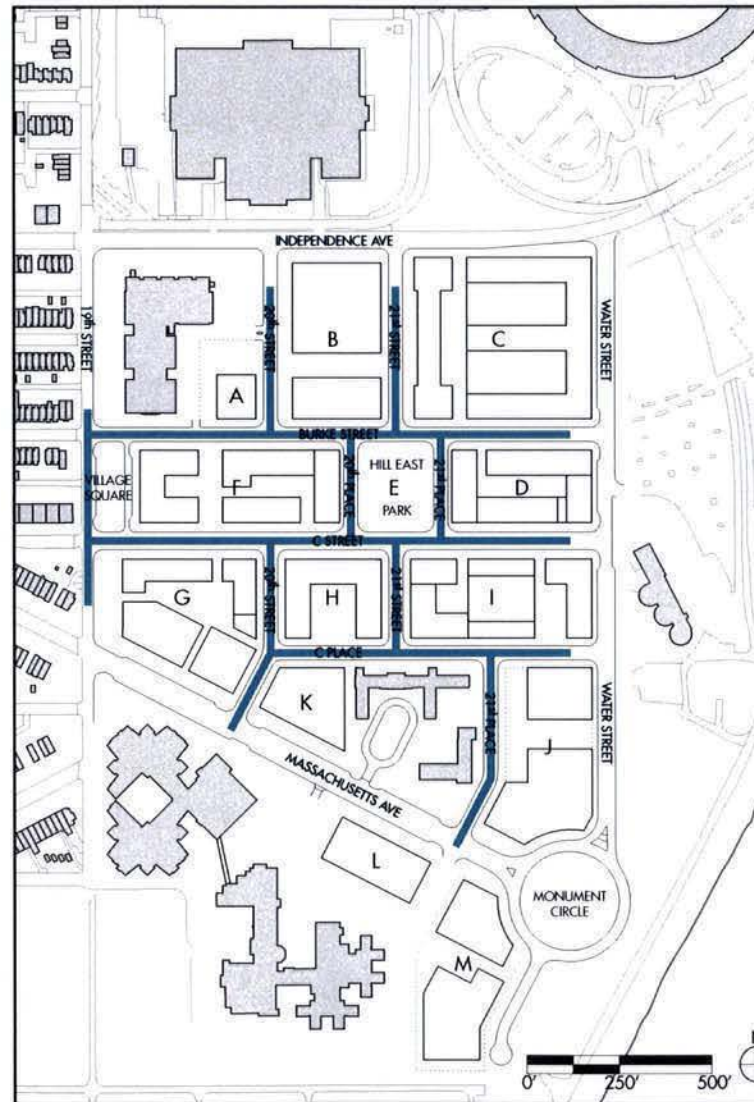
- The building facade must articulate a monumental scale with a balance of horizontal and vertical fenestration. (See Section 9 Architectural Design Guidelines)
- **Landscape:** Public Realm improvements/landscaping is required from the build-to-line into the Public R.O.W and must be adequately landscaped with ground coverage and foliage. Public realm improvements/landscaping must be coordinated with and enhance retail areas and building entries. (See Section 10 Landscape Design Guidelines)

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5. STREET FRONTAGE DESIGN PRINCIPLES: "B" STREET FRONTAGES

"B" Street frontages create the secondary streets of the project area. They are residential in scale and character and serve both the pedestrian and the automobile by connecting primary routes and tertiary service streets.

"B" Street frontages occur along Burke, C, 19th, 20th, and 21st Streets as well as C Place and Village Square Place.



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Residential Frontage



Architecturally-treated Parking Garage

DESIGN PRINCIPLES

- **Build-to-line:** A minimum of 75% of the building facade shall meet the build-to-line. For buildings located at street intersections the building facade shall establish the corner of the build-to-line.
- **Setbacks:** Any portion of the building rising above 80' from street level shall be set back a minimum of 12' from the build-to-line
- **Building Entry:** Main pedestrian building entries shall be located along "B" street frontages (except where located on "A" street frontages) spaced no less than 25' apart.
- **Curb Cuts:** No more than two curb cuts, service alley entries, or loading docks per block frontage shall be allowed. Curb cuts other than service alley entries shall not be located across from one another. Curb cuts are prohibited on frontage directly facing Village Square or Hill East Park.
- **Parking Structures:**
 - Parking structures shall be screened with active uses to at least 30' in depth from the building face on residential building frontages.
 - Parking structures shall be screened with active uses to at least 50' in depth from the building face on commercial and institutional building frontages.
- **Facade:**
 - Any architectural feature, including bay windows, entry towers, protruding from the building facade, may not extend more than 4' past the build-to-line and may not exceed 12' in width on buildings up to four stories, or 60% of the building facade width on buildings above four stories.
 - The building facade shall articulate a clear base, middle, and top to the building. (See Section 9 Architectural Design Guidelines)
 - The building facade must articulate a residential scale with varied surface articulation of color, scale, and material. (See Section 9 Architectural Design Guidelines)
- **Landscape:** Public Realm improvements/landscaping is required and may vary in depth of 7-15 from the build-to-line into the Public R.O.W and must be adequately landscaped with ground coverage and foliage. Public realm improvements/landscaping must be coordinated with and enhance retail areas and building entries. (See Section 10 Landscape Design Guidelines)

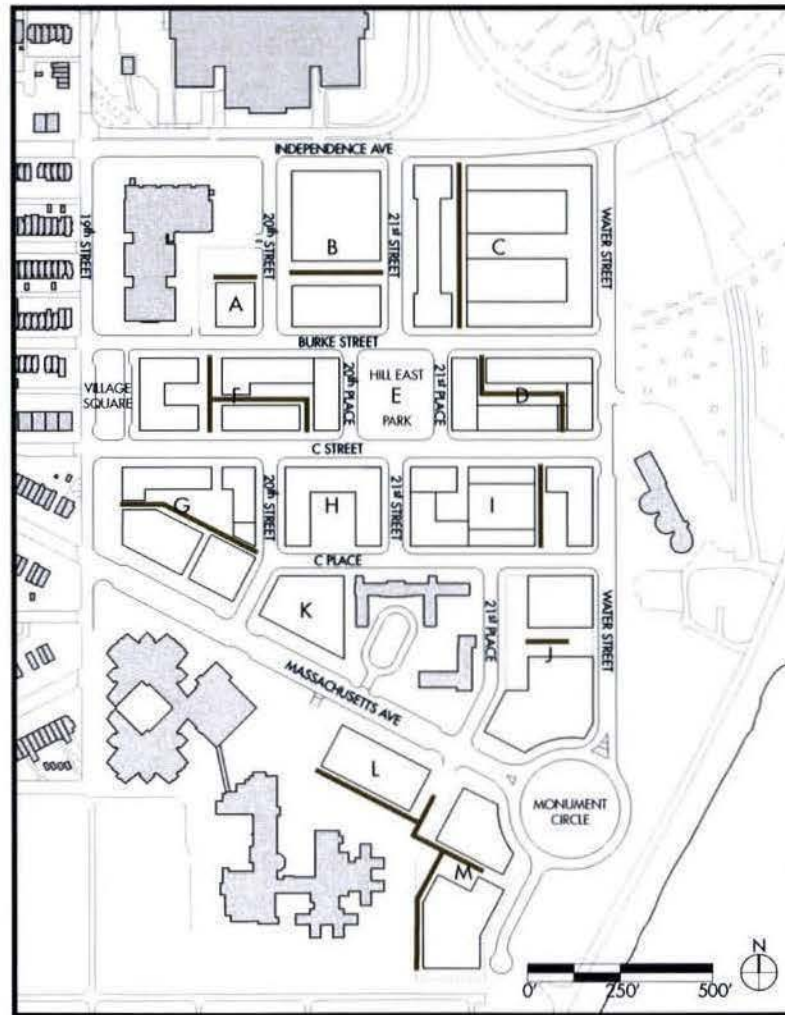
5. STREET FRONTAGE DESIGN PRINCIPLES: "B" STREET FRONTAGES (cont.)

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5. STREET FRONTAGE DESIGN PRINCIPLES: "C" STREET FRONTAGES

"C" Street frontages provide a means of access to service entries and parking structures as well as tertiary streets through the neighborhood. C Streets may or may not be publicly accessible streets or alleys. They are the least public in nature of all the streets and less restrictive in design intent as a result.

"C" Streets provide access to the parking structures and complete the street network. They allow the other streets to remain the most public, with the higher design requirements. "C" Streets may also include residential alleyways and commercial service courts and alleys.



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5. STREET FRONTAGE DESIGN PRINCIPLES: "C" STREET FRONTAGES



Residential/Commercial Alley



Service Road

DESIGN PRINCIPLES

- **Build-to-line:** N/A
- **Setbacks:** Building setbacks are not required unless indicated in Section 4 Building Massing & Heights
- **Building Entry-** Parking garage and service entrances shall be located on "C" Street frontages. Main pedestrian building entries shall not be located along "C" Street frontages.
- **Curb Cuts-** Curb cuts are permitted on "C" street frontages.
- **Parking Structures-** Structured parking facades shall be architecturally treated to be in harmony with the overall building design and to screen interior light fixtures, ceiling pipes, exposed raw concrete, etc.
- **Facade:** Facades shall be an integrated component of the overall building design.
- **Landscape:** N/A

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6. STREET SECTIONS & CONCEPT DESIGN: MASSACHUSETTS AVE.

- 160' Public R.O.W.

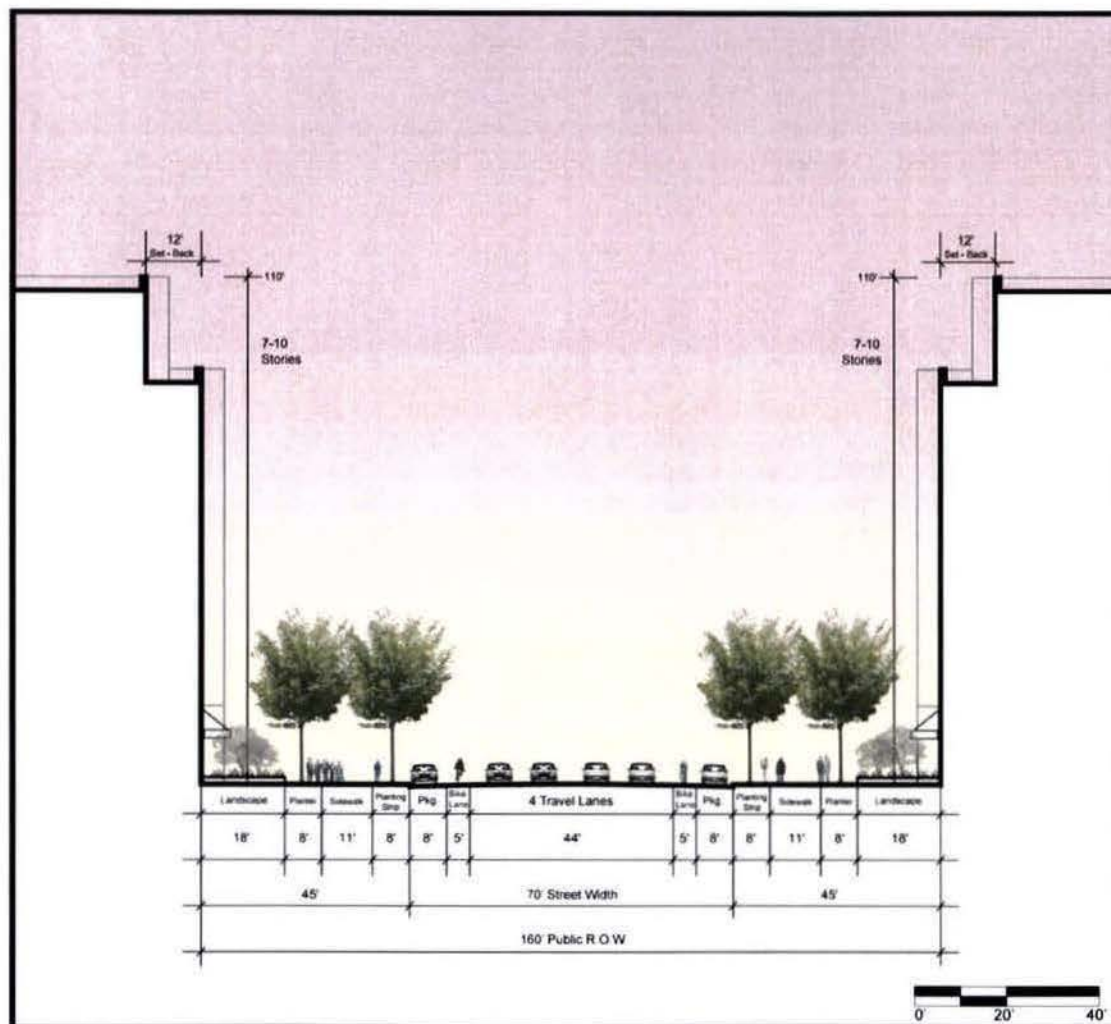
- 70' Roadway

- Four 11' Travel Lanes (Two-Way Traffic)
- Two 8' Parking Lanes
- Two 5' Bike Lanes

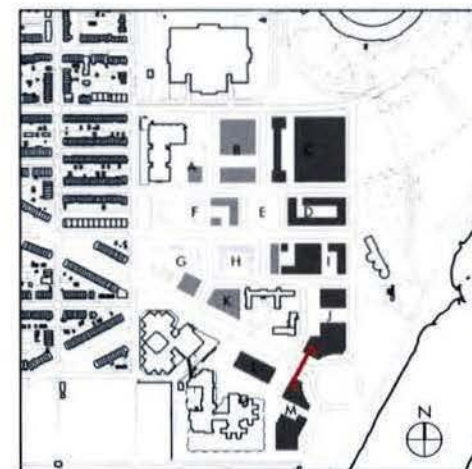
- Building Heights:

- 19th Street - Mid Block G: 2-4 Stories; 50' Max.
- Mid Block G - Mid Block K: 4-7 Stories; 80' Max.
- Mid Block K - Water Street: 7-10 Stories; 110' Max.

- 12' setback above 80'



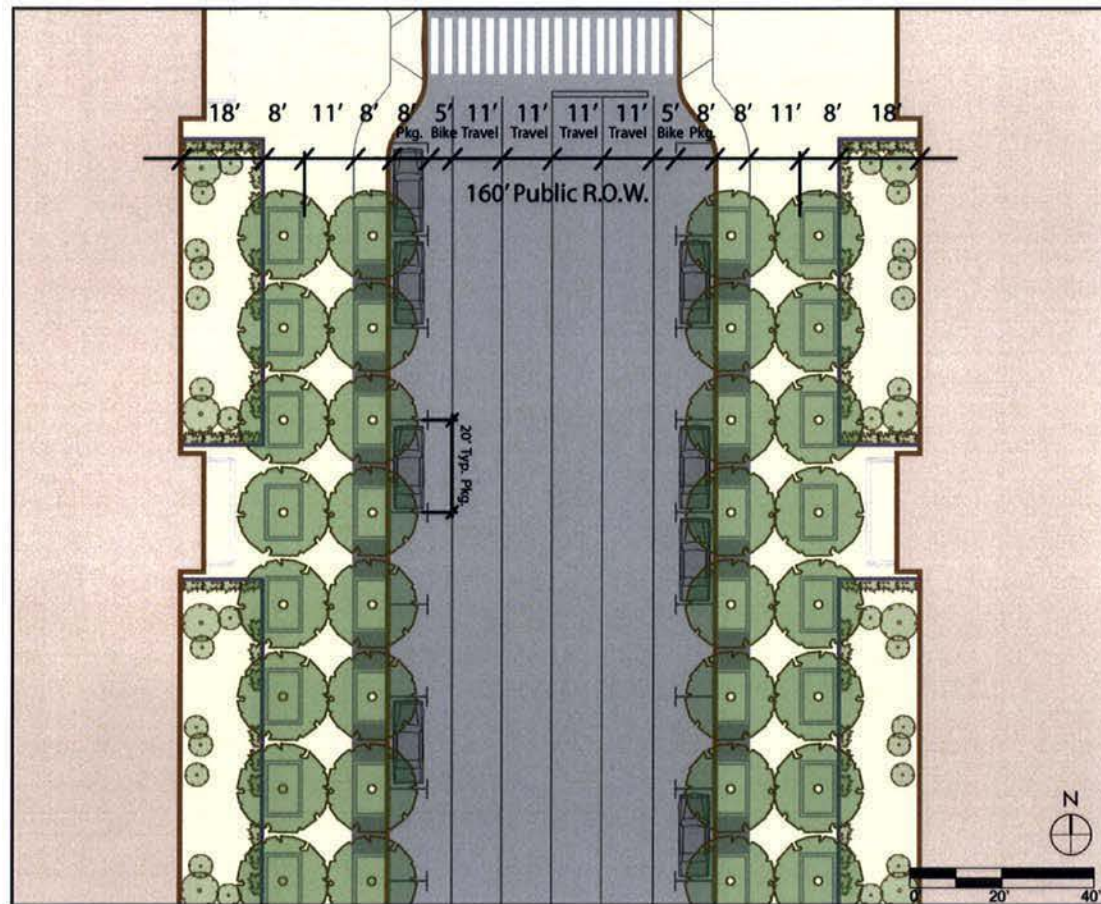
Massachusetts Avenue



Key Plan

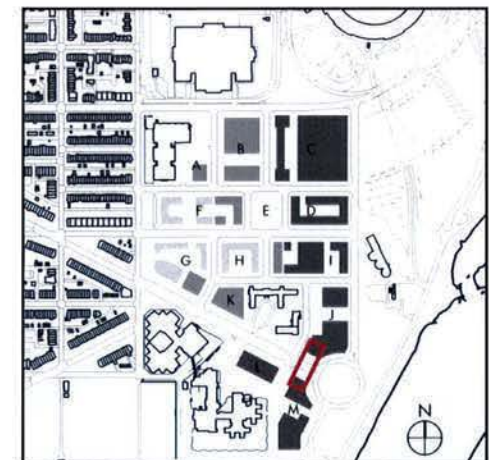
6. STREET SECTIONS CONCEPT DESIGN:
MASSACHUSETTS AVE.

- 160' Public R.O.W.



Massachusetts Avenue Plan Detail

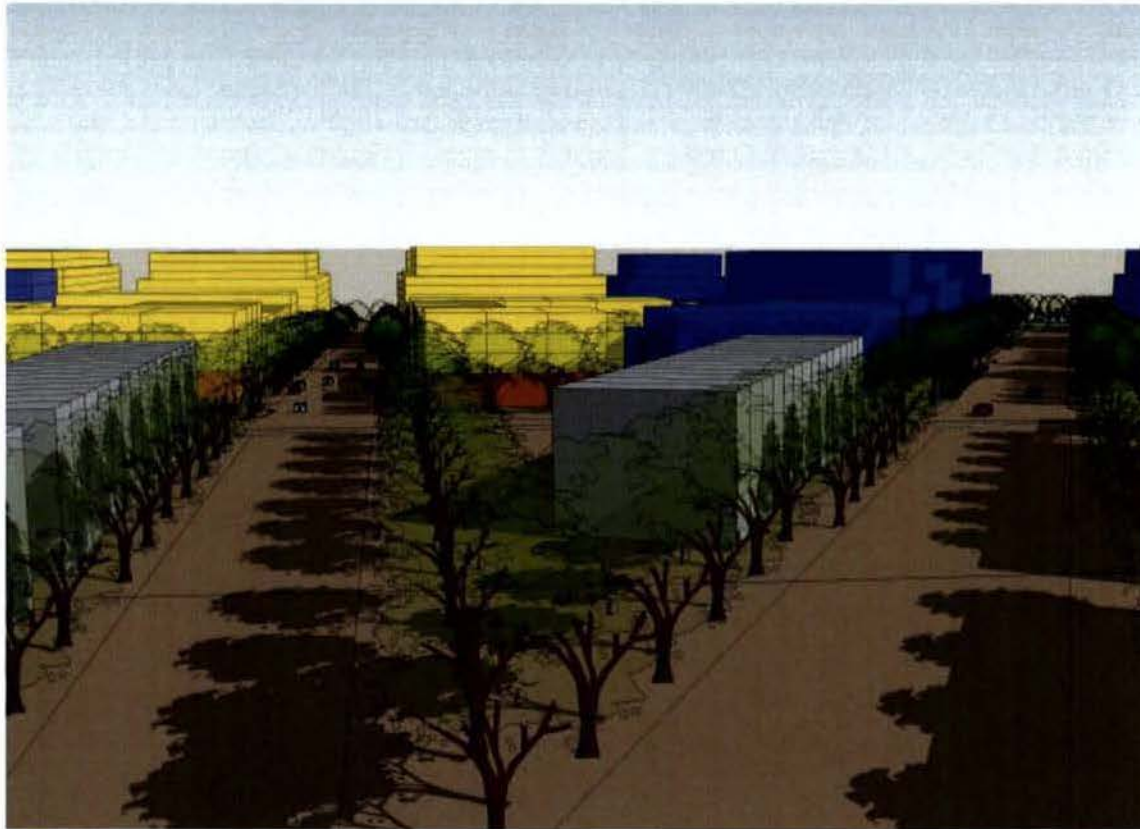
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Key Plan

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6. STREET SECTIONS CONCEPT DESIGN: MASSACHUSETTS AVE. & C STREET



*3D Model view: C Street and Mass Ave
looking east from existing neighborhood*

Massachusetts Ave:

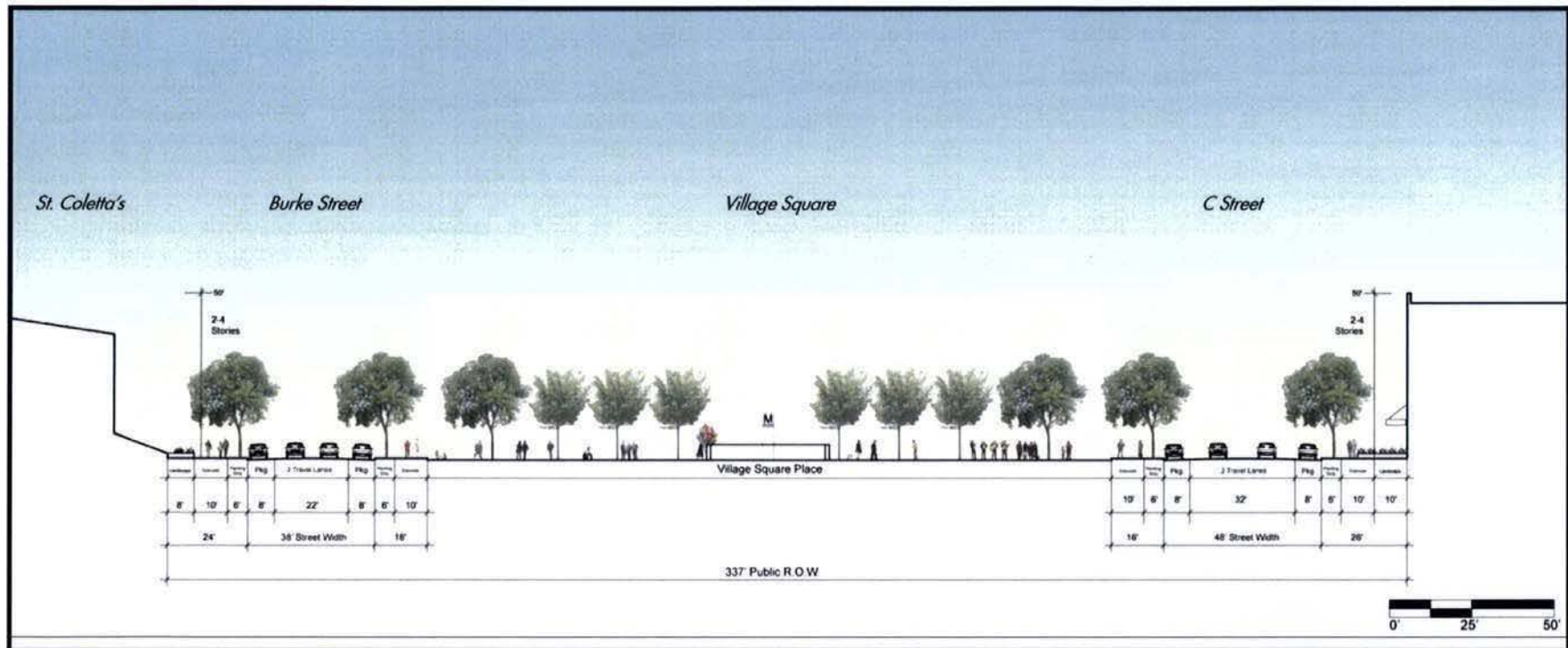
- 160' Public R.O.W.
- 70' Roadway
 - Four Travel Lanes (Two-Way)
 - Two Parking Lanes
 - Two Bike Lanes
- Building Heights:
 - 19th Street - Mid Block G: 2-4 Stories; 50' Max.
 - Mid Block G - Mid Block K: 4-7 Stories; 80' Max.
 - Mid Block K - Water Street: 7-10 Stories; 110' Max.
- 12' setback above 80'

C Street:

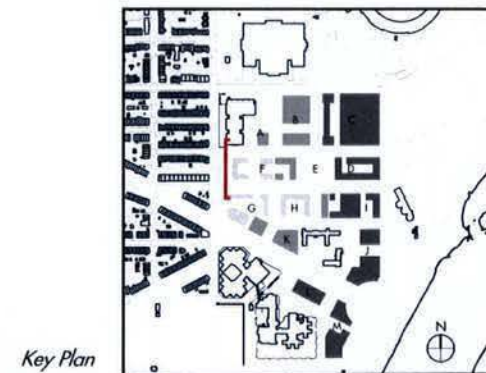
- 100' Public R.O.W.
- 48' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
 - Two Bike Lanes
- Building Heights:
 - 19th Street - Mid Block F: 2-4 Stories; 50' Max.
 - Mid Block F - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' setback above 80'

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6. STREET SECTIONS CONCEPT DESIGN:
BURKE & C STREETS

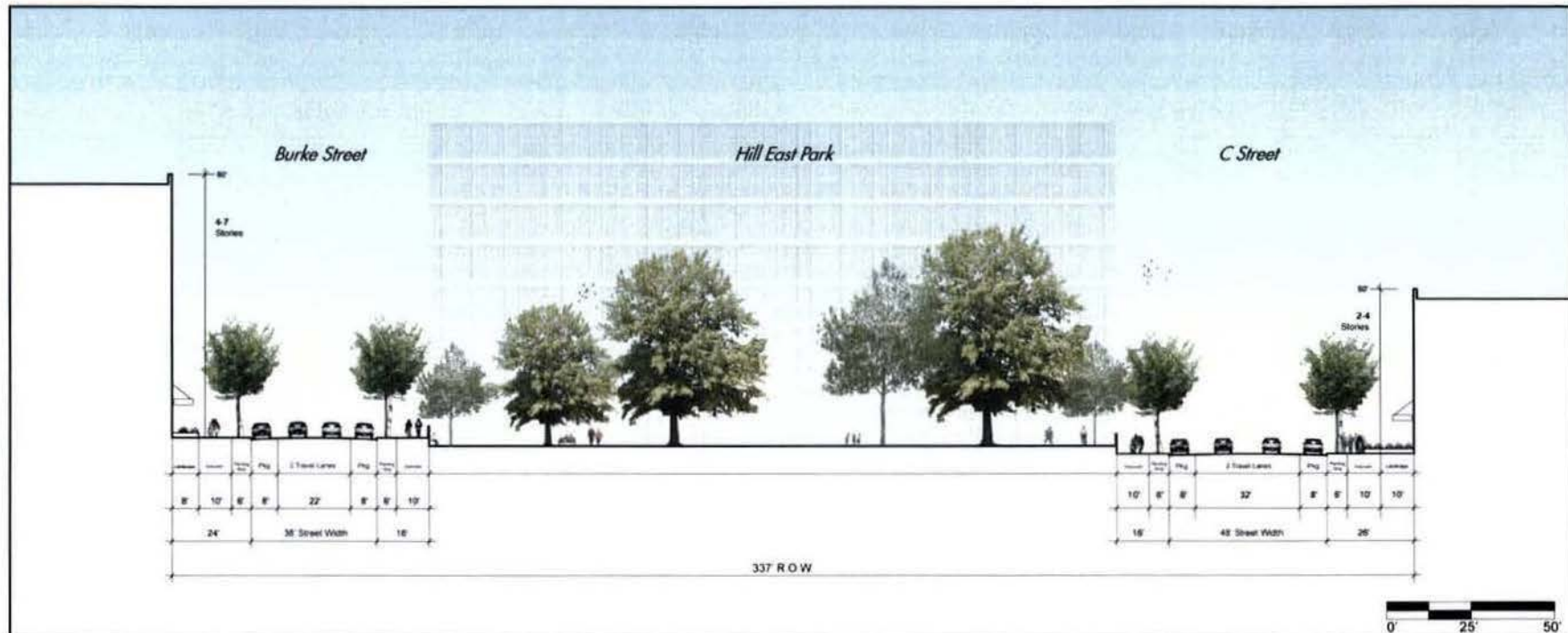


Burke & C Streets at Village Square; see
pages 22 & 24 for additional information

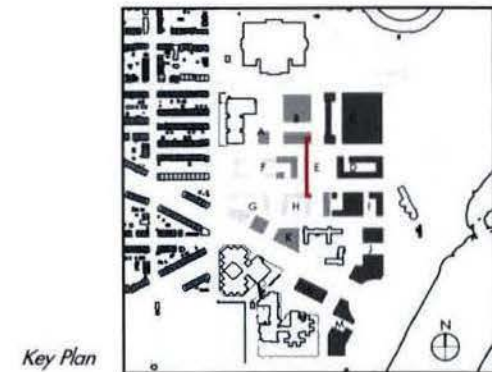


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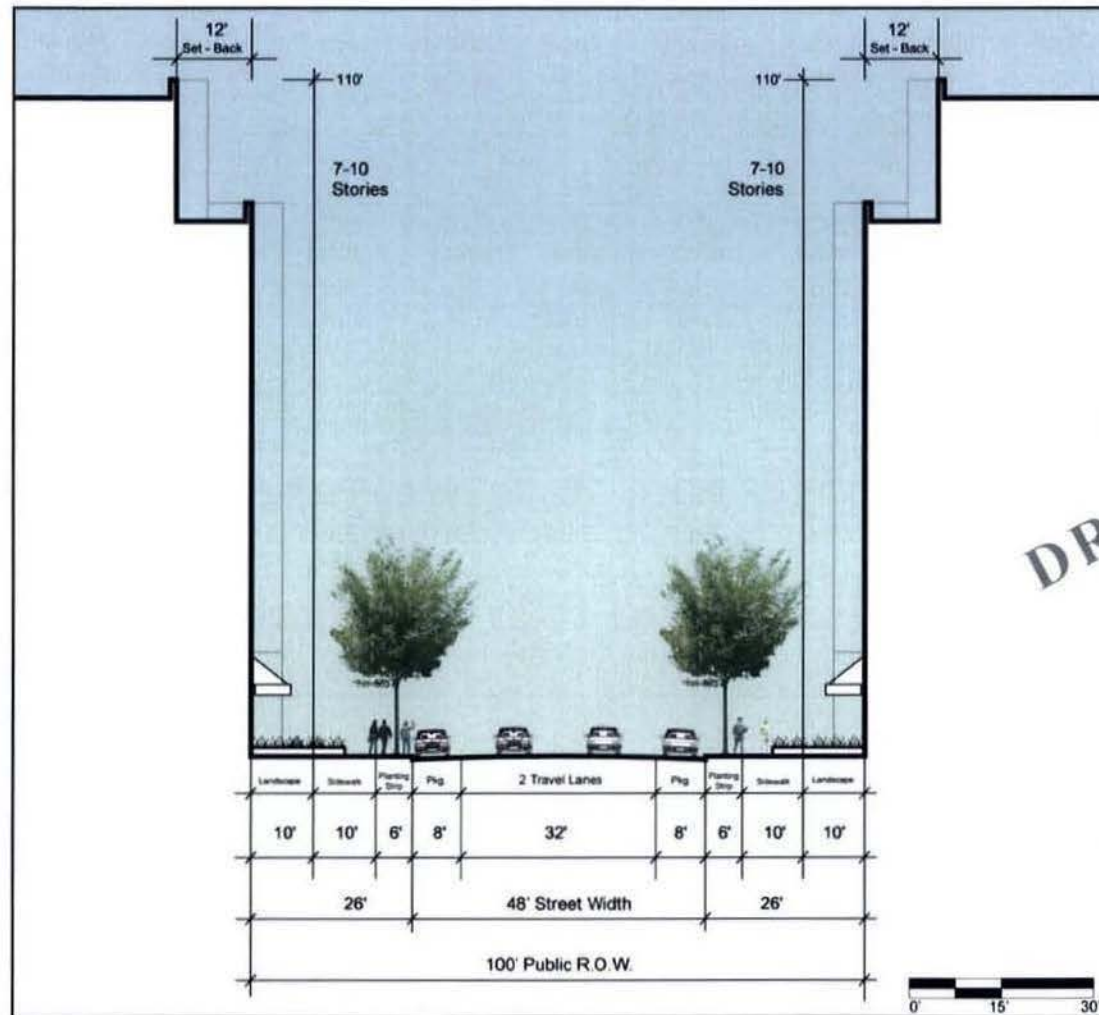
6. STREET SECTIONS CONCEPT DESIGN:
BURKE & C STREETS



*Burke & C Streets at Hill East Park; see
pages 22 & 24 for additional information*



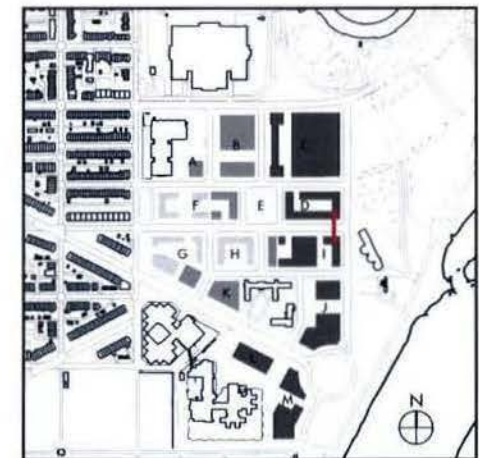
6. STREET SECTIONS CONCEPT DESIGN: C STREET



C Street

- 100' Public R.O.W.
- 48' Roadway
 - Two 11' Travel Lanes (Two-Way Traffic)
 - Two 8' Parking Lanes
 - Two 5' Bike Lanes
- Building Heights:
 - 19th Street - Mid Block F: 2-4 Stories; 50' Max.
 - Mid Block F - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' Setback above 80'

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Key Plan

6. STREET SECTIONS CONCEPT DESIGN: C STREET

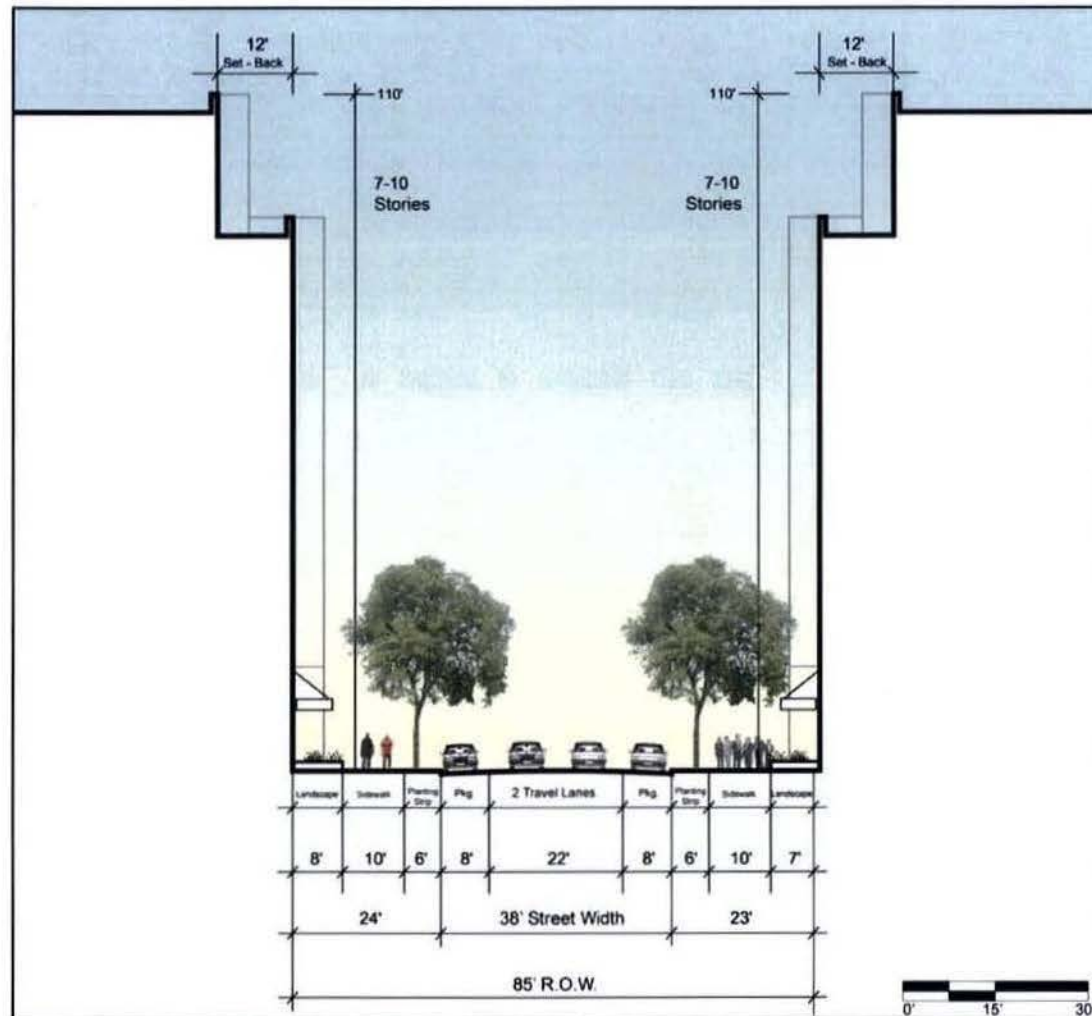


*3D Model view: C Street looking
east at Village Square*

- 100' Public R.O.W.
- 38' Roadway
 - Two 11' Travel Lanes (Two-Way Traffic)
 - Two 8' Parking Lanes
 - Two 5' Bike Lanes
- Building Heights:
 - 19th Street - Mid Block F: 2-4 Stories; 50' Max.
 - Mid Block F - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' Setback above 80'

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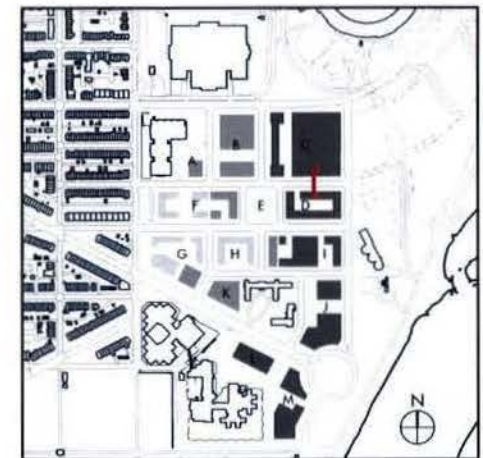
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Burke Street

6. STREET SECTIONS CONCEPT DESIGN: BURKE STREET

- 85' Public R.O.W.
- 38' Roadway
 - Two 11' Travel Lanes (Two-Way Traffic)
 - Two 8' Parking Lanes
- Building Heights: North Side
 - Mid Block A - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- Building Heights: South Side
 - 19th Street - Mid Block F: 2-4 Stories; 50' Max.
 - Mid Block F - 20th Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' setback above 80'



Key Plan



*3D Model view: Burke Street
looking east at Village Square*

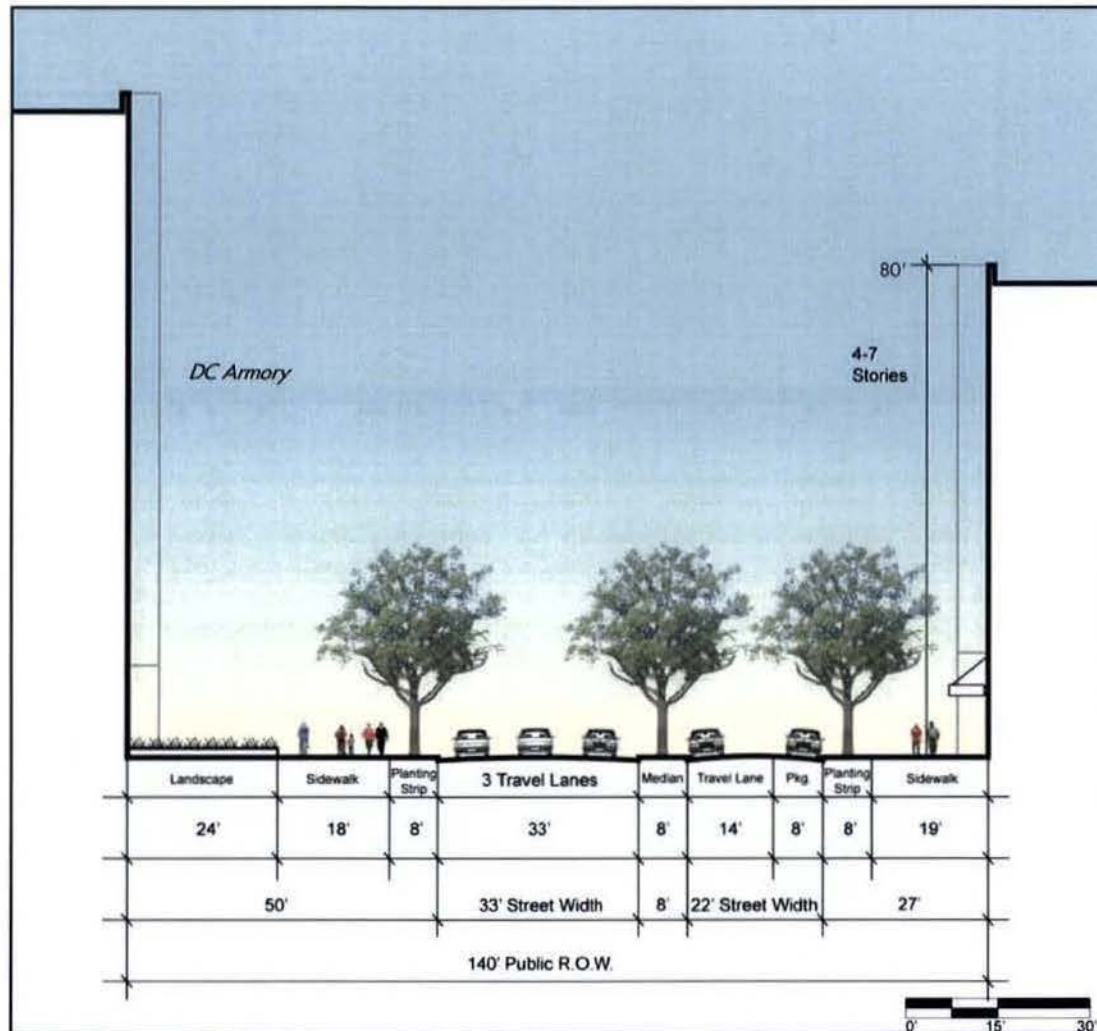
6. STREET SECTIONS CONCEPT DESIGN: BURKE STREET

- 85' Public R.O.W.
- 38' Roadway
 - Two 11' Travel Lanes (Two-Way Traffic)
 - Two 8' Parking Lanes
- Building Heights: North Side
 - 19th Street - Mid Block A: 2-4 Stories; 50' Max.
 - Mid Block A - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- Building Heights: South Side
 - 19th Street - Mid Block F: 2-4 Stories; 50' Max.
 - Mid Block F - 20th Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' setback above 80'

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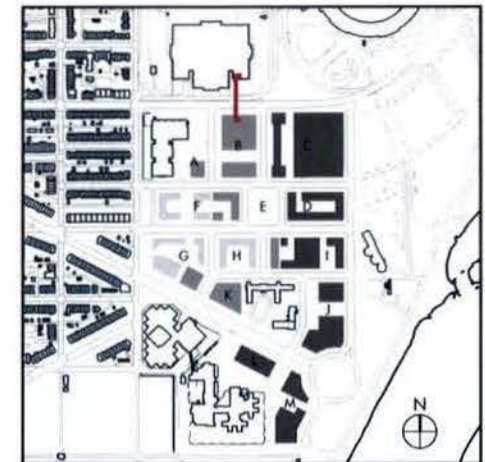
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6. STREET SECTIONS CONCEPT DESIGN: INDEPENDENCE AVE.



Independence Avenue

- 140' Public R.O.W.
- 22' Roadway
 - One Travel Lane (One-Way)
 - One Parking Lane (Eastbound)
- 33' Roadway
 - Three Travel Lanes (Two-Way)
- Building Heights: South Side
 - Mid Block A - 21st Street: 4-7 Stories; 80' Max.
 - 21st Street - Water Street: 7-10 Stories; 110' Max.

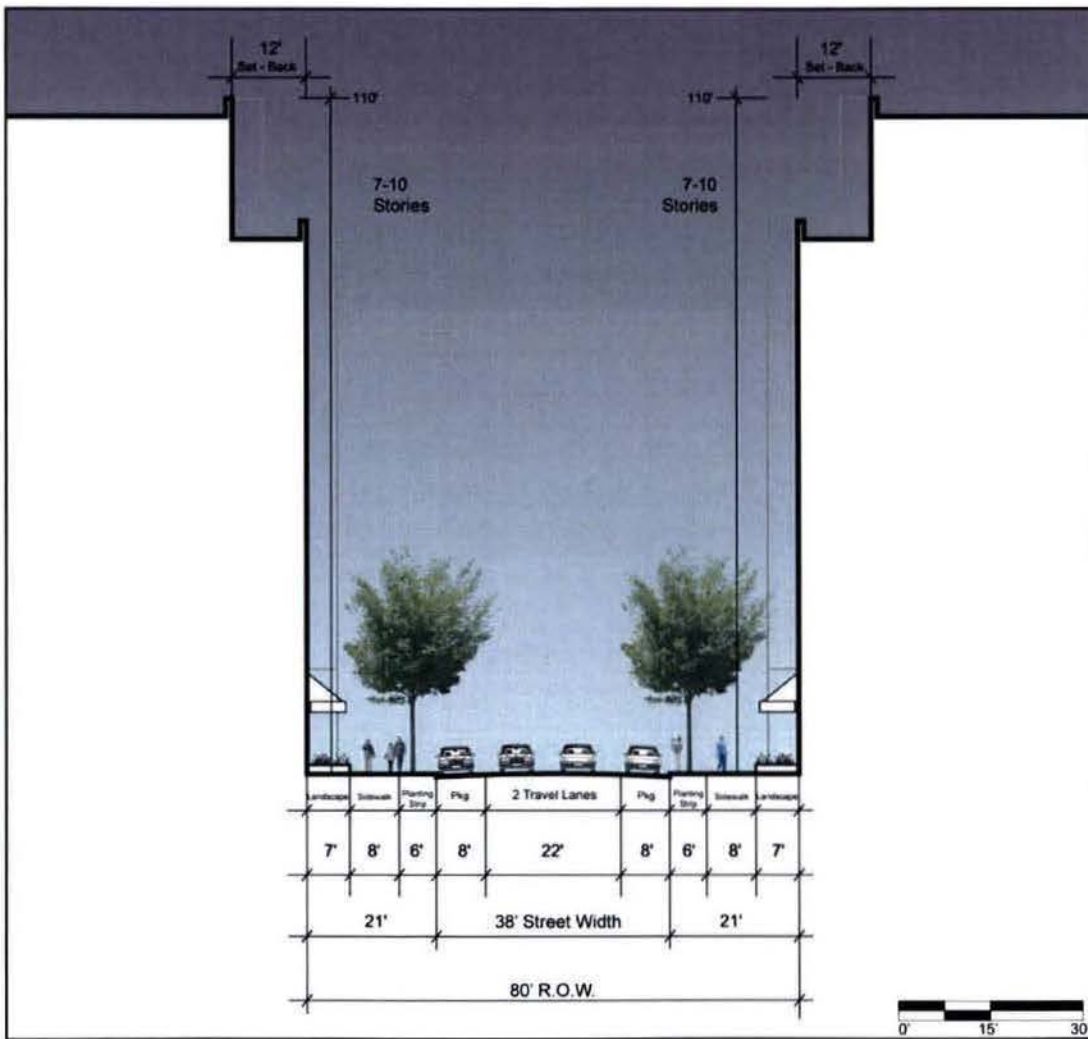


Key Plan

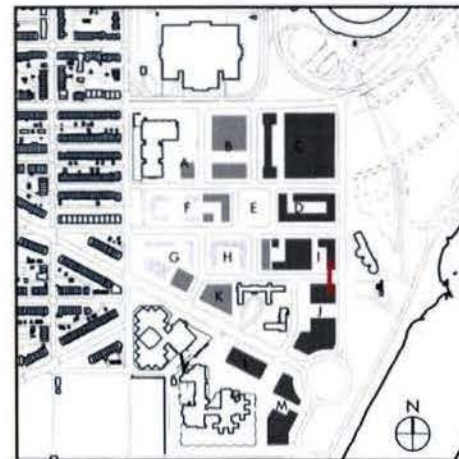
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6. STREET SECTIONS CONCEPT DESIGN: C PLACE

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights:
 - 21st Street - Water Street: 7-10 Stories; 110' Max.
- 12' Setback above 80'



C Place

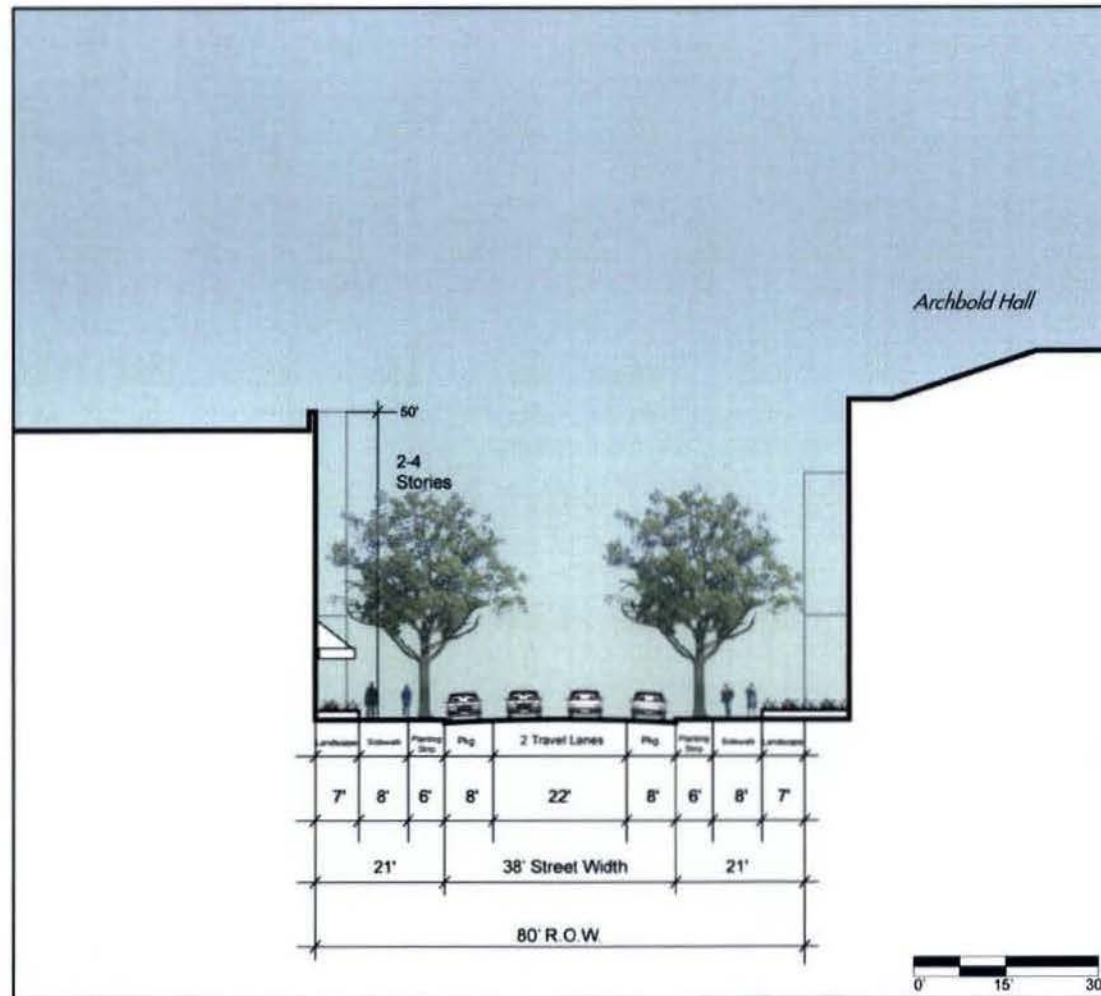


Key Plan

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6. STREET SECTIONS CONCEPT DESIGN:
C PLACE at ARCHBOLD HALL

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights (North Side):
 - 2-4 Stories; 50' Max.
- 12' Setback above 80'



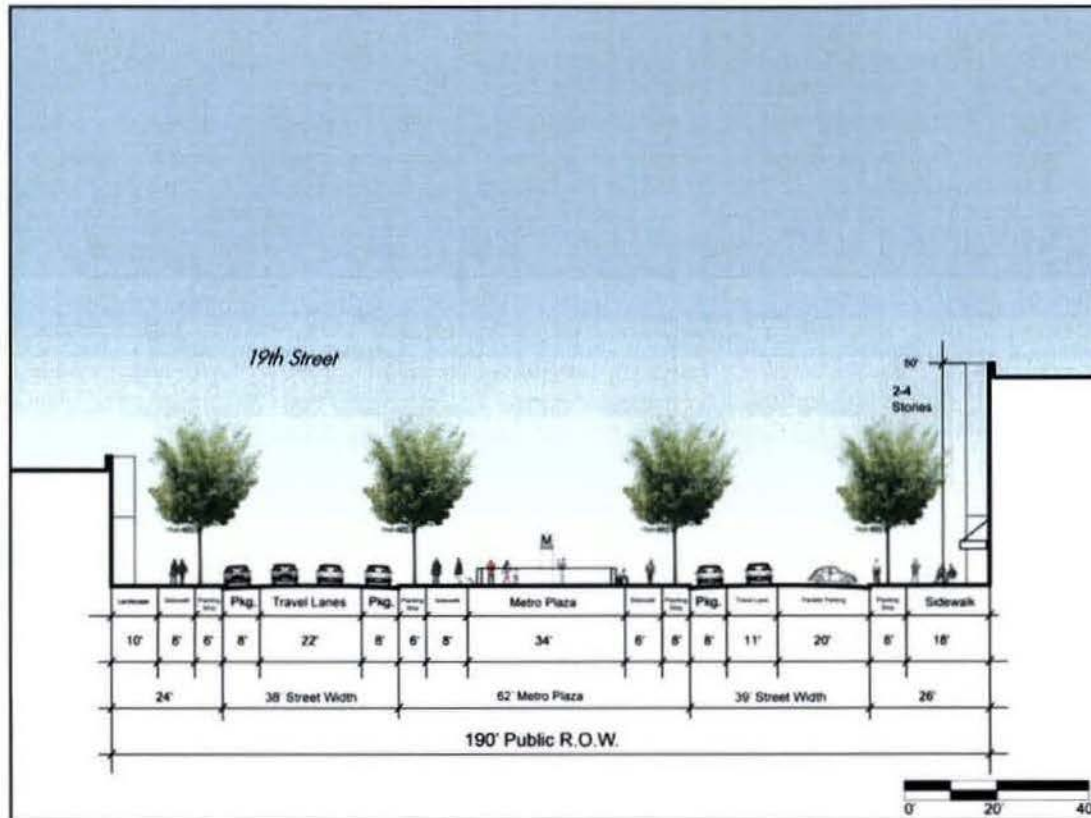
C Place



Key Plan

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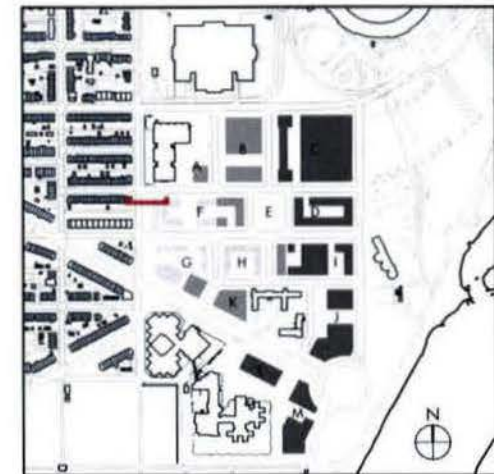
6. STREET SECTIONS CONCEPT DESIGN: 19TH STREET - VILLAGE SQUARE



19th Street at Village Square

- 190' Public R.O.W.
- 38' Roadway - 19th Street
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- 39' Roadway - Metro Plaza Loop
 - One Travel Lane (One-Way)
 - One Diagonal Parking Lane
 - One Parallel Parking Lane
- Building Heights (West Side):
 - 2-4 Stories; 50' Max.

Note: Assumes changing 19th Street to two-way traffic.

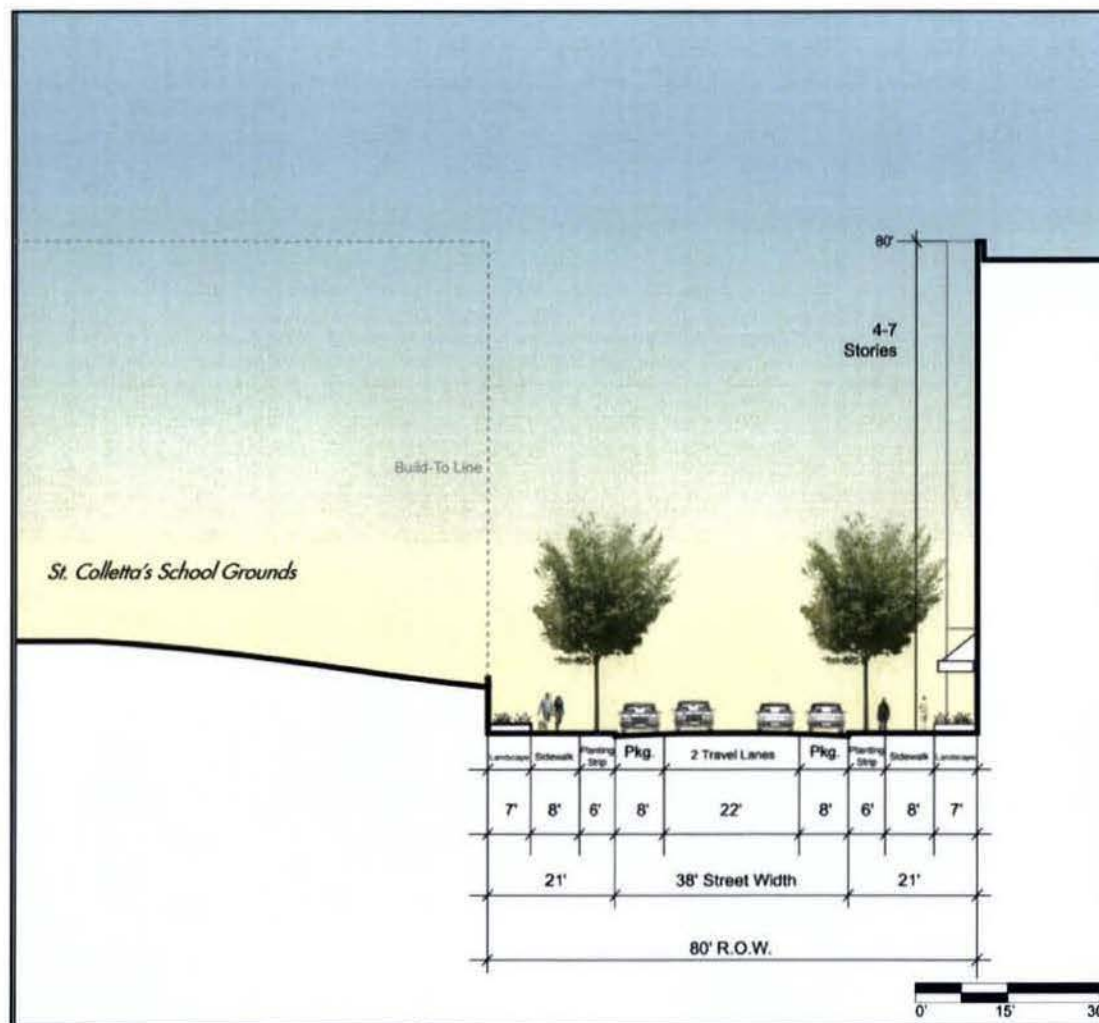


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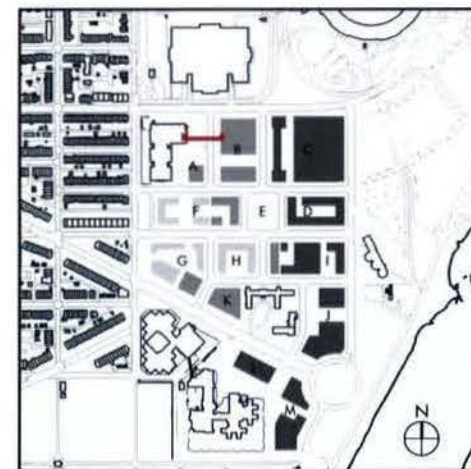
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6. STREET SECTIONS CONCEPT DESIGN: 20TH STREET

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: West Side
 - 4-7 Stories; 80' Max. at Burke & C Streets
- Building Heights: East Side
 - 4-7 Stories; 80' Max.



20th Street (North)

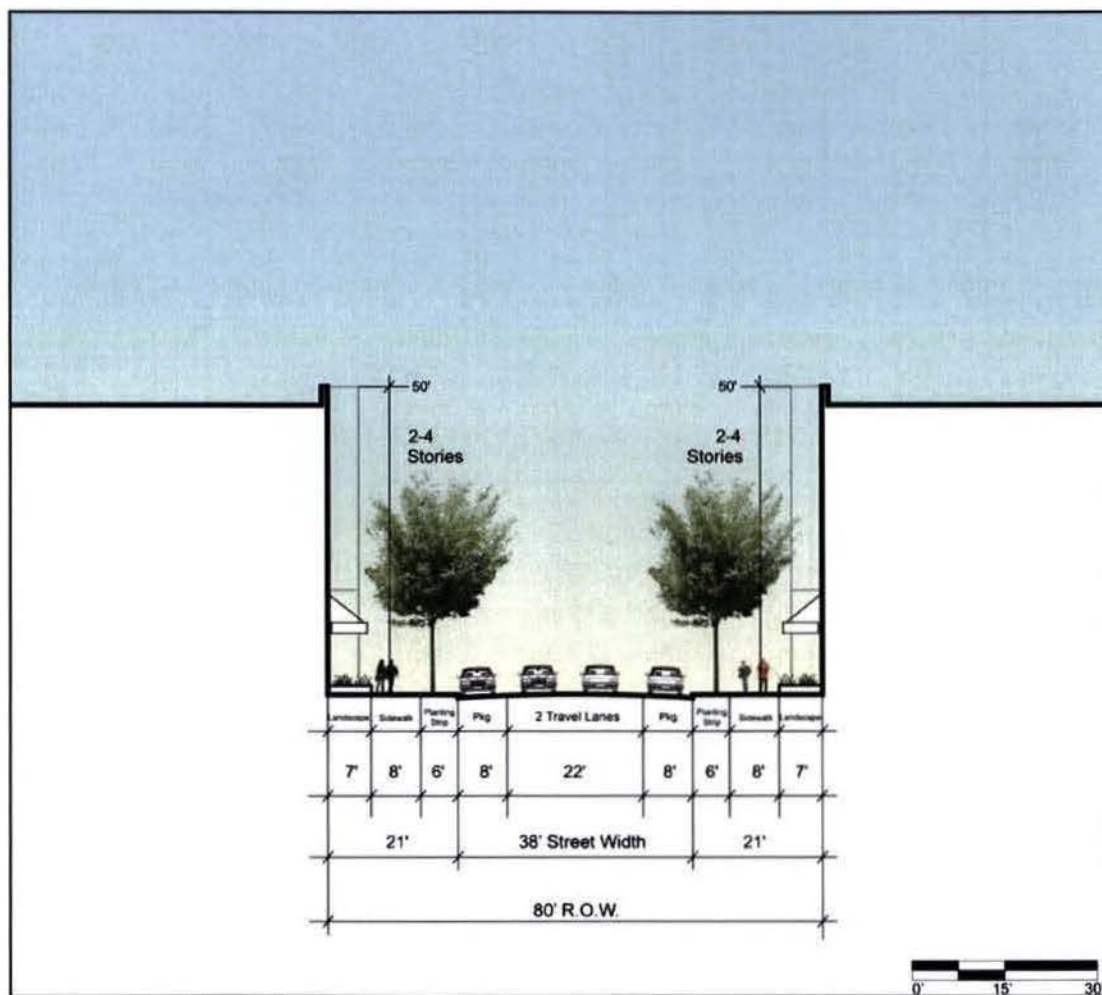


Key Plan

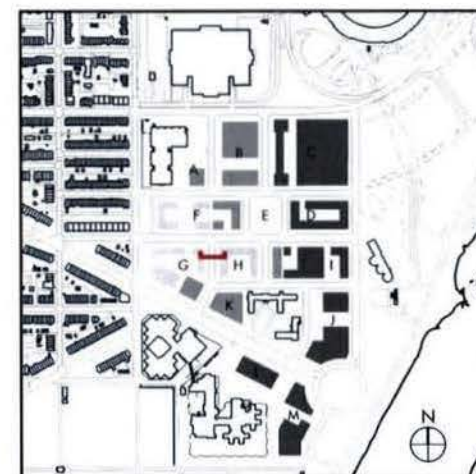
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6. STREET SECTIONS CONCEPT DESIGN: 20TH STREET

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights:
 - C Street - C Place: 2-4 Stories; 50' Max.
 - C Place - Mass. Ave: 4-7 Stories; 80' Max.

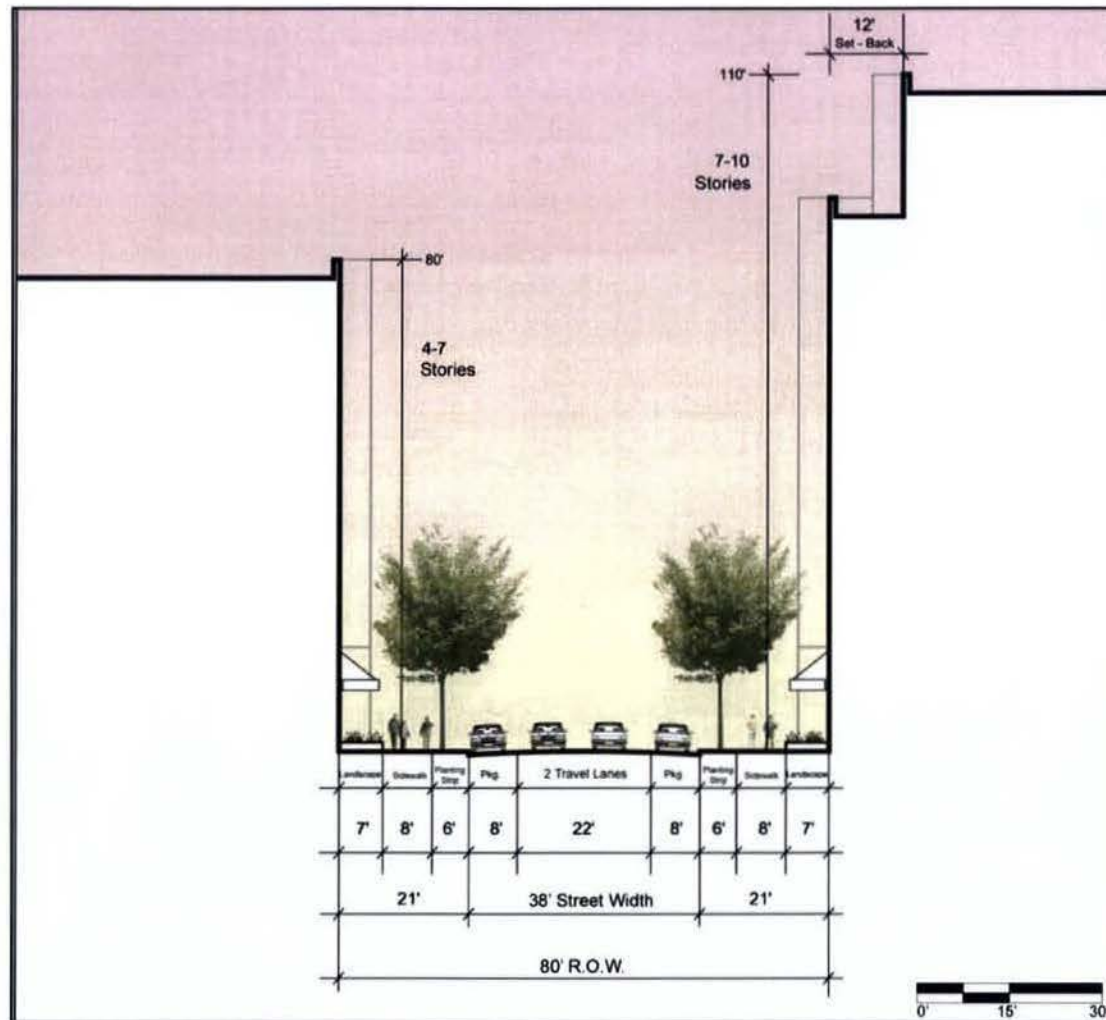


20th Street



Key Plan

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21st Street

6. STREET SECTIONS CONCEPT DESIGN: 21ST STREET

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: West Side
 - Independence - Burke Street: 4-7 Stories; 80' Max.
- Building Heights: East Side
 - Independence - Burke Street: 7-10 Stories; 110' Max.
- 12' Setback above 80'

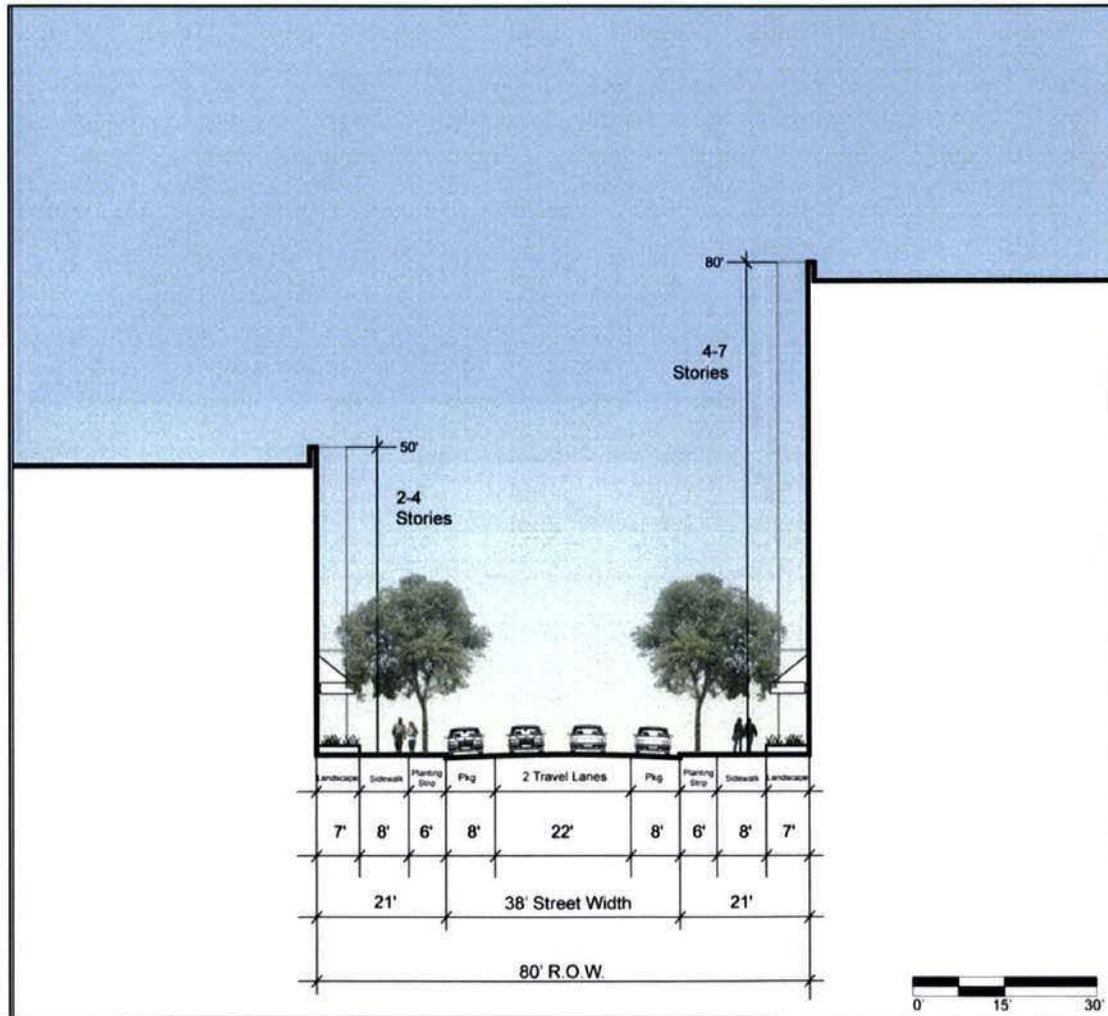


Key Plan

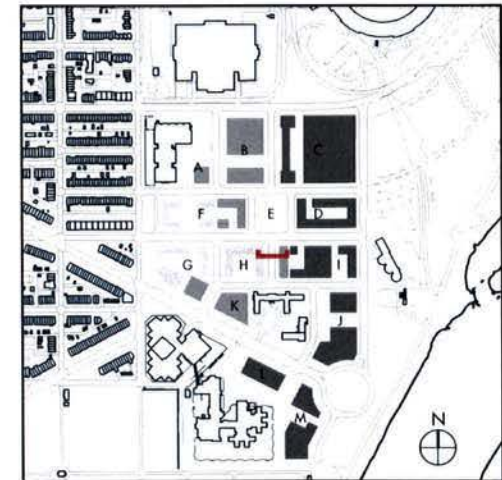
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6. STREET SECTIONS CONCEPT DESIGN: 21ST STREET

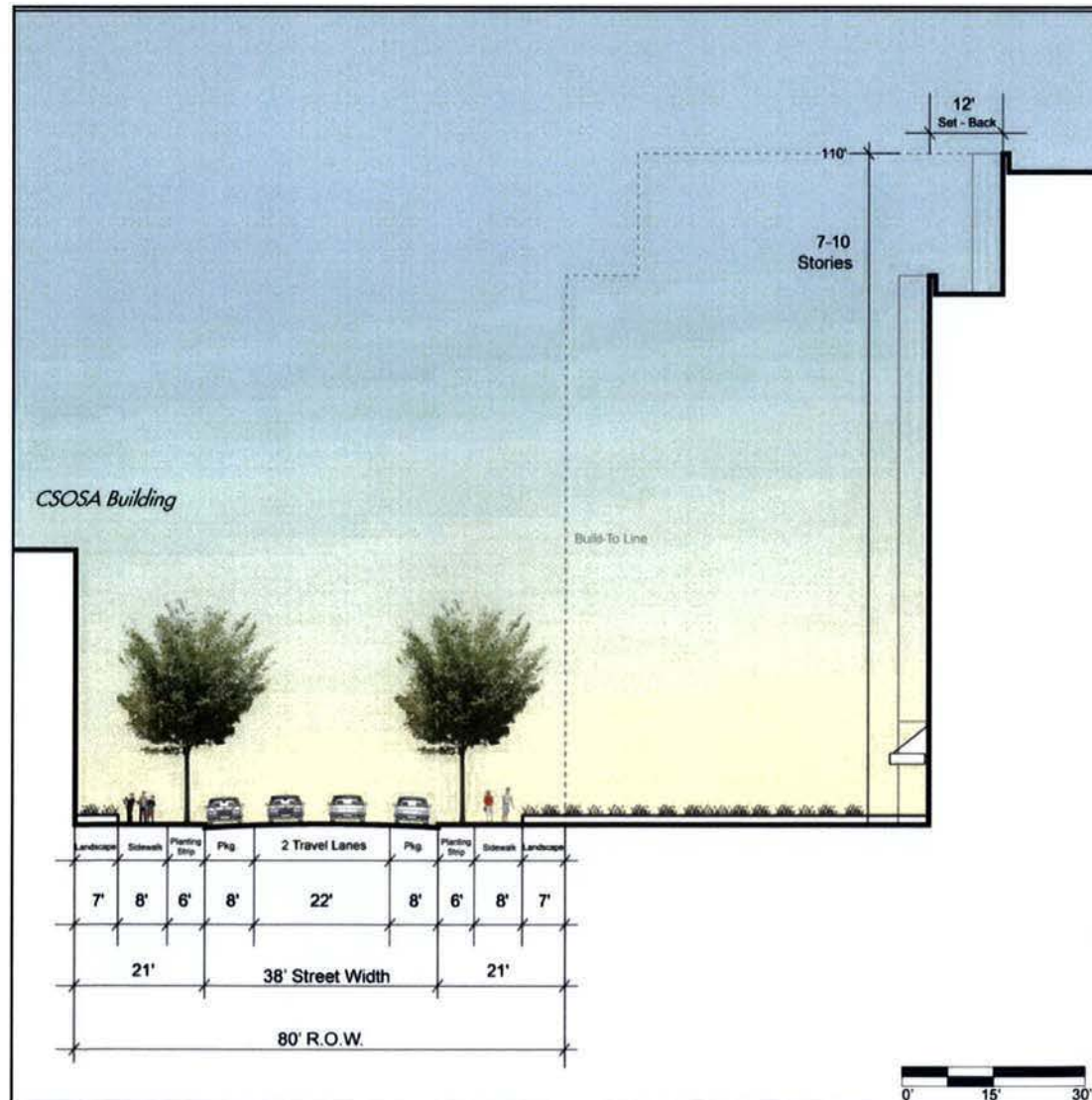
- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: West Side
 - C Street - C Place: 2-4 Stories; 50' Max.
- Building Heights: East Side
 - C Street - C Place: 4-7 Stories; 80' Max.
- 12' Setback above 80'



21st Street



Key Plan

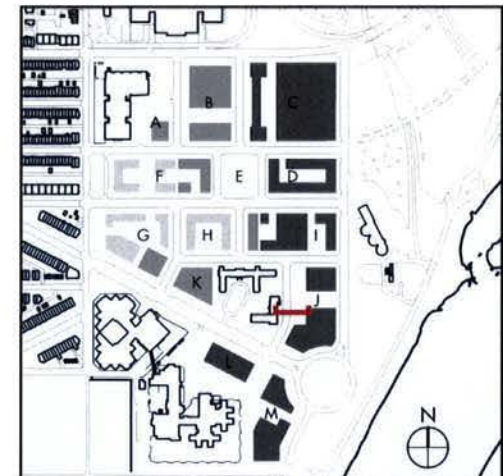


21st Place

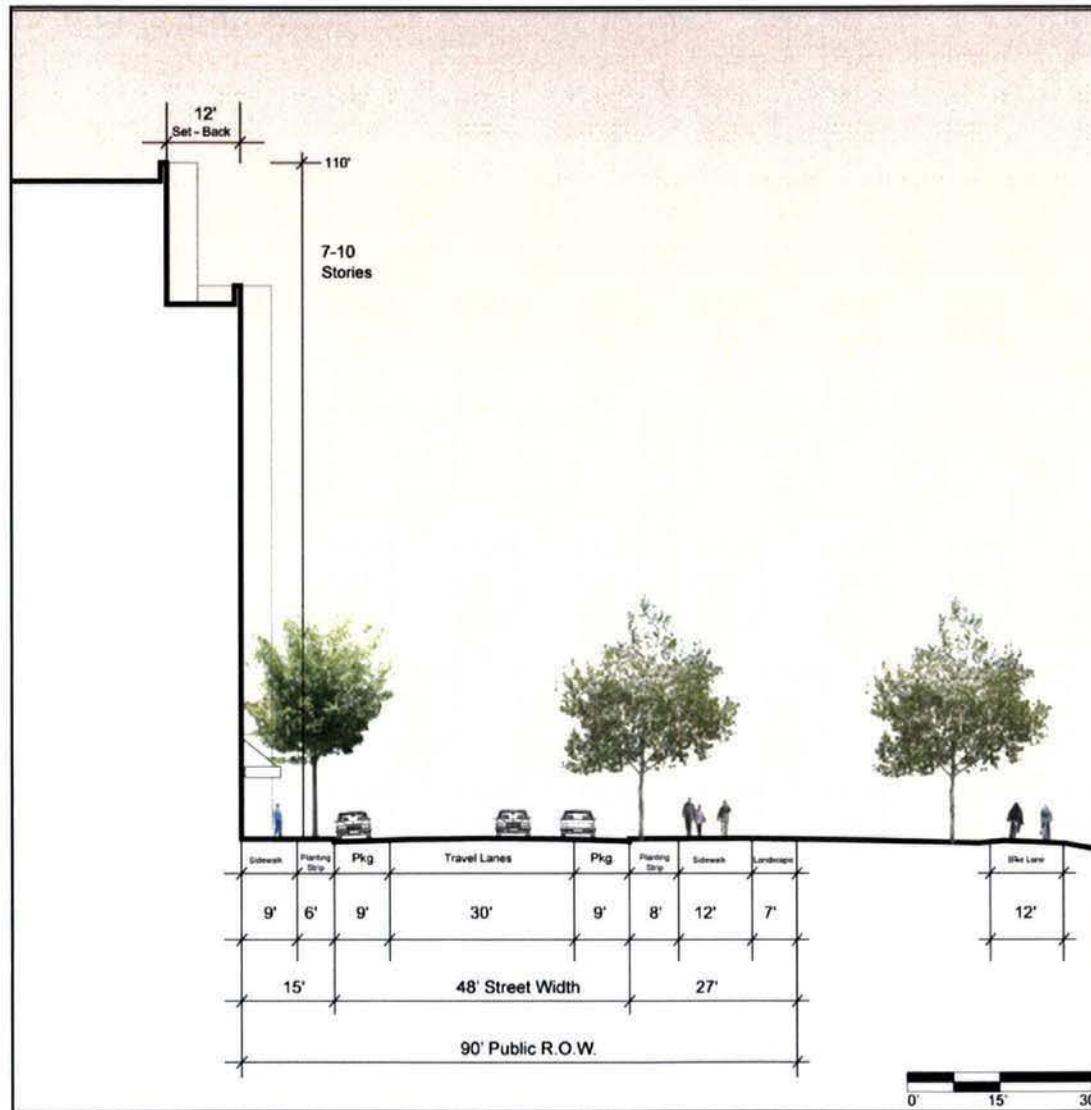
6. STREET SECTIONS CONCEPT DESIGN: 21ST PLACE

- 80' Public R.O.W.
- 38' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: East Side
 - C Place - Mass. Ave: 7-10 Stories; 110' Max.
- 12' Setback above 80'

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Key Plan

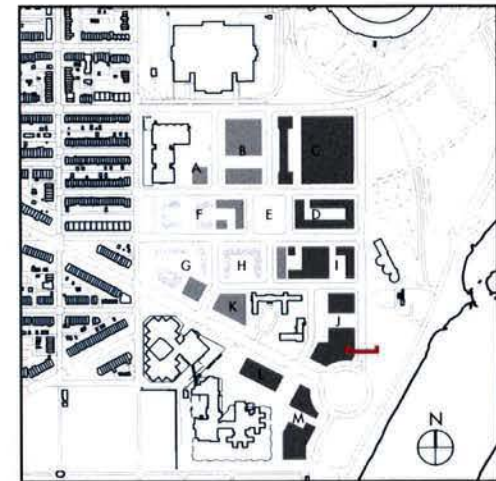


Water Street

6. STREET SECTIONS CONCEPT DESIGN: WATER STREET

- 90' Public R.O.W.
- 48' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: West Side
 - 7-10 Stories; 110' Max.
- 12' setback above 80'

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Key Plan

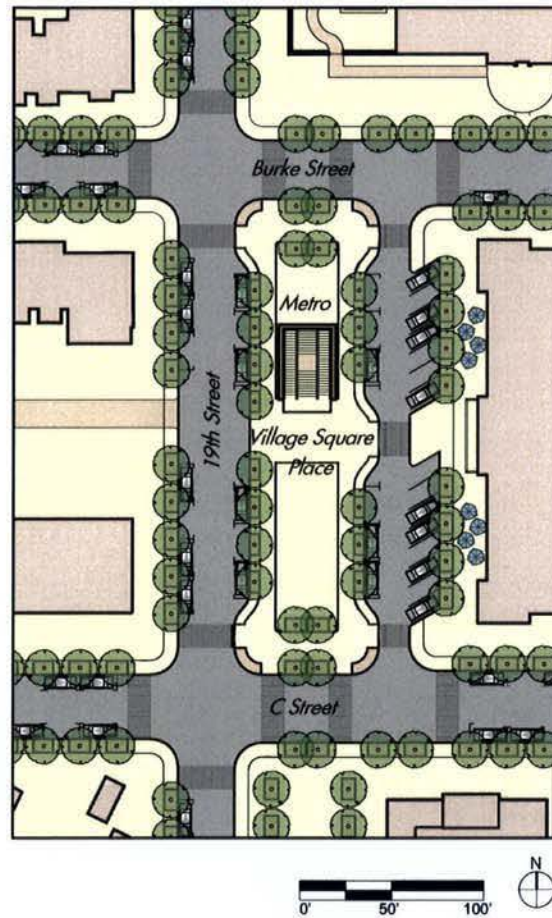
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Neighborhood Open Space



Neighborhood Gathering Place and Retail Center



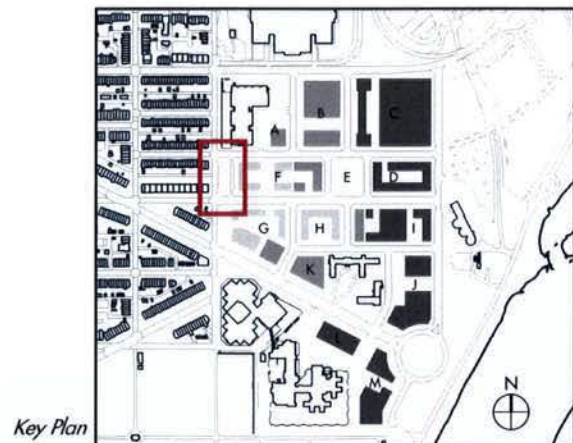
7. PUBLIC REALM CONCEPT DESIGN: VILLAGE SQUARE

Village Square is a neighborhood open space that is a gateway to both the Hill East Waterfront District and the Washington Area Metro System. It is a unique gathering space that provides neighborhood retail, public open space, and Metrorail access.

The Village Square plan assumes 19th Street to be changed to two-way traffic.

Village Square features:

- Neighborhood retail (min 5 tenants)
- Metrorail access - Blue Line
- On-street parking at 19th Street & Village Square Place
- Open space plaza
- One-way drop-off for metro access and shopping. (Village Square Pl.)



Key Plan

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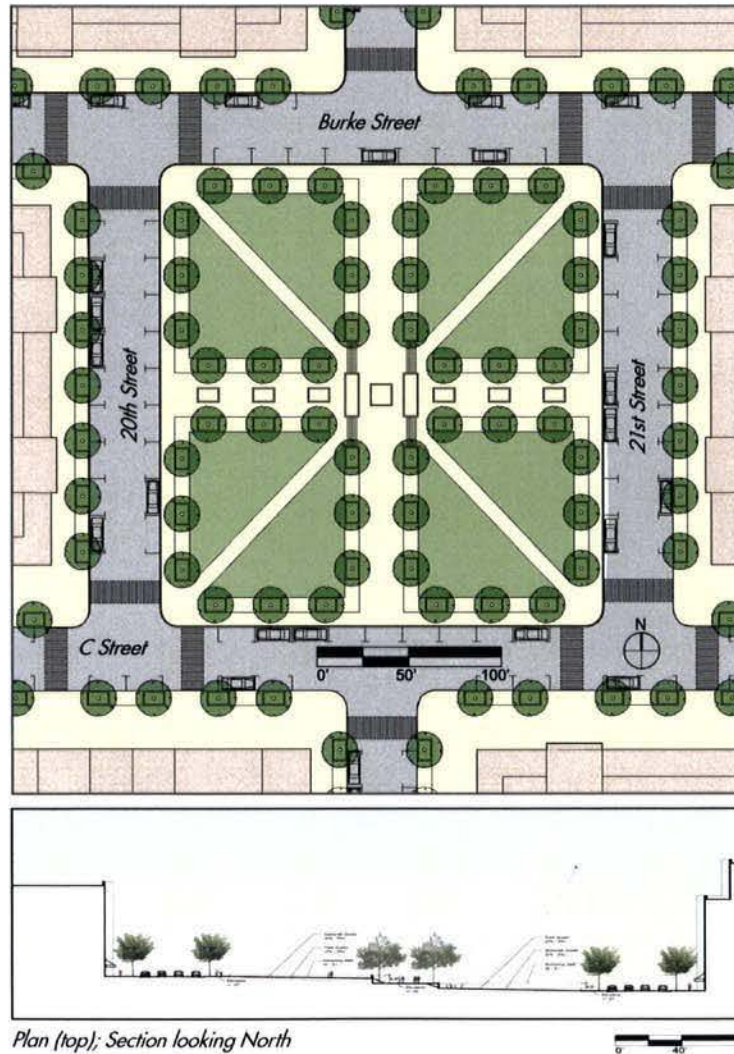
Water Features and Public Art



Recreational Open Space



Quality Materials & Landscaping

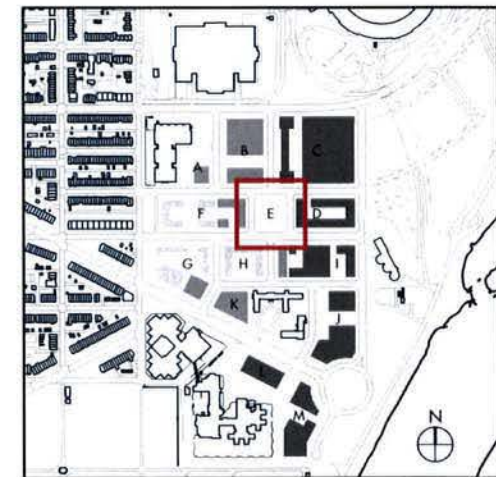


Plan (top); Section looking North

7. PUBLIC REALM CONCEPT DESIGN: HILL EAST PARK

Hill East Park is located in the heart of the new residential district of the project. It provides recreational open space, public art, and a unique setting for neighborhood gatherings. As the primary amenity to the surrounding residential neighborhood, Hill East Park provides approximately 1.3 acres of public open space stepping down in a series of terraces from 20th Street to 21st Street. The park is linked by central walkways that converge on a public fountain.

The character of Hill East Park shall be similar in scale and articulation to existing public open spaces such as Stanton and Lincoln parks in the Capitol Hill Neighborhood. Materials and landscaping used should be of the highest quality.



Key Plan

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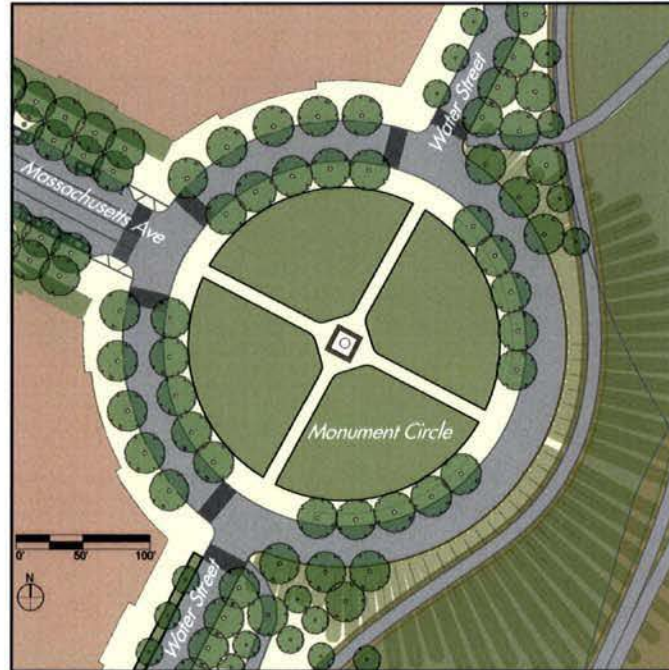
Monumental Public Open Space



Location for Monument



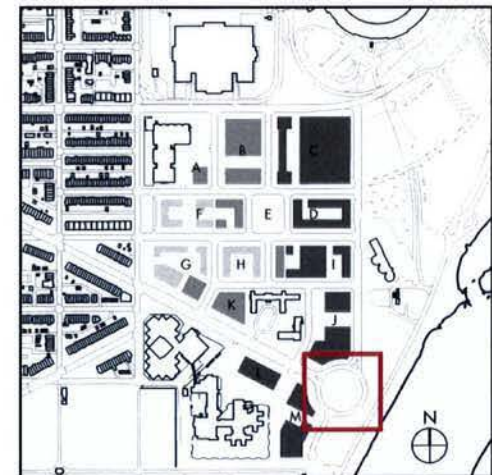
Destination Restaurant/Retail



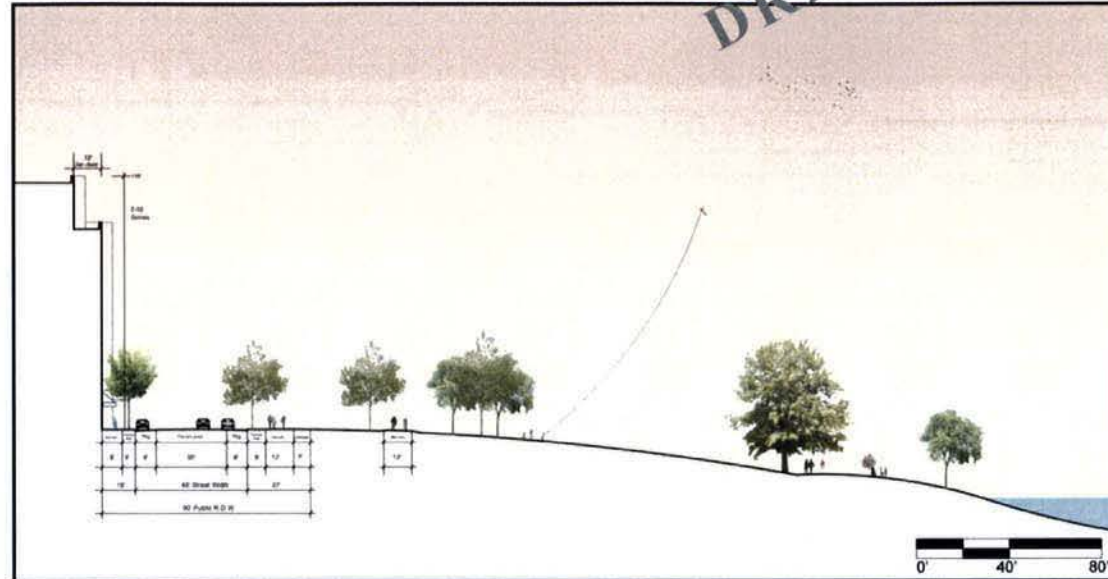
7. PUBLIC REALM CONCEPT DESIGN: MONUMENT CIRCLE

Monument Circle is a grand public space that terminates Massachusetts Avenue and overlooks the Anacostia River. It is a gateway to the Hill East Waterfront District that connects the city to the Anacostia riverfront. Monument Circle provides destination retail at the ground level frontage around the circle and approximately 1.5 acres of public open space with a panoramic view of the Anacostia/Potomac River valley beyond.

Monument Circle's prominent location requires the character and scale of its landscaping and frontage to relate and contribute to the grand public scale of the federal city. Materials and landscaping should be of the highest quality.



Key Plan



7. PUBLIC REALM CONCEPT DESIGN: WATER STREET

Water Street is the primary waterfront thoroughfare of the Reservation 13 project. It links the two major regional routes of Independence Ave. and Massachusetts Ave. while connecting the Hill East Neighborhood to the Anacostia River. Water Street creates a clear edge to the urban fabric of the city and frames the riverfront park space with a new mixed use neighborhood.

Anchored by a retail node at Monument Circle, Water Street links municipal, residential, and institutional uses with a continuous treelined boulevard that offers a pedestrian-friendly environment with multiple access points to the riverfront park space.

- 90' Public R.O.W.
- 30' Roadway
 - Two Travel Lanes (Two-Way)
 - Two Parking Lanes
- Building Heights: 7-10 Stories; 110' Max (West Side)
- 12' Setback above 80'



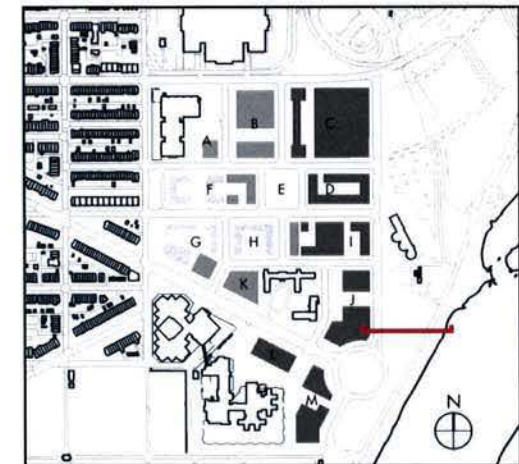
Pedestrian-friendly environment



Urban edge frames waterfront park



Mixed-Use activity



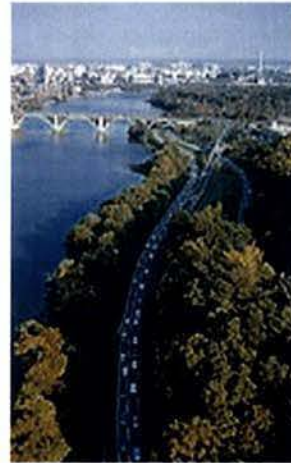
Key Plan

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7. PUBLIC REALM CONCEPT DESIGN: PARK DRIVE



Riverfront park

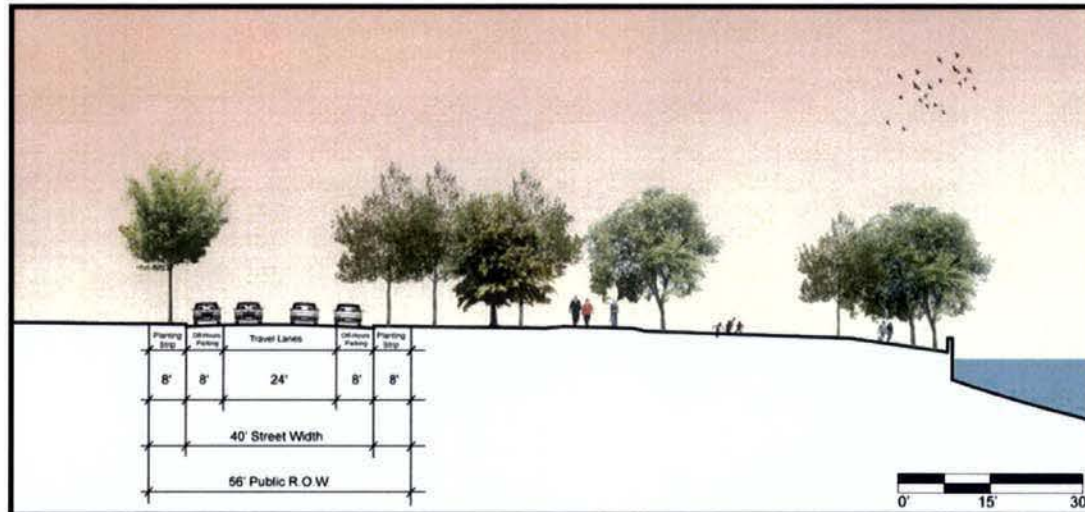


Scenic Drive

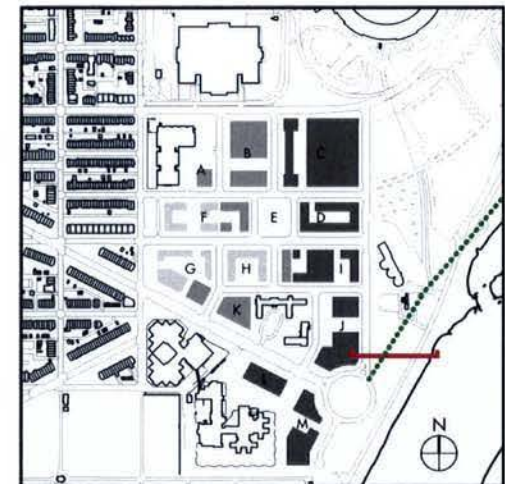
Park Drive is a scenic route through the National Park Service land along the Anacostia River. It restores and preserves the natural scenery and habitat of the Anacostia watershed. A route to scenic and recreational settings, Park Drive offers respite from the urban pressures of metropolitan Washington.

Anchored by Monument Circle, Park Drive connects the Hill East Neighborhood to recreational open space and hiker/biker trails, such as the 20-mile Anacostia Riverwalk, and amenities like the Kingman Island Environmental Center.

- 56' Public R.O.W.
- 40' Roadway
 - Four Travel Lanes (Two-Way)
 - Two Off-Hour Parking Lanes



Park Drive



..... Proposed Park Drive

Key Plan



Corner Expression &
Roofline Articulation

Vertical Surface
Articulation

Clear reading of Base - Middle - Top



Vertical Surface
Articulation

Vertical Proportional
Windows

8. ARCHITECTURAL DESIGN GUIDELINES: COMMERCIAL/INSTITUTIONAL

The architectural guidelines seek to establish a standard of design excellence throughout the Hill East Waterfront Neighborhood that is generally consistent with the character of the Capitol Hill Neighborhood and provide locations of unique design excellence.

All building design within the Hill East Neighborhood will be subject to individual project review.

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Protruding Vertical
Bays & Horizontal
Articulation

Roofline
Articulation

Lighter Surface
Materials

Heavier
Materials

35 - 50% Glazing



Top

Middle

Base

Active Ground Floor With 90% Street Frontage

8. ARCHITECTURAL DESIGN GUIDELINES: COMMERCIAL/INSTITUTIONAL (cont.)

Facade Treatment

- Buildings must clearly articulate a Base, Middle, and Top
- Windows should comprise a minimum of 35-50% of upper facades visible from public rights-of-way.
- Windows shall be vertically proportioned to enhance the overall surface articulation.
- Buildings should incorporate vertical elements which break the facade planes and create visual play of light and shadow. Avoid long uninterrupted horizontal elements.
- All buildings shall have ground level articulation such as awnings, overhangs, signage, and glazing at building entrances and retail use.

Roofline Expression

- Distinctive roof forms, profiles and cornices shall be encouraged to provide visual interest to the tops of buildings.
- Corner buildings may incorporate roofline articulation and form that emphasizes the corner.

Materials

- The use of high-quality durable materials which enhance the building and convey a sense of permanence shall be required. Desirable facade materials include brick, stone, concrete, tile, glass, and metal panels.
- In general, heavier materials such as stone and concrete shall be used at the building's base.
- In general, lighter materials such as brick, stone cladding, metal, and tile shall be used as major building surface material with stone, concrete, and/or metal accents.
- In general, lightest materials such as metal and glass shall be used at the building top.



Protruding Bay Windows
& Balconies

Horizontal banding & Vertical Articulation



Horizontal Banding

Vertical Articulation

Vertically Proportioned Windows
Ground Floor Articulation

8. ARCHITECTURAL DESIGN GUIDELINES: MULTIFAMILY RESIDENTIAL

The architectural guidelines seek to establish a standard of design excellence throughout the Hill East Waterfront Neighborhood that is generally consistent with the character of the Capitol Hill Neighborhood and provide locations of unique design excellence.

All building design within the Hill East Neighborhood will be subject to individual project review.

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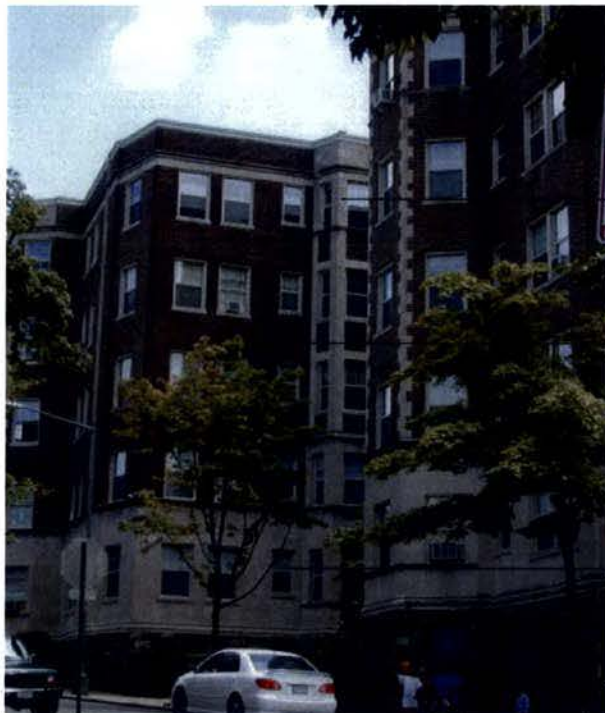
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Top

Middle

Base



Protruding Bay
Windows

Brick

Concrete

Coarse Stone

8. ARCHITECTURAL DESIGN GUIDELINES: MULTIFAMILY RESIDENTIAL (cont.)

Facade Treatment

- Buildings must clearly articulate a Base, Middle, & Top
- Windows should comprise a minimum of 40-50% of upper facades visible from public rights of way.
- Windows shall be vertically proportioned to enhance the overall surface articulation.
- Buildings should incorporate vertical elements such as continuous bay windows, balconies, and fenestration which break the facade planes and create visual play of light and shadow. Avoid long uninterrupted horizontal elements.
- All buildings shall have ground level articulation such as awnings, overhangs, signage, and glazing at building entrances and retail use.

Roofline Expression

- Distinctive roof forms, profiles and cornices shall be encouraged to provide visual interest to the tops of buildings.
- Rooftop balconies, terraces, gardens, and pergolas are encouraged to provide active use at the roofline.
- Corner buildings may incorporate roofline articulation and form that emphasizes the corner.

Materials

- The use of high, quality durable materials which enhance the building convey a sense of permanence shall be required. Desirable facade materials include brick, stone, concrete, glass, & tile.
- In general, heavier materials such as stone and concrete shall be used at the building's base.
- In general, lighter materials such as brick, stone cladding, metal, and tile shall be used as major building surface material with stone, concrete, and/or metal accents.
- In general, lightest materials such as metal and glass shall be used at the building top.



Diversely Articulated Roofline

Protruding Bays

Front Yard Landscaping

8. ARCHITECTURAL DESIGN GUIDELINES: SINGLE FAMILY RESIDENTIAL

The architectural guidelines seek to establish a standard of design excellence throughout the Hill East Waterfront Neighborhood that is generally consistent with the character of the Capitol Hill Neighborhood and provide locations for unique design excellence.

The guidelines for single-family residential (e.g. townhouses) shall also apply to other building types that mimic single-family buildings, such as parking garage "liner" units and low-rise multi-family residential buildings.

All building design within the Hill East Neighborhood will be subject to individual project review.



20 - 40% Glazing



Varied Articulated Roofline

Vertically Proportioned Windows

Brick and Stone Accents

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8. ARCHITECTURAL DESIGN GUIDELINES: SINGLE FAMILY RESIDENTIAL (cont.)

Facade Treatment

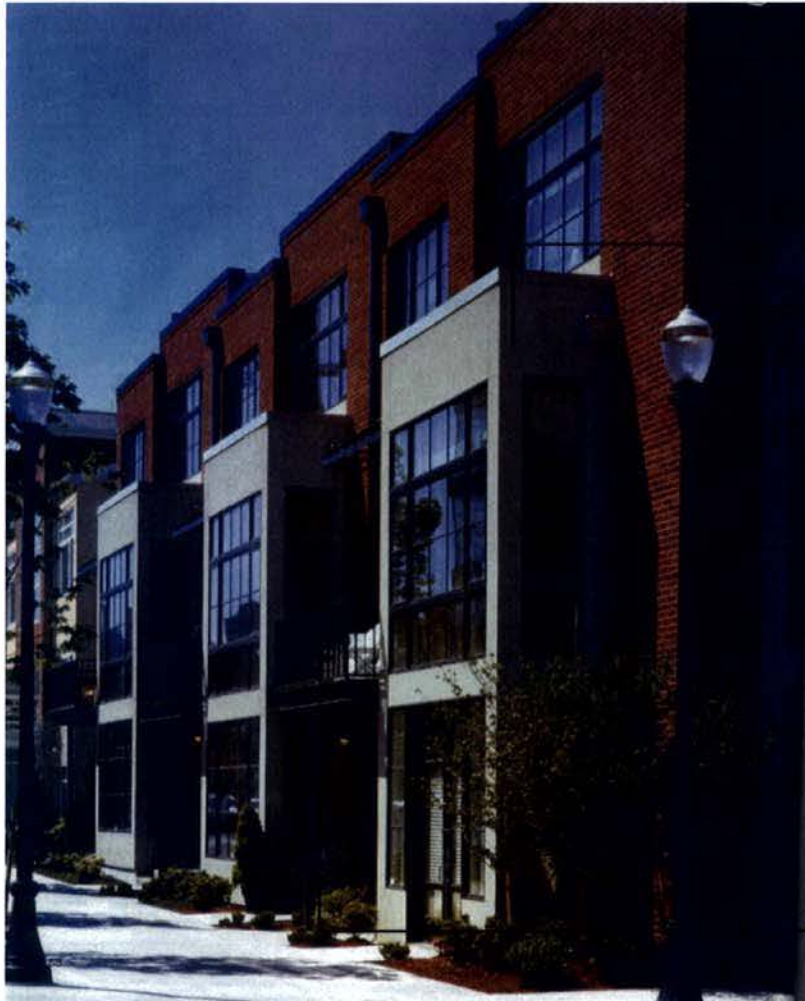
- Windows should comprise 20-40% of upper facades visible from public rights of way.
- Windows shall be vertically proportioned to enhance the overall surface articulation.
- Buildings should incorporate vertical elements such as continuous bay windows, balconies, and fenestration, which break the facade planes and create visual play of light and shadow. Avoid long uninterrupted horizontal elements.
- All buildings shall have ground level articulation such as porches, stoops or awnings at building entrances.

Roofline Expression

- Distinctive roof forms, profiles and cornices shall be encouraged to provide visual interest to the tops of buildings.
- Rooftop balconies, terraces, gardens, and pergolas are encouraged to provide active use at the roofline.
- Corner buildings may incorporate roofline articulation and form that emphasizes the corner.

Materials

- The use of high-quality durable materials which enhance the building and convey a sense of permanence shall be required. Primary facade materials shall be brick with stone accents.
- The use of stucco, Dryvit, or siding is prohibited



Rhythmic Facade Articulation & Modulation

Protruding Bays and Balconies

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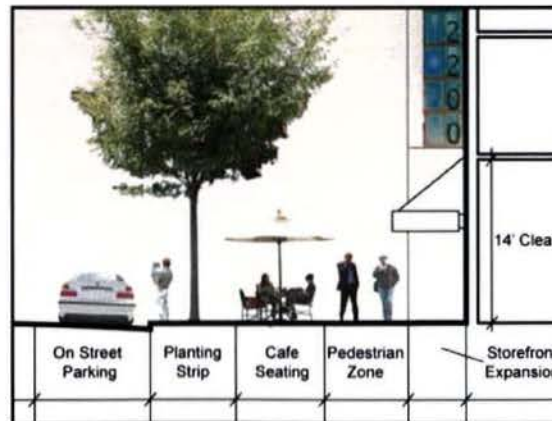
Individualized Storefront Design



Maximum 4' Projection into R.O.W.



Layered Retail Street



Retail Street Section

8. ARCHITECTURAL DESIGN GUIDELINES: RETAIL

The retail guidelines establish general requirements essential for a successful retail environment. For further retail design guidelines refer to reStore DC document: <http://www.dcbiz.dc.gov/info/cpad.shtm>

All retail design in the Hill East Waterfront Neighborhood will be subject to individual project review.

Retail Guidelines:

Layer streetscape with:

- On Street Parking
- Street Trees
- Amenity Zone for Cafe Seating (Approx. 10')
- Pedestrian Zone/Open Walkway
- Retail Expansion Zone
- Lighting, Awnings, and Signage

Retail architecture to have:

- Minimum 75% glazing required for retail storefronts.
- 14' clear interior heights
- Minimum of 20' store front extension from corner.
- Diverse and individualized storefronts with varied materials, signage, lighting, and awnings.
- Maximum 4' projection into R.O.W

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Streetscape Elements: Benches, Planters, Tree Grates, & Street Lighting



Streetscape & Front Yard Landscaping



Raised Front Yards

9. LANDSCAPE DESIGN GUIDELINES

The landscape design guidelines seek to establish a standard of landscape design excellence throughout the Hill East Waterfront Neighborhood that is generally consistent with the character of the Capitol Hill Neighborhood landscape.

All public realm improvements/landscape design shall be coordinated with the overall building design and will be subject to individual project review.

Streetscape Elements:

- Street trees with tree grates or planting strips
- Oak, Maple, Poplar, and Sycamore, spaced at 20' - 30' o.c. in 6' - 8' Wide Planting Strips
- Lighting between street trees
- Regularly spaced bench seating
- Regularly spaced planters and trash receptacles
- Brick and concrete sidewalks with granite curbs

Public Realm Improvements/Front Yards:

- Front yards with stone walls, gates, and steps
- Ground coverage with turf, flowers, shrubs, and bushes
- Flowering and evergreen trees

Parks & Public Open Space:

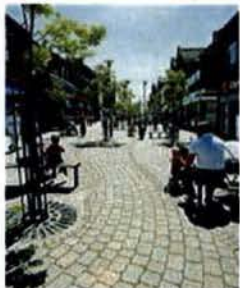
- Brick and concrete pavers with raised half-round granite curb
- Street trees with tree grates or planting strips, spaced 20' - 30' o.c. (Oak, Maple, Poplar, and Sycamore)
- Shade and Figural Trees: (Oak, Evergreen)



Green Roofs



Rain Gardens/Planting Areas with Native Species



Permeable Hardscape

10. SUSTAINABLE DESIGN GUIDELINES

Future development in the Reservation 13 / Hill East Waterfront will exhibit state-of-the-art sustainable design. The intention is to promote environmental stewardship, improve the water quality and the environs of the Anacostia River, improve air quality and promote energy conservation.

All projects approved for development in the new plan must utilize the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) rating system and achieve a minimum of LEED Silver designation. Sustainable principles and practice will become standard for all new buildings, infrastructure, public places, streetscapes and other elements of the master plan.

Principles and techniques used on all development must result in best management practices to control storm water runoff and minimize urban heat island effects. Techniques such as the use of (but not limited to):

- Green roofs
- Permeable hardscape
- Extensive tree planting
- Native species
- Rain gardens
- Structural soils in tree planting areas

These techniques and others will help to achieve sustainable goals and will be integrated into all projects within the Hill East Waterfront Neighborhood.

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