

2. TOWN CENTER

Vision & Character

The Town Center sub-area is located in the north-east portion of the Site and is bordered by Elder Street to the north and Dahlia Street to the south. The name of this sub-area is derived from the actual physical area that will serve as the Town Center, or “heart” of the new development being created here. The goal is for this Town Center to serve as a hub for the new development and the entire area. The actual Town Center is to be located between 12th Street and Georgia Avenue. It is the Georgia Avenue frontage that makes the success of this sub-area central to the new mix of commercial and residential uses that will be fully integrated into the existing community.

The new Town Center would be the “pulse” of the entire development, where residential buildings with neighborhood serving retail uses at grade would frame a pedestrian plaza. Its location takes advantage of an existing pocket of healthy mature tree cover fronting Georgia Avenue. A potential streetcar loop around the Town Center would help enliven the space and reduce dependency on private vehicles, while attracting people to the area.

The new central retail block, between 12th and 13th Streets, is the largest block on the Site and is ideal for a new large format destination retailer that will include a private rooftop courtyard and will be surrounded with residential uses. The proposed retail capacity is approximately 165,000 gross square feet. The ideal type of retail uses would draw customers from beyond a two-mile radius and could include department stores and/or wholesalers.

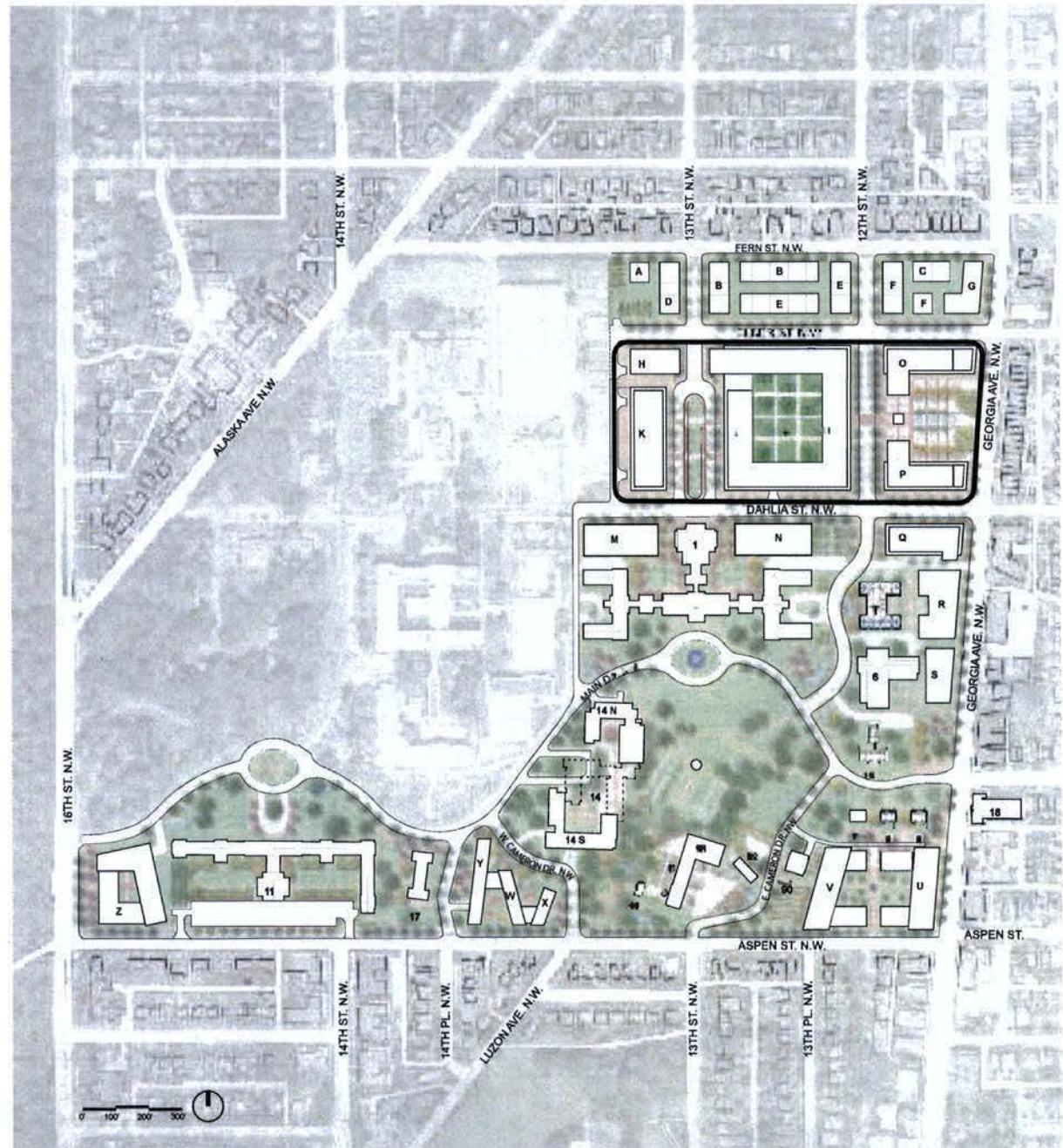


Exhibit 4-108: Sub-Area Key Plan - Town Center. Source: Perkins+Will.



Figure 4-109: Town Center. Source: Perkins+Will and Lee & Associates, Inc.



Figure 4-110: View of the Town Center from across Georgia Avenue. Source: Perkins+Will and Lee & Associates, Inc.



Exhibit 4-111: Sub-Area Key Plan 2. Source: Perkins+Will.



Exhibit 4-112: Sub-Area Key Plan 2. Source: Perkins+Will.

The 13th Street promenade to the west of the Town Center, refers to the green strip that extends from Building 1 nearly to Elder Street, exposing an historic architectural element that was once hidden: the Building 1 rear facade. This open space is framed by buildings to the east and west and is focused on Building 1 as its historic terminus and has the potential to become a campus setting or intimate park.

Place Making

Amenities

In the Town Center, water features, decorative signage, and native plantings would help activate the front door to Georgia Avenue and create an exciting environment that both visitors and neighborhood residents alike can enjoy year-round. Pavilions would further help activate the space.

In addition to the actual Town Center, the 13th Street promenade and the rooftop courtyard between 12th and 13th Streets are open spaces suitable for passive recreation.

Building orientation

In order to keep all sides of the buildings lively, the buildings framing the Town Center on Elder, Dahlia and 12th Streets will have no blank walls: one "front" faces the Town Center and the other "front" faces the street. Major retail entrances for

the rest of the area should be located on 12th and 13th Streets, while residential entrance lobbies should front along Dahlia and Elder Streets. Minor retail entrances should be intertwined with the residential entries if needed. The intent is to create a nearly-continuous, pedestrian active edge, comprised of glass storefronts and entrances leading to proposed uses.

Height and massing

To create continuity with the existing context, new construction should compliment the historic context of Building 1 and the surrounding community. For example:

- Preserve the existing mature tree cover and create an open space (the actual Town Center) across the existing row of town-homes on Georgia Avenue (as seen "Exhibit 4-116: Town Center Site Section" on page 86).



Figure 4-113: 13th Street "Promenade". Source: Perkins+Will and Lee & Associates, Inc.



Figure 4-114: 1950's view looking north of Building 1 and 13th Street. Source: AFIP.

- Stagger the heights of the two buildings across from the townhomes on Georgia Avenue so that they are taller on 12th Street and shorter on Georgia Avenue (as seen "Exhibit 4-116: Town Center Site Section" on page 86).
- All retail should have access and frontage at street grade, with minimum 14 feet ceiling heights (as seen in "Exhibit 4-116, Exhibit 4-117, Exhibit 4-119 and Exhibit 4-120" on pages 86 and 87).

at street grade and a tall enough ceiling to handle large format destination retail.

The central retail space(s) (between 12th and 13th Streets) could potentially be sunk halfway below grade in order to have building heights that respect the historic context of Building 1 and the surrounding community. This would yield a 30-foot (approximately) ceiling height for main spaces that are accessed from street grade by a 15-foot ceiling height (approximately) mezzanine. This would result in both a retail presence

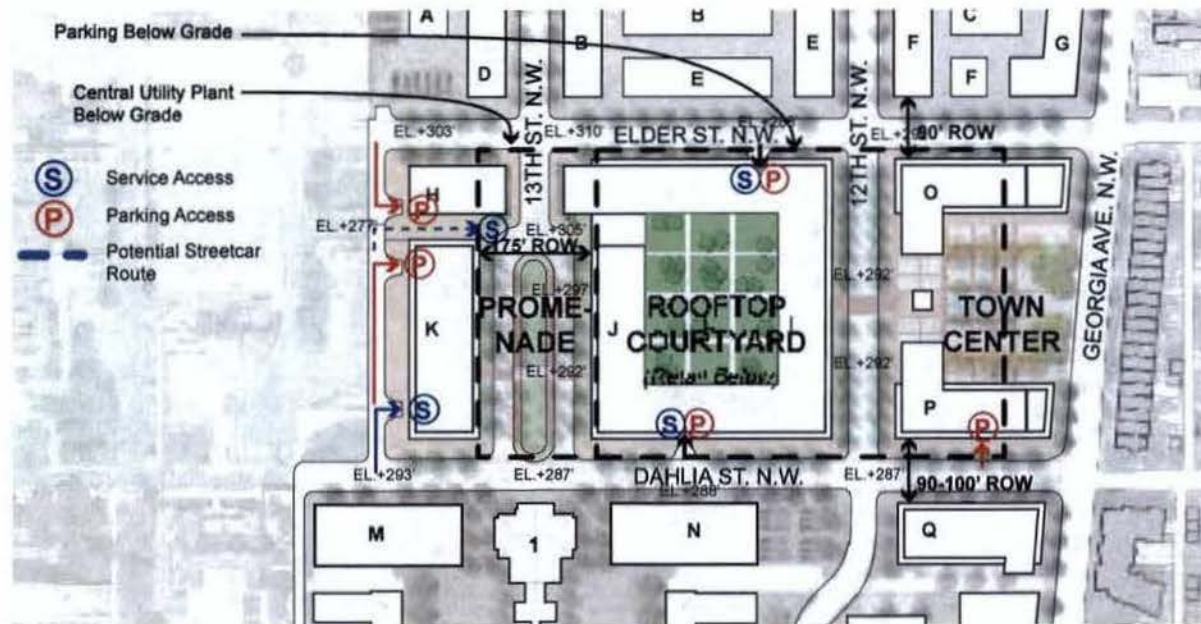


Exhibit 4-115: Sub-Area Plan 2. Source: Perkins+Will.

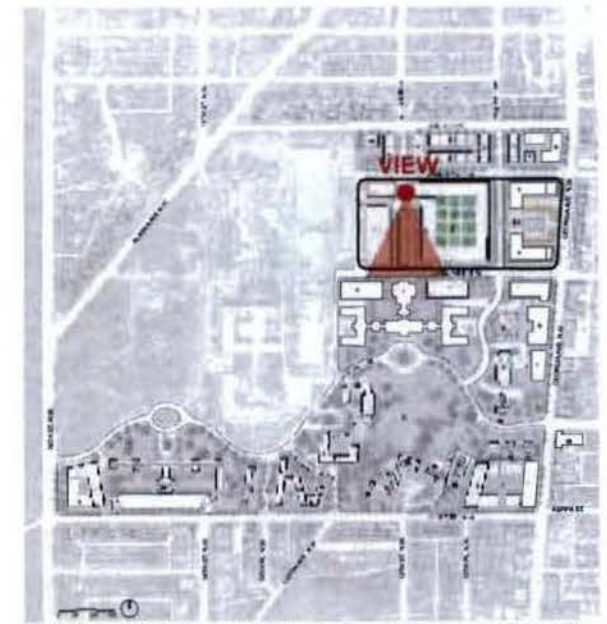


Exhibit 4-116: View of the "13th Street Promenade" and Key Plan for "Sub-Area Plan 2". Source: Perkins+Will.

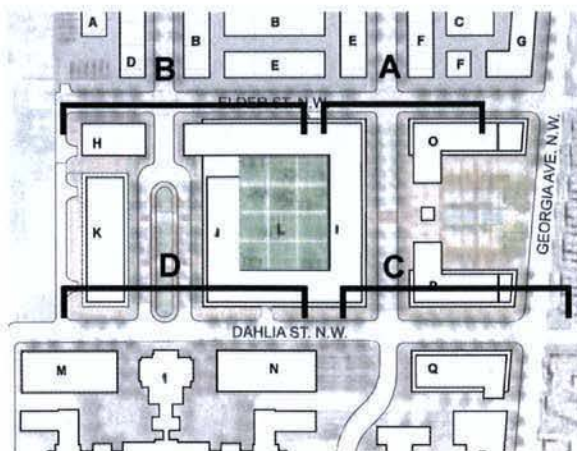


Exhibit 4-119: Site Sections Key Plan - Town Center. Source: Perkins+Will

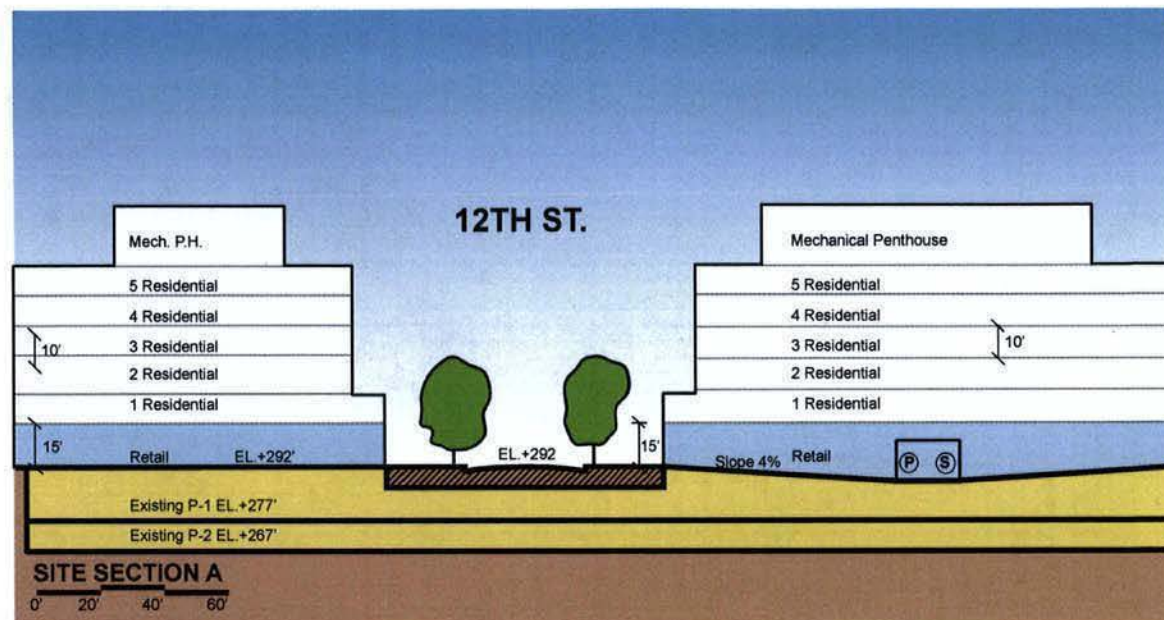


Exhibit 4-118: Town Center Site Section. Source: Perkins+Will.

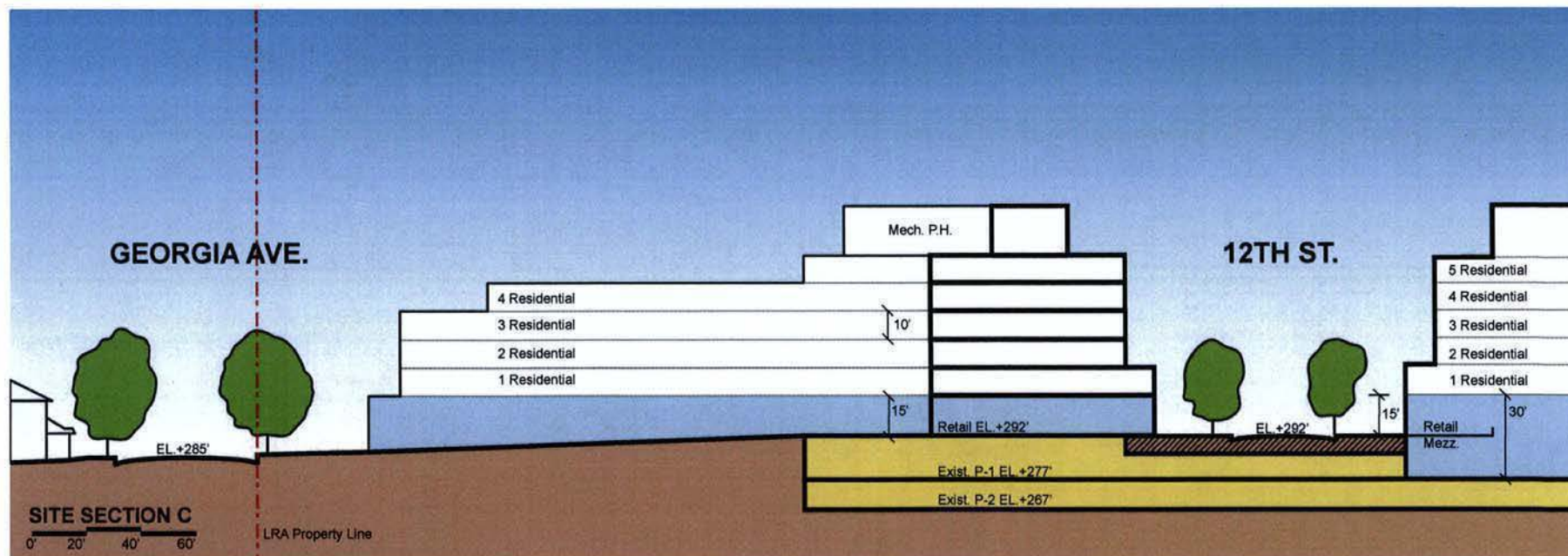


Exhibit 4-117: Town Center Site Section. Source: Perkins+Will.

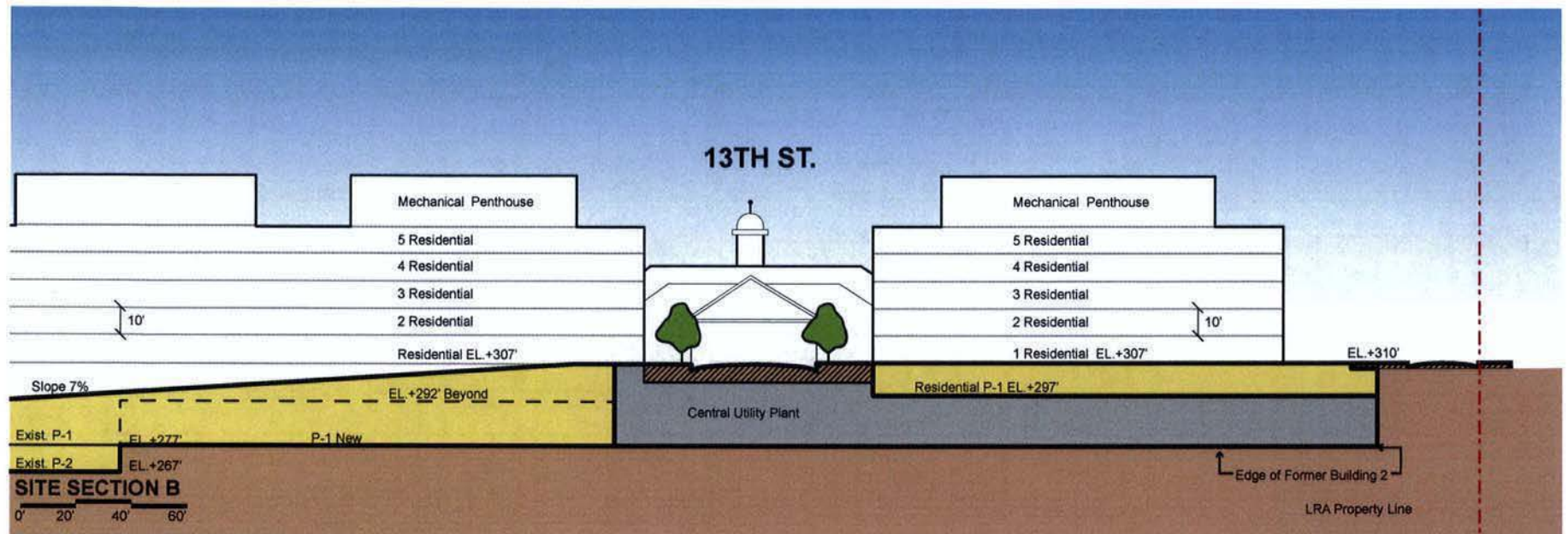


Exhibit 4-120: Town Center Site Section. Source: Perkins+Will.

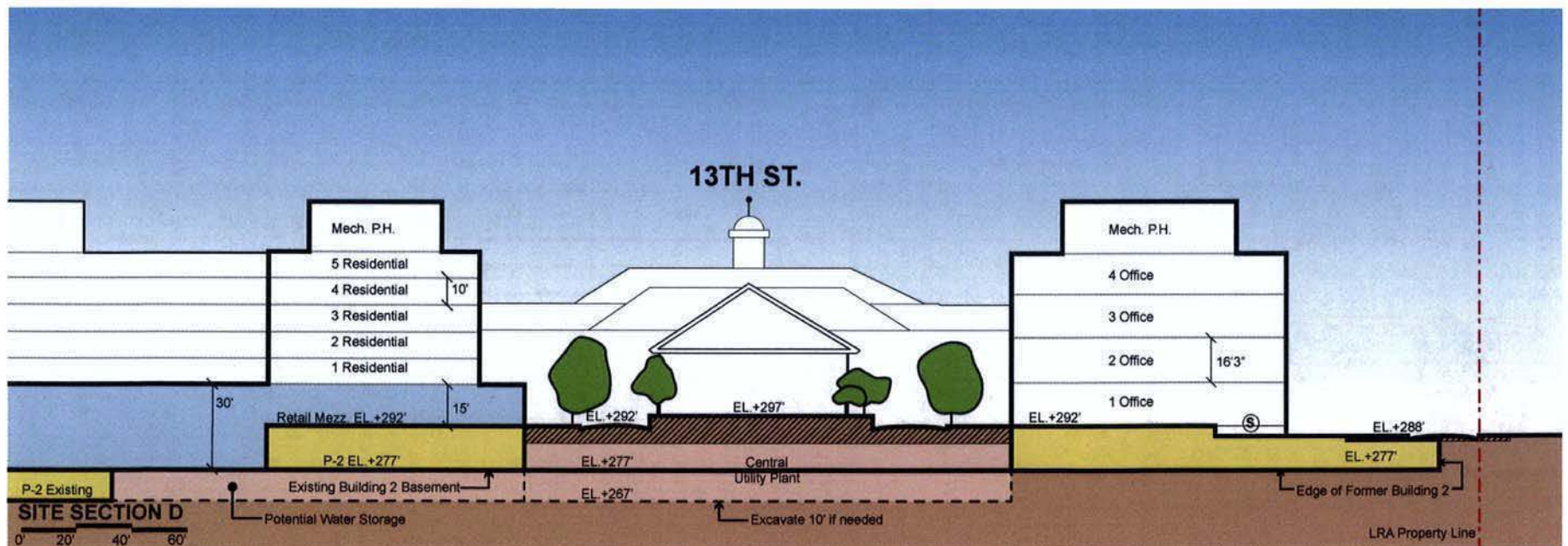


Exhibit 4-121: Town Center Site Section. Source: Perkins+Will.



Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Provide minimum right-of-way (ROW) widths of 90 feet, that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curb-side stormwater management, on-street parking, and bike lanes. The SAP proposes a minimum of 175-ft ROW for 13th Street to accommodate the promenade park and to accentuate the reclaimed vista to Building 1.
- **Pedestrian Zone:** Explore the creation of a pedestrian zone that is a minimum of 20 feet from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens adjacent to sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** Pedestrians and bicyclists move primarily on the street grid. The streets in this sub-area should have designated bicycle lanes as well as sidewalks on both sides of the street.



A. 12TH STREET SECTION

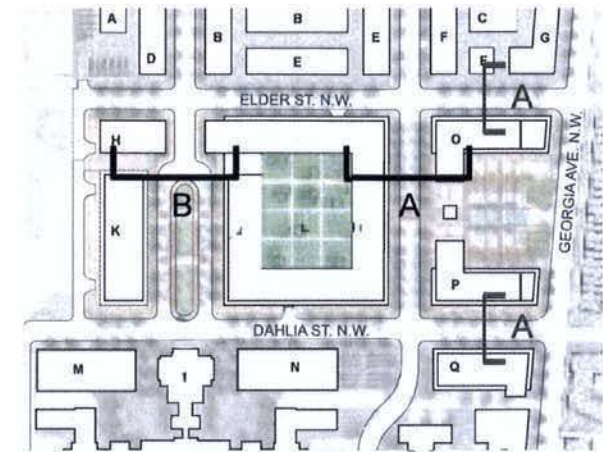
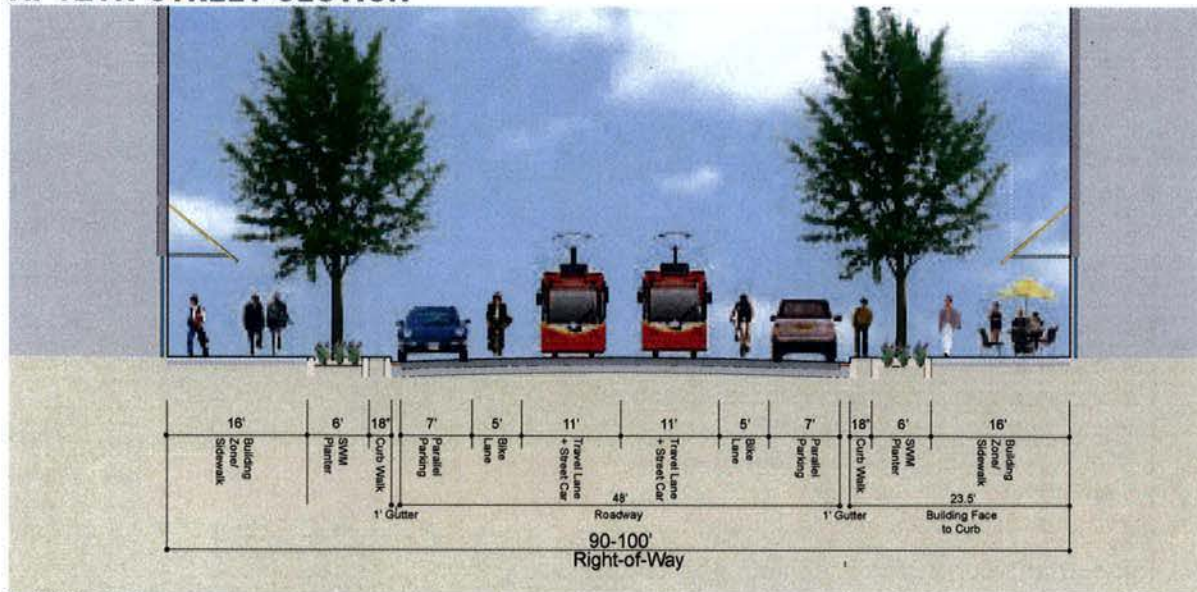


Exhibit 4-124: Street Sections Key Plan - Town Center.
Source: Perkins+Will

Exhibit 4-122: A. 12th Street Section. Source: Lee & Associates, Inc.

B. 13TH STREET SECTION

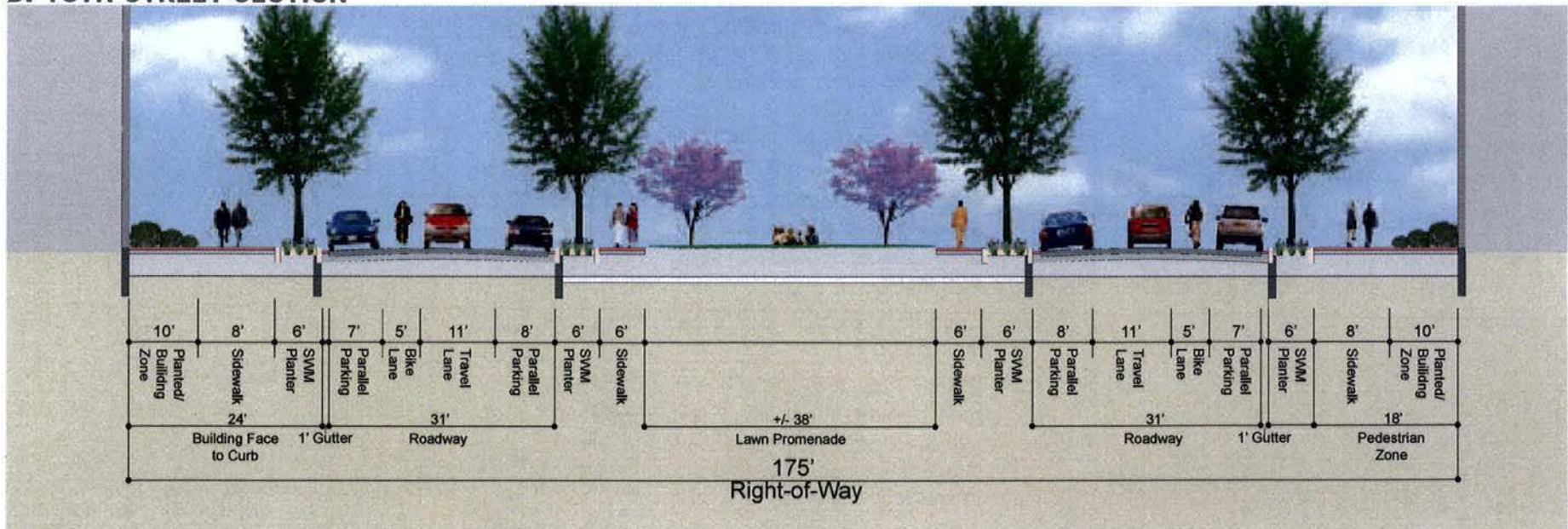


Exhibit 4-123: B. 13th Street Section. Source: Lee & Associates, Inc.



- **Pedestrians:** The Town Center's proposed character should be permeable and allow pedestrian connectivity between 12th Street and Georgia Avenue and between Dahlia and Elder Streets. There is also potential for pedestrian mid-block crossings, as appropriate per DDOT's standards, between 12th and 13th Streets. Depending on the future uses, this could happen via naturally-lit arcades cutting through the block.
- **Loading and Service:** Major parking garage and service entries should be consolidated and located on Dahlia and Elder Streets. Loading docks should be concealed inside buildings and hidden from public view. A service road adjacent to the LRA boundary line between Elder and Dahlia Street could serve the potential central utility plant below 13th Street and provide parking access to the buildings west of 13th Street.
- **Parking:** The existing 2-level, below grade, parking garage, formerly serving Building 2, is suitable for reuse and can accommodate 1,000 spaces. Additional parking, as required, can be accommodated below grade in new buildings west of 13th Street. On-street parking should be permitted on all streets in this sub-area. Surface parking lots should be discouraged. (See the Transportation Impact Study, Appendix C, for more information).

Infrastructure

As outlined in the Reuse Plan, this sub-area would be the location of the largest infrastructure component on the Site, the new Central Utility Plant (CUP). The CUP would be built in the footprint of the demolished Building 2. The parking garage just east of Building 2 will be reused as this area is redeveloped. This results in the retention of valuable floor area below grade without the expense of major excavation. This area could be part of the sustainable infrastructure, with space for central utilities and cogeneration plant, water storage and treatment, and parking use. Part of this sub-surface area also results from the steep change in grade on the 13th Street extension from Fern Street to Dahlia Street, which amounts to over 30 feet. As the new 13th Street is laid down to match existing grades, an approximate 30-ft height space is left below grade. Pursuant to the Reuse Plan, this SAP recommends to place the central utility plant in that area, perhaps with minor additional excavation as needed, and concealing it beneath the 13th Street promenade park.

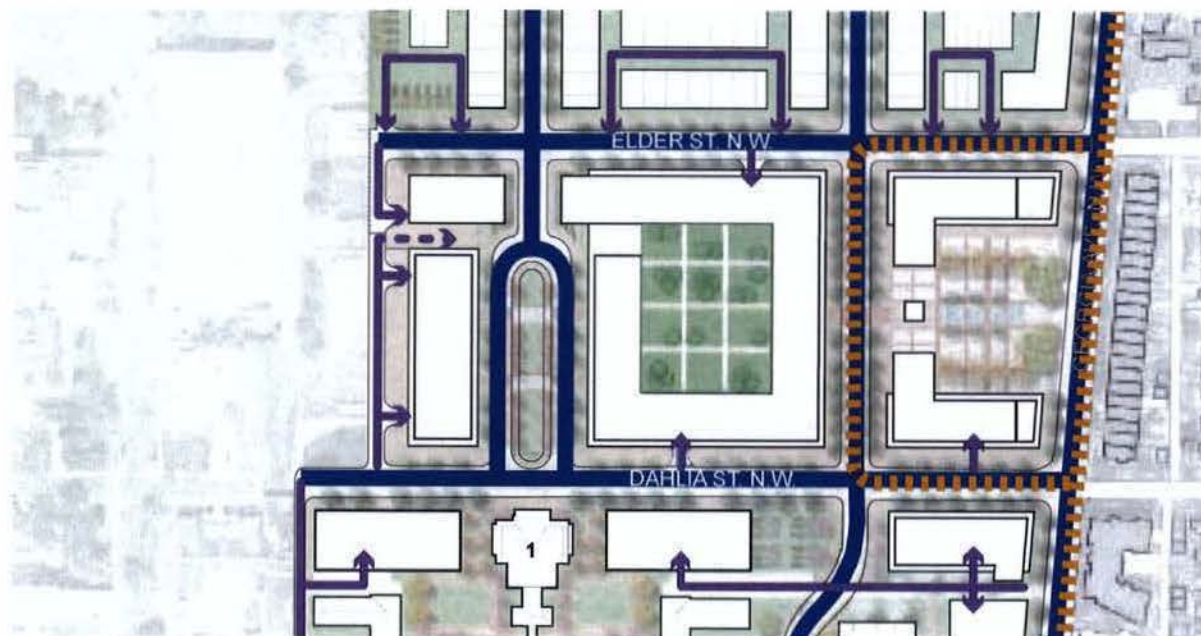


Exhibit 4-126: Vehicular Mobility - Town Center. Source: Perkins+Will.

VEHICULAR MOBILITY

- Street
- Service and/or Parking
- - - Potential Streetcar



Exhibit 4-125: Pedestrian and Bicycle Mobility - Town Center. Source: Perkins+Will.

PEDESTRIAN AND BICYCLE MOBILITY

- Pedestrian
- Proposed On-Street Bicycle Lane



3. INSTITUTIONAL CORE

Vision & Character

The Institutional Core sub-area is located at the center of the Site, between Main Drive and Dahlia Street. It is bounded on the west by the DOS property and fronts Georgia Avenue on the east. This sub-area contains three existing buildings, two of which (Buildings 1 and 7) are eligible for listing on the National Register of Historic Places.

Building 1 is where the historic legacy of Walter Reed will remain. The Reuse Plan recommends restoring Building 1's original 1910 axial footprint, by demolishing its modern additions and restoring building elements that would be better suited for academic or corporate uses. An existing formal, academic setting prevails in this area largely due to the axial arrangement of buildings, the historic nature of those buildings, and the green, campus-like areas surrounding them.

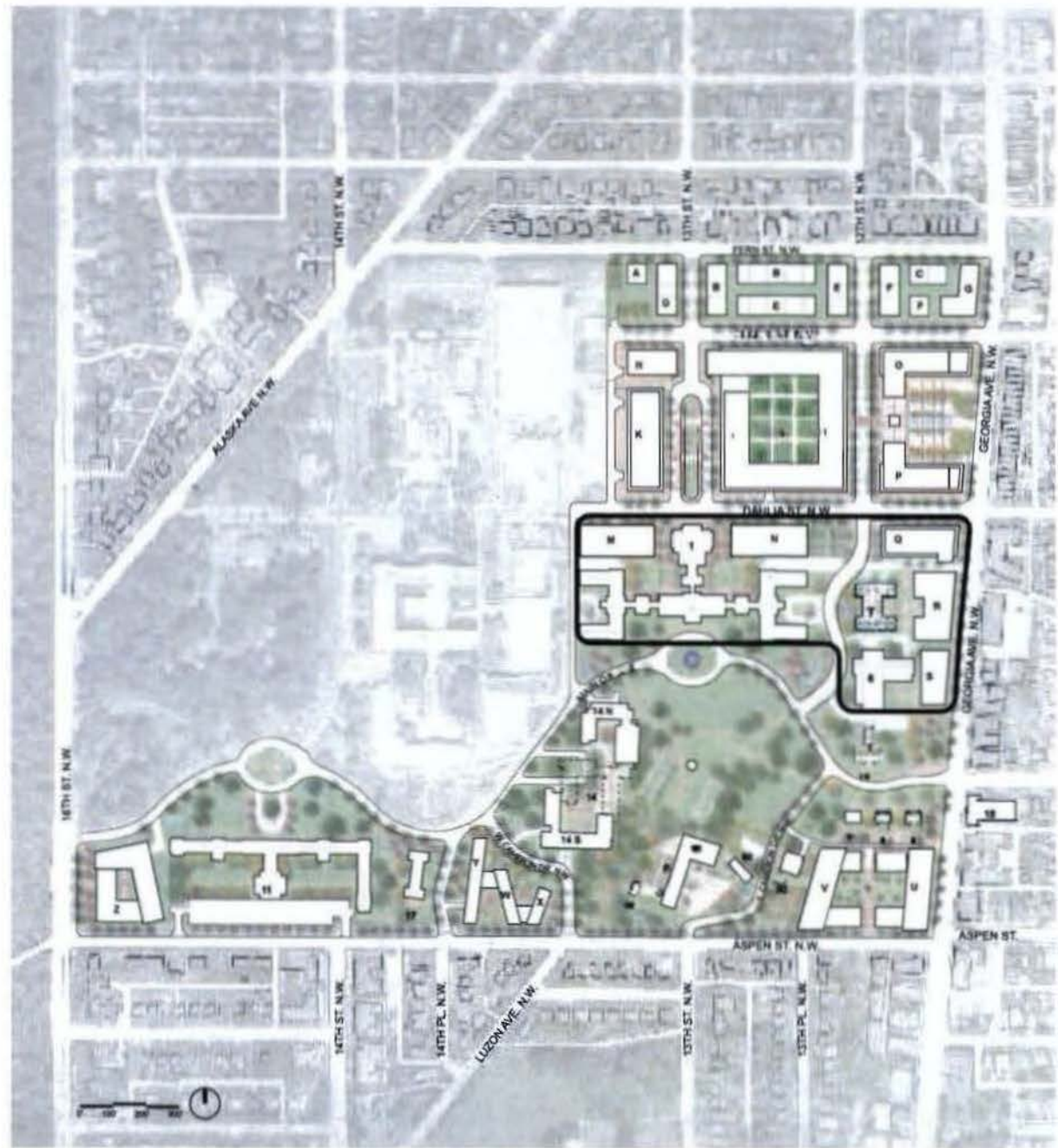


Exhibit 4-127: Sub-Area Key Plan - Institutional Core. Source: Perkins+Will.





Figure 4-128: View of the axial relationships in the Institutional Core.

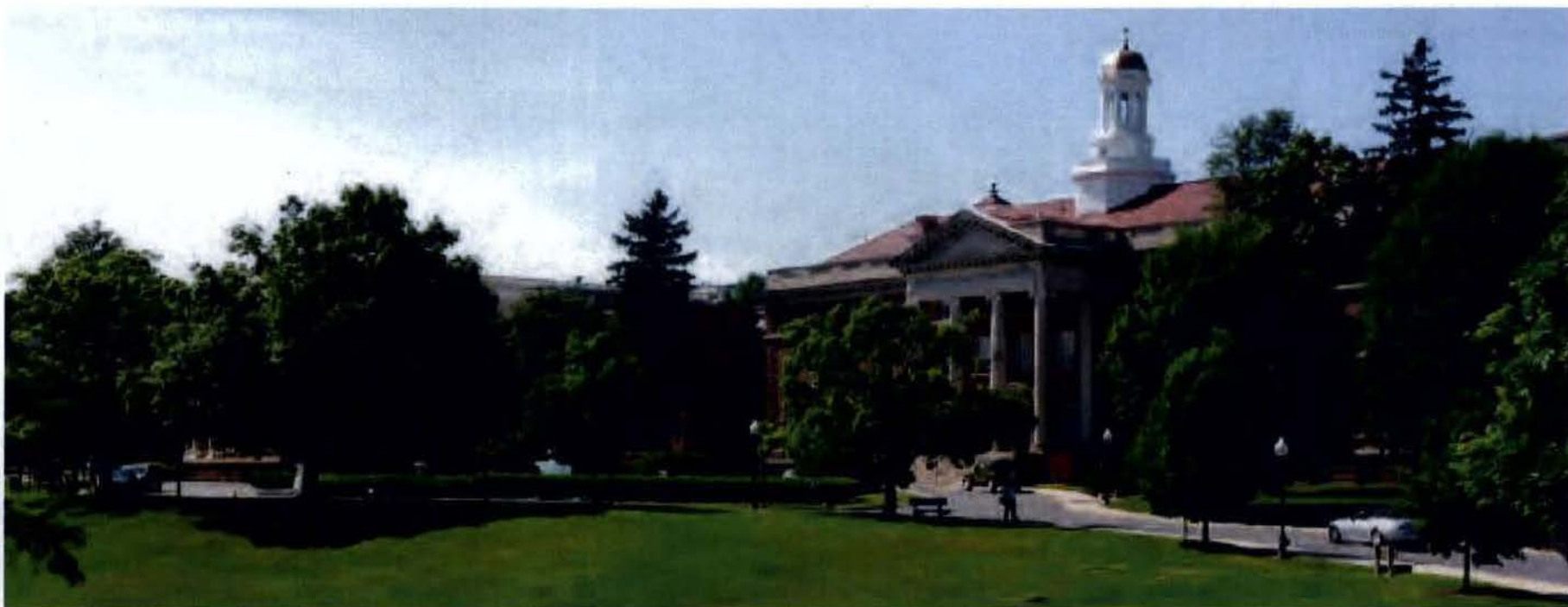


Figure 4-129: View of Building 1 from the Great Lawn.



Placemaking

Amenities

The integration of urban agriculture, in the form of a community garden at the southwest corner of the Dahlia and 12th Street intersection, which will be accessible to both the new and existing community alike, will be a key amenity to this sub-area (as seen in "Exhibit 4-129: Sub-Area Plan 3").

This sub-area should be designed with ample green areas, particularly in the wide right-of-way at 12th Street, so as to maintain and reinforce the prevailing campus setting. The historic buildings add character and serve as a pleasant back-drop to the campus setting and open space to be located in this sub-area.

Additionally, the Reuse Plan's proposed health-care uses in Buildings 6 and 7 would fit well with this area of the Site, given Walter Reed's historic legacy and the proximity to Cameron Glen, a healing open space.

Building Orientation

Pursuant to the Reuse Plan recommendations, there are two buildings that could be built straddling the north wing of Building 1 (Buildings M and N) and three proposed buildings fronting Georgia Avenue (Buildings Q, R and S). The two buildings near Building 1 would have frontage on Dahlia Street and are expected to have uses complementary to Building 1. Of the three buildings fronting Georgia Avenue, one also has frontage on Dahlia Street. Per the recommended uses for this building, one possibility could be to have residential lobbies on Dahlia Street and retail frontage on both Georgia Avenue and Dahlia Street.

The other two Georgia Avenue buildings, R and S, as seen in "Exhibit 4-130: Street Sections Key Plan - Institutional Core", could form a potential quad layout with Buildings 6 and 7, which may

be occupied by Howard University through a Public Benefit Conveyance. The Reuse Plan program recommended Building S as medical office, which could potentially be complementary to the Howard University uses. The area between these buildings should be designed to feel like "center of the block" buildings, with no solid walls, rather than the "back of the block" buildings; there should be courtyards or public open spaces thus inviting pedestrian activity.

Height and massing

The height of the two buildings straddling the north wing of Building 1 (Buildings M and N) should not overpower or compete with the historic nature of the Building 1 rear/north façade, which is planned to become the terminus of the 13th Street vista. Their massing should consider giving "breathing room" or open areas between the buildings that will allow for both indoor and outdoor natural light

and inviting pedestrian access to any potential courtyard that could be created as a result of new construction.

The three buildings fronting Georgia Avenue are expected to be taller; 4 to 7 stories per building as shown in the proposed Comprehensive Land Use Plan (see section 3.1) which should be aligned with the existing context of Georgia Avenue.

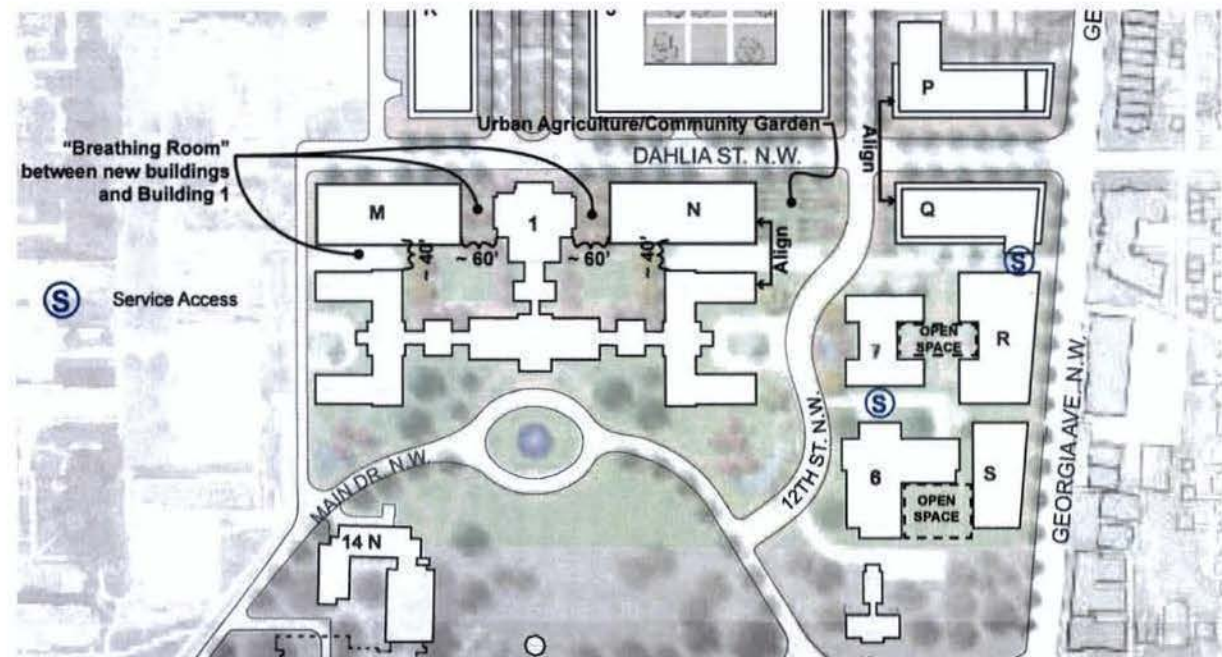


Exhibit 4-130: Sub-Area Plan 3. Source: Perkins+Will.



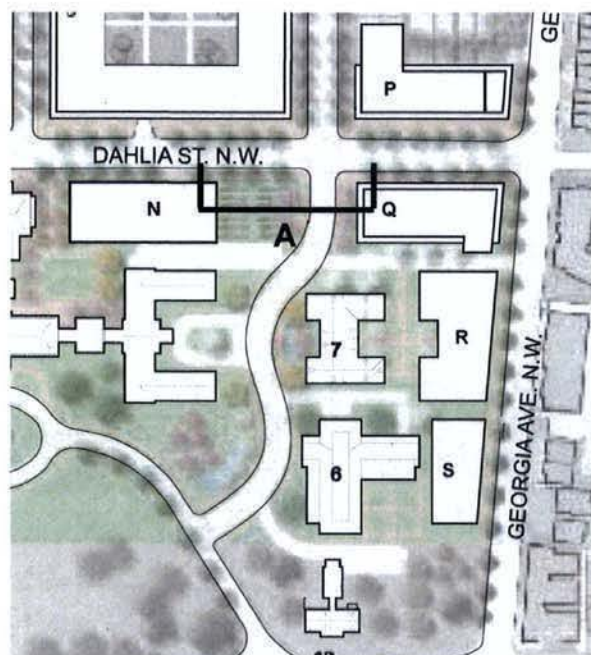


Exhibit 4-131: Street Sections Key Plan - Institutional Core.
Source: Perkins+Will



Exhibit 4-132: Sub-Area Key Plan 3. Source: Perkins+Will.

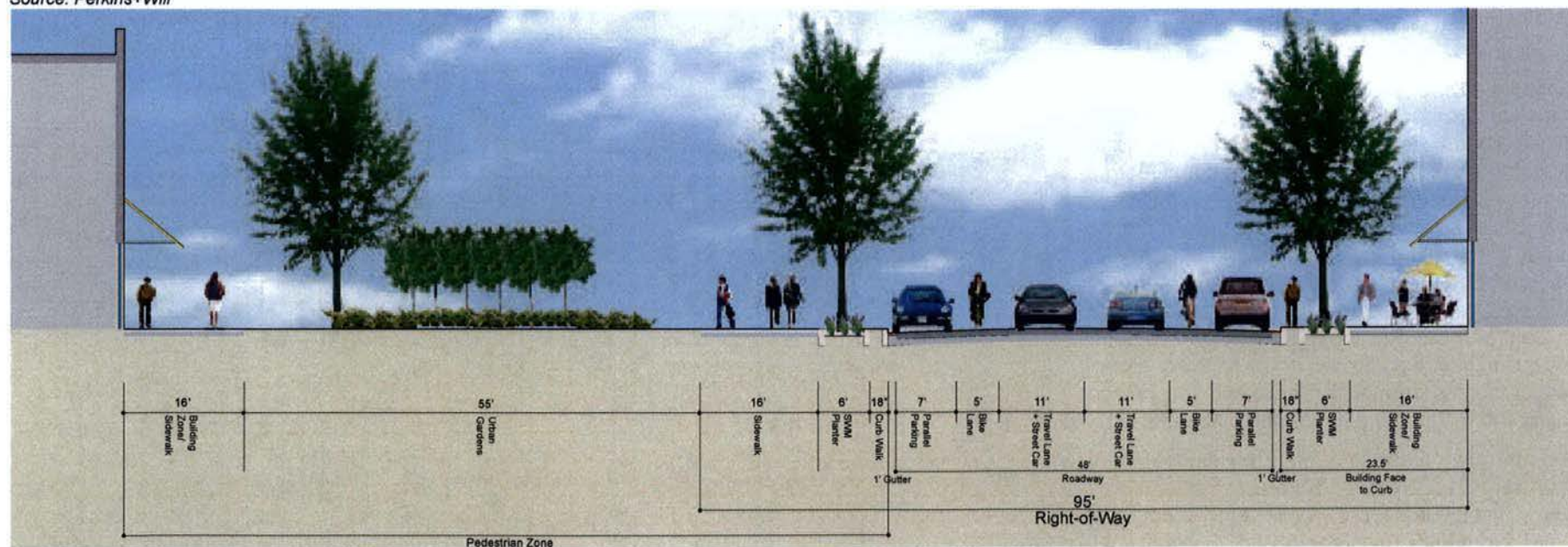


Exhibit 4-133: Street Section A. Source: Perkins+Will.



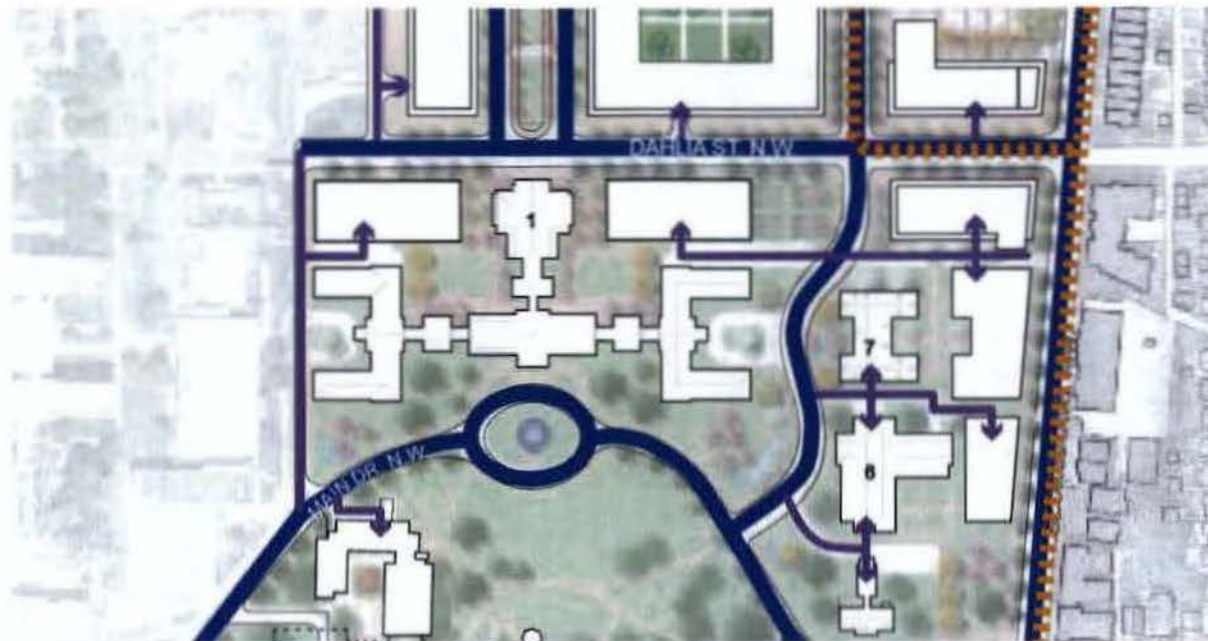
Public Realm

The following are basic guidelines for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Provide minimum right-of-way (ROW) widths of 90 feet that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curbside stormwater management, on-street parking, and bike lanes where feasible.
- **Pedestrian Zone:** Plan for minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. (See "Exhibit 4-132: Street Section A" on page 95). The Pedestrian Zone will range in width of 20 to 100 feet, based upon the curvature of 12th Street in the Institutional Core sub-area). Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff. There is a potential for urban agriculture in the open space at the southwest corner of Dahlia and 12th Streets, and also for larger rain gardens as needed in the open area where 12th Street approaches Main Drive.
- **Curb Cuts:** Minimize curb cuts throughout the blocks.

- **Bikes:** Pedestrians and bicyclists move around primarily on the street grid. The streets in this sub-area should have designated bicycle lanes as well as sidewalks on both sides of the street.
- **Pedestrians:** Pedestrian connectivity could occur through the open spaces to be formed after the construction of Buildings M and N, and R and S. Service alleys and corridors, such as the one running between the DOS property and Building 1, should be designed with an inviting and safe environment for pedestrians.
- **Vehicular:** The new, curvilinear extension of 12th Street connects the Town Center with the Institutional Core, ending at Main Drive, about 200 feet apart from the intersection of Main and E. Cameron Drives. This north-south connection further continues south via Main Drive and E. Cameron Drive to Aspen Street. Dahlia Street and Main Drive connect to Georgia Avenue.
- **Loading and Service:** There should be no surface parking lots. Parking garage and service entries should be consolidated. Loading docks should be concealed inside buildings and hidden from public view. Service alleyways would run through the sides of buildings as shown in the Vehicular Mobility ("Exhibit 4-134: Vehicular Mobility - Institutional Core" on page 97).
- **Parking:** Pursuant to the Reuse Plan, new buildings would be built with dedicated parking garages below grade. It should be considered whether some of these new parking garages should also serve part of the existing buildings. It is also thought that the existing parking garage at Building 14 and below the Town Center could help service the existing buildings in this sub-

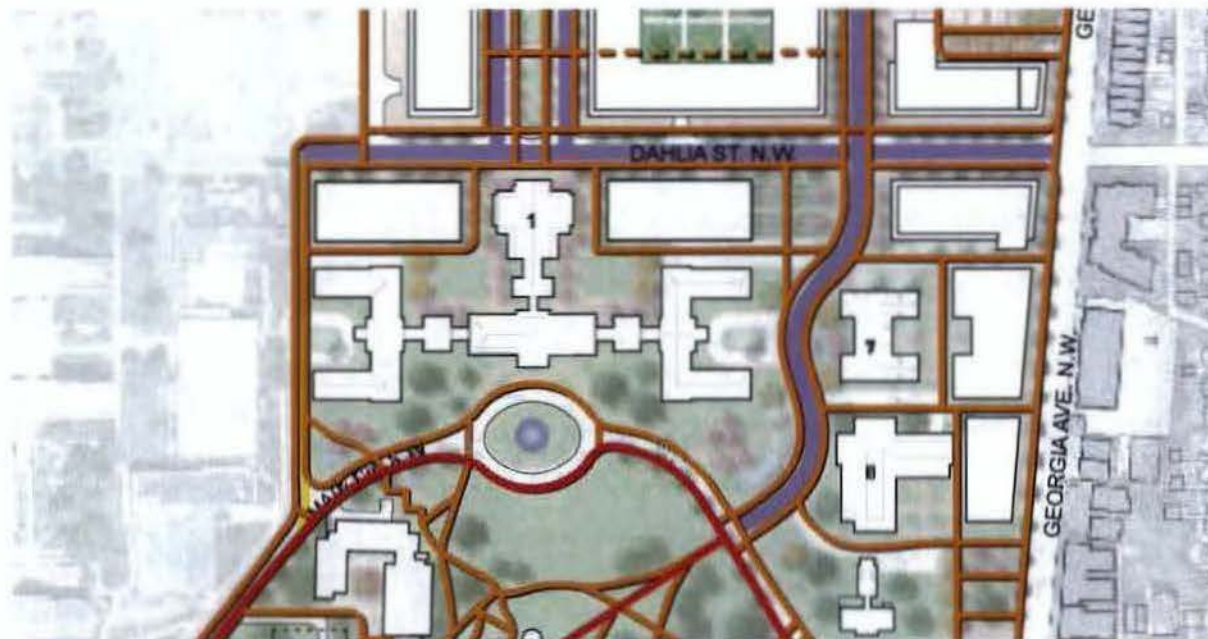
area. On-street parking would be permitted on all streets in this sub-area. See the Transportation Impact Study for more information.



VEHICULAR MOBILITY

- Street
- Service and/or Parking
- - - - - Potential Streetcar

Exhibit 4-135: Vehicular Mobility - Institutional Core. Source: Perkins+Will.



PEDESTRIAN AND BICYCLE MOBILITY

- Pedestrian
- Proposed On-Street Bicycle Lane
- Proposed Shared Use Street
- Proposed Shared Use Trail

Exhibit 4-134: Pedestrian and Bicycle Mobility - Institutional Core. Source: Perkins+Will.



4. GREAT LAWN ~ CAMERON GLEN

Vision & Character

The Great Lawn is located just inside the undulating Main Drive and extends to a green open space with healthy mature tree cover at the intersection of Main Drive and Georgia Avenue. It has been renamed "Cameron Glen," in honor of Cameron Creek, which was buried about a century ago when Walter Reed was first developed. This is the largest open space on the Site; it covers approximately 6 acres of rolling hills, wooded groves and open lawn.

Historic Building 12, Buildings 8 and 9, along with proposed Building T straddle Main Drive where it intersects Georgia Avenue as a potential gateway to the historic center of the Site. Building 14, built in the 1970's and with no historic value, currently presents itself as a wall bounding the west side of the Glen.

There may be an opportunity to open this building in some way so as to create a "green connection" through it. This connection would be in concert with the site-wide urban design principle calling to "enhance the open space", by aiding the connectivity throughout the site via a network of open spaces. This green connection would also enforce the potential cultural heritage trail that could begin in the "cultural gateway" (see "Exhibit 4-140: Sub-Area Plan 4" on page 101) and run across the Glen, through the Building 14 site, and on to other open and historic spaces on the west side of the Site. However, it should be noted that the Reuse Plan recommends a Notice of Interest (NOI) user for Building 14. Additional analysis would have to be undertaken to determine the feasibility of altering the existing building in any way. Continued dialogue with the approved NOI user and any other potential users is recommended throughout the development process. Potential alteration to Building 14 is presented in the SAP only as a conceptual notion and not as a recommended design/development solution.

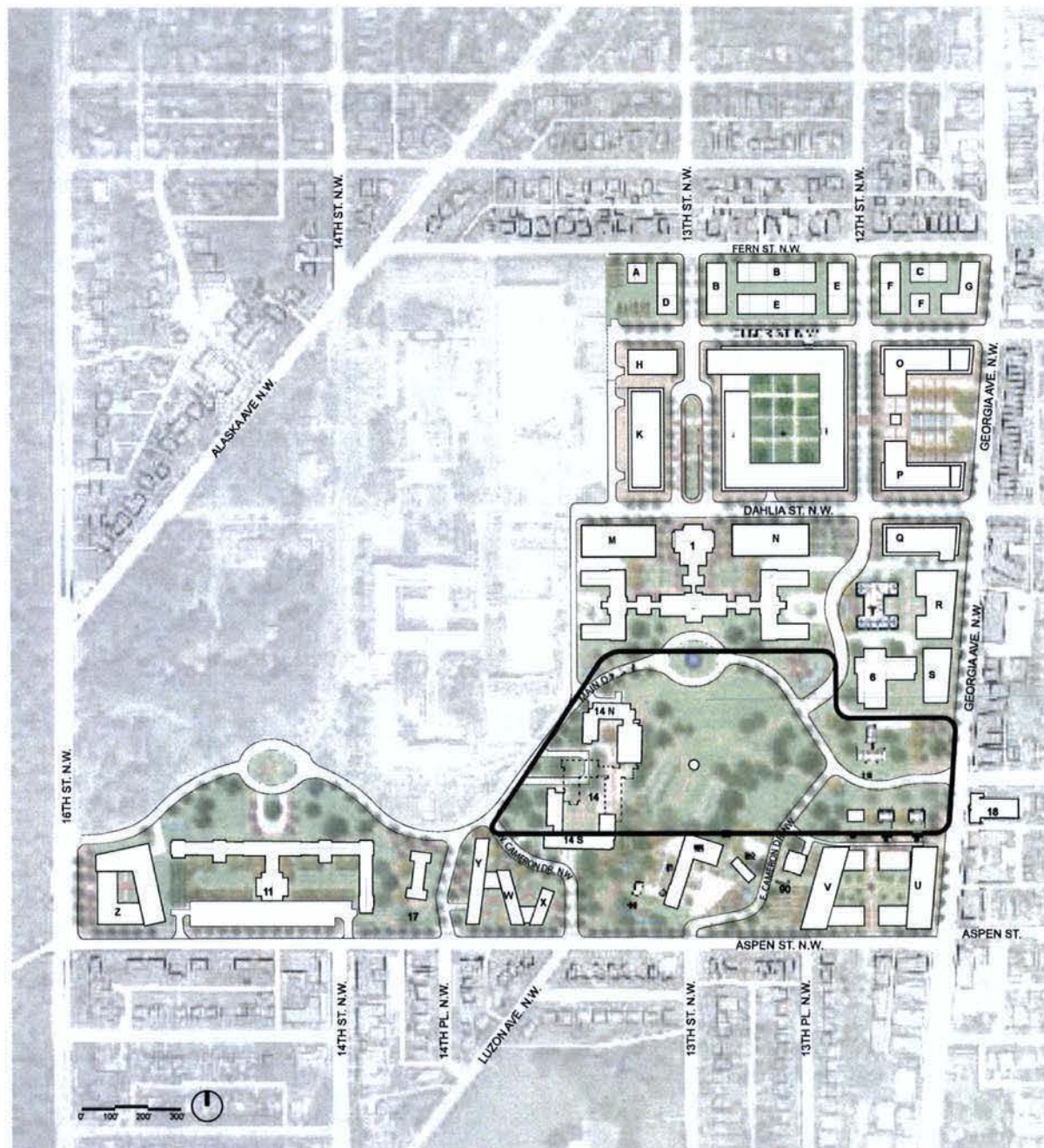


Exhibit 4-136: Sub-Area Key Plan - Cameron Glen ~ Great Lawn. Source: Perkins+Will.

Existing Rose Garden

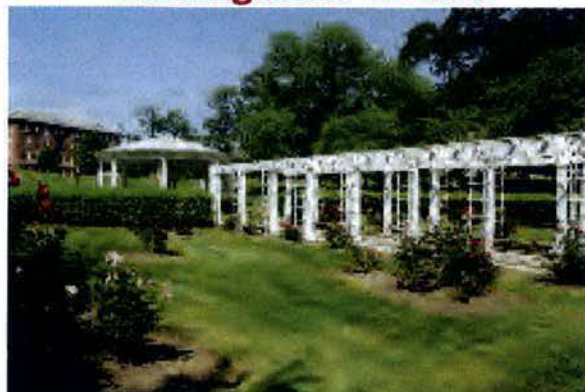


Figure 4-140: View of the rose garden from the southwest.
Source Lee & Associates, Inc..

Pedestrian Bridge Example

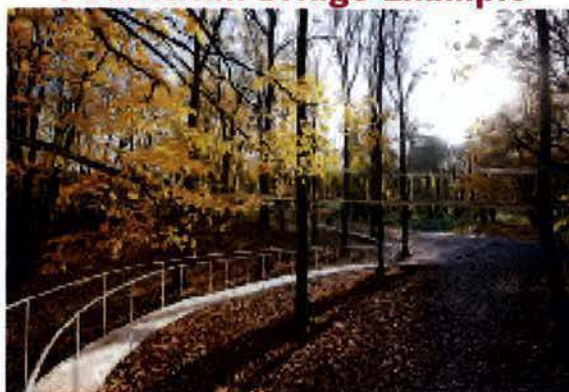


Figure 4-139: Pedestrian Bridge (example). Path in the forest, Kadriorg Park, Tallinn, Estonia) Source: <http://www.landezine.com/index.php/2011/12/a-path-in-the-forest-by-tetsuo-kondo-architects/>

Casual Amphitheater Example

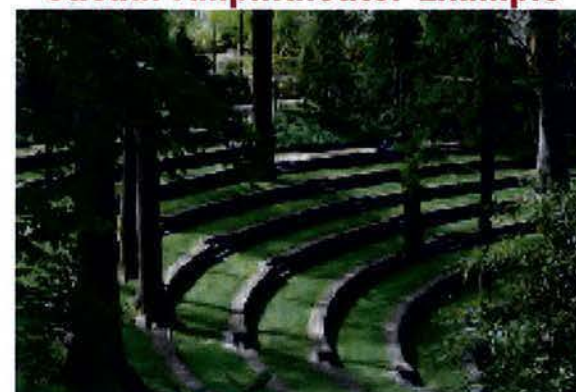


Figure 4-137: Scott outdoor amphitheater at Swathmore College, PA. Source: <http://www.scottarboretum.org/gardentour/amphitheater/>

Existing Great Lawn

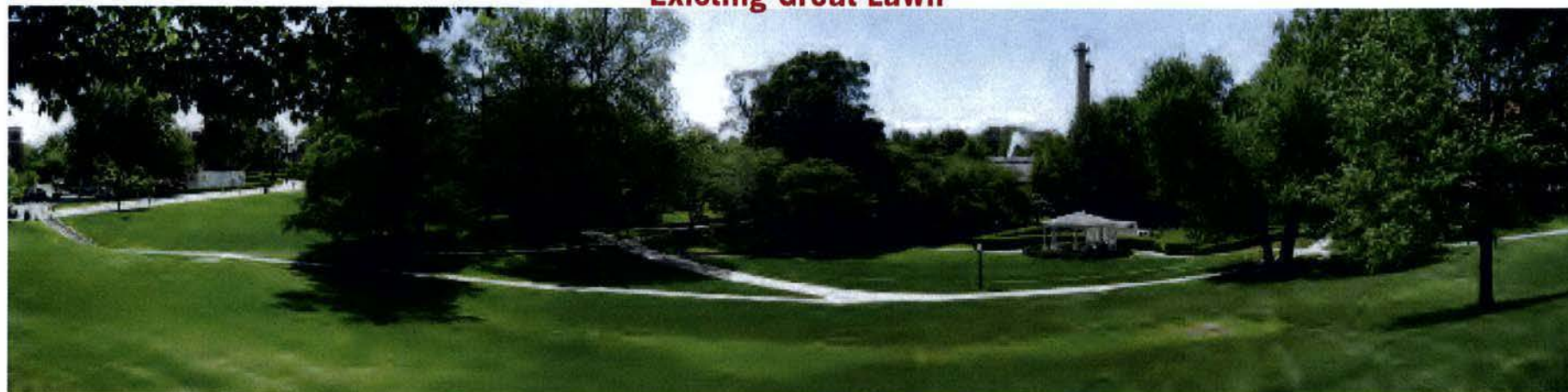


Figure 4-138: Existing Great Lawn / Cameron Glen. Source: Lee & Associates, Inc.



Place Making

Amenities

In addition to the passive uses that could take place on the lawn, in around the rose garden, and other areas of the Glen, this wonderful space could also be programmed with outdoor activities such as ceremonies, film screenings, or other community gatherings. The rolling topography lends itself to informal amphitheater use, or may call for the placement of pedestrian bridges to facilitate scenic walks throughout the Site and promote further pedestrian connectivity (as seen in the images on page 99). There is no specific end-user prescribed for the potential "gateway" cluster of Buildings 12, 8, 9 and T. It is possible that Building T, perhaps in conjunction with its neighboring buildings, could be a visitors' center, a cultural institution, or the head of the proposed cultural trail of interpretive exhibits showcasing the legacy of Walter Reed.

The potential open space next to historic Building 12, with the existing tree canopy facing Georgia Avenue, would make for an area of respite contiguous for the use of existing and future residential neighbors alike. This green area could be enhanced with a combination of hard- and soft-scaped surfaces and furnishings encouraging passive and active recreation.

Building Orientation

Most of this area is labeled open space by the proposed Comprehensive Land Use Designations (see section 3.1). There is room for development on the Site of Building 14 and at Building T.

The new development on the Site of Building 14 should be designed as a building with two fronts; one facing Main Drive and one facing Cameron Glen. Main Drive could be seen as the "front door" whereas Cameron Glen could be its backyard.

Building 14 is an existing building with no historic or intrinsic architectural value; therefore, potential redevelopment/alteration could be explored. The building was built in modules, which allow it to be easily repurposed. For example, as shown in "Exhibit 4-135: Sub-Area Key Plan - Cameron Glen ~ Great Lawn" on page 98, a modification of the footprint would allow for different uses on this Site, such as a "live-work" scenario in conjunction with the transitional housing assistance providers proposed to occupy part of the building and the added pedestrian connections across the Glen. The footprint in Exhibit 4-135 is merely an illustrative example and further study will be required in order to determine the highest and best use at the time of redevelopment.

Additional analysis would have to be undertaken to determine the feasibility of altering the existing building in any way. Continued dialogue with the approved NOI user and any other potential users is recommended throughout the development process.

Building T should be oriented towards Main Drive, along with Buildings 8, 9 and 12. This group of buildings is seen as the "gateway" to the historic heart of the former Walter Reed campus.

Height and massing

To create continuity with the existing context, new construction should respect the historic context posed by Buildings 1, 8, 9 and 12, as well as the surrounding community. Building T is intended to follow the same massing and height of Buildings 8 and 9. Any development that could potentially occur near the Building 14 site should not exceed the existing Building 14 height and the massing should respect the openness of the historic open lawn and aim to restore the open connectivity that historically prevailed before the insertion of this building on the Glen in the 1970's.



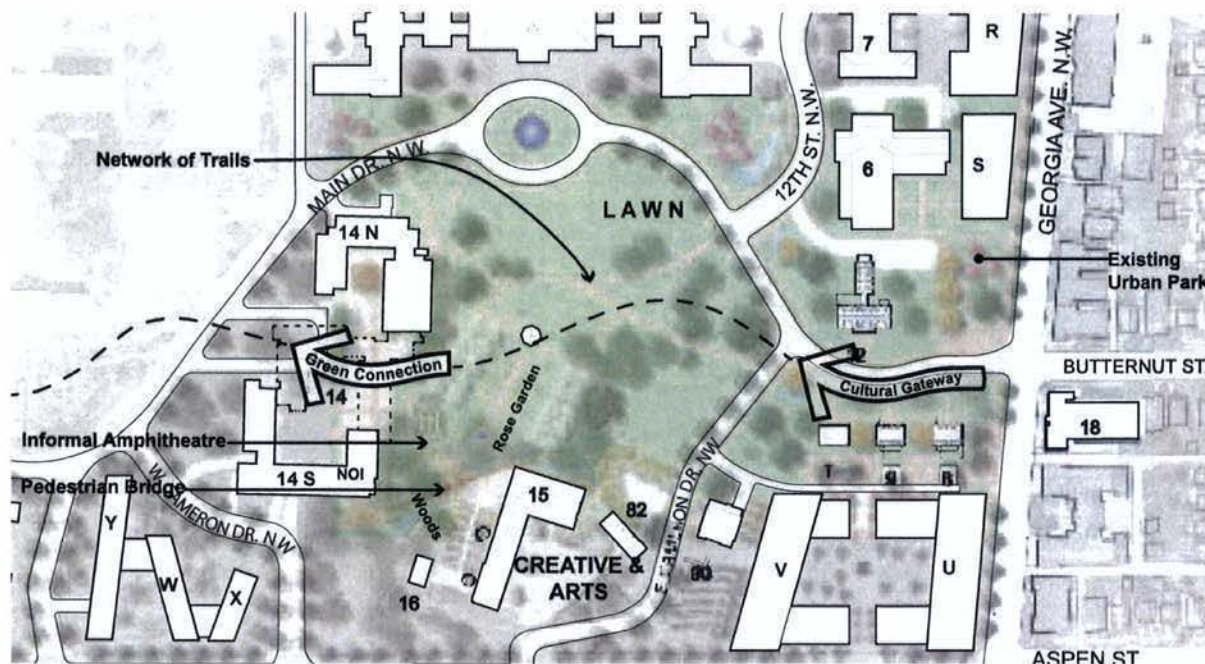


Exhibit 4-141: Sub-Area Plan 4. Source: Perkins+Will.

The exhibit above is a conceptual redevelopment for Building 14 and further analysis should be done at the time of development.



Exhibit 4-142: Sub-Area Key Plan 4. Source: Perkins+Will.

A. MAIN DRIVE SECTION

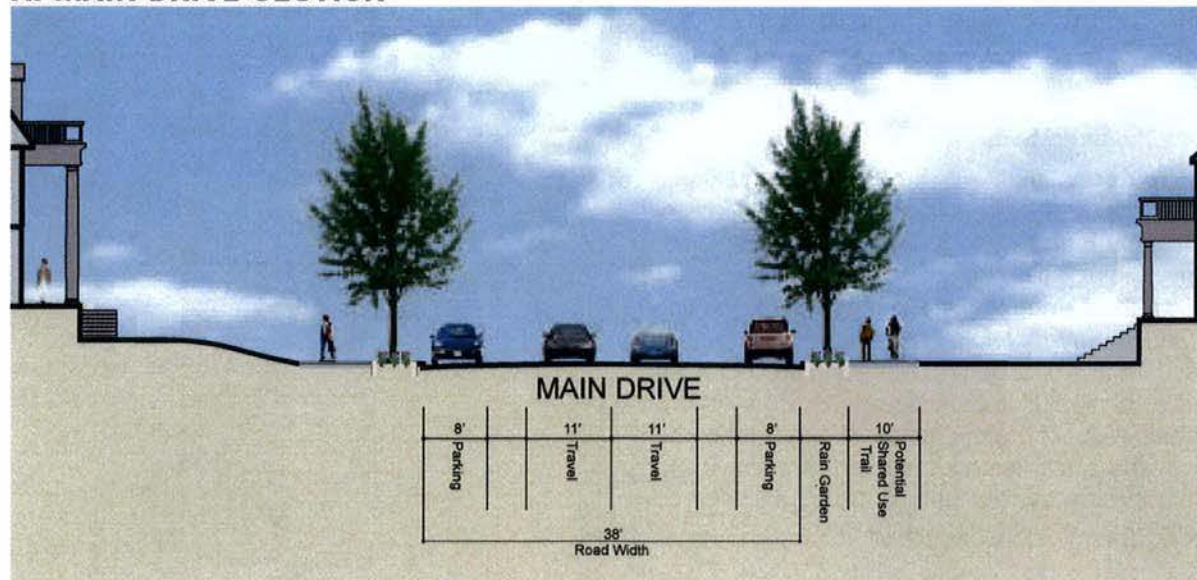


Exhibit 4-143: Sub-Area Plan 4. Source: Perkins+Will.

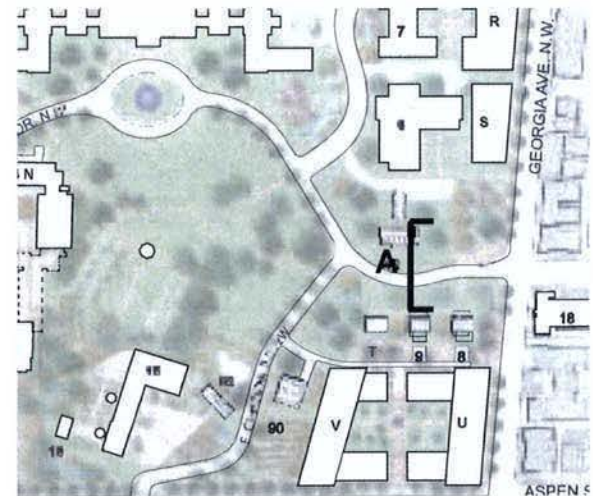


Exhibit 4-144: Street Sections Key Plan - Cameron Glen. Source: Perkins+Will



Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Provide minimum right-of-way (ROW) widths of 90 feet, that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curb-side stormwater management, on-street parking, and bike lanes as feasible. (For more information on widening Main Drive, see page 119 under "Roadway Cross Sections").
- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** Due to the existing road widths constraints, bikes are envisioned to ride on a shared use trail along the south side of Main Drive (see "Exhibit 4-144: Pedestrian and Bicycle Mobility - Cameron Glen" on page 103) and on a shared use street along E. Cameron Drive. There would also be one

designated shared use trail connecting Luzon Avenue to 12th Street via Cameron Glen.

- **Pedestrians:** Pedestrian activity can occur in all directions throughout the open space, and through a network of trails on the Glen. A pedestrian connection between Main Drive and the Glen is encouraged via the Building 14 site, its shape or form to be determined at the time of development.
- **Vehicles:** W. Cameron Drive could be enlarged to provide on-street parking on both sides. E. Cameron Drive could potentially be closed to vehicular traffic on weekends or during special programs on the Glen. The new, curvilinear extension of 12th Street connects the Town Center with the Cameron Glen, ending at Main Drive, about 200 feet apart from the intersection of Main and E. Cameron Drives. This north-south connection further continues south via Main Drive and E. Cameron Drive to Aspen Street. Main Drive provides a through-connection between 16th Street and Georgia Avenue.
- **Loading and Service:** Loading and service would occur largely on existing service roads. Service to Building 12 should occur on its north side, so as not to disrupt the green area between this building and Georgia Avenue.
- **Parking:** There should be no surface parking lots. Building 14 has a 450-space parking garage underneath that should be reused for any future uses on the Building 14 site and future programs or special events on the Cameron Glen. Any other activities in this area could also be serviced by new adjacent on-street parking and by new and existing parking along Aspen Street, Georgia Avenue and the existing neighbor-

hoods. See the Transportation Impact Study (Appendix C) for more information.

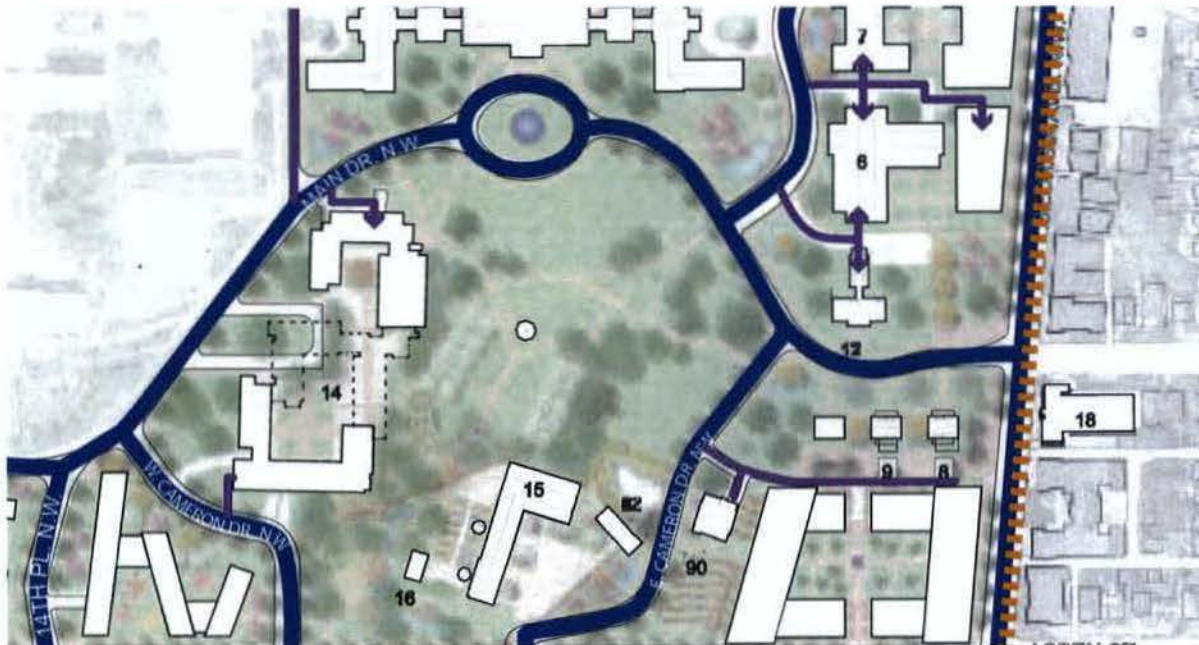


Exhibit 4-146: Vehicular Mobility - Cameron Glen. Source: Perkins+Will.

VEHICULAR MOBILITY

- Street
- Service and/or Parking
- - - - - Potential Streetcar



Exhibit 4-145: Pedestrian and Bicycle Mobility - Cameron Glen. Source: Perkins+Will.

PEDESTRIAN AND BICYCLE MOBILITY

- Pedestrian
- Proposed On-Street Bicycle Lane
- Proposed Shared Use Street
- Proposed Shared Use Trail



5. ASPEN STREET

Vision and Character

This proposed permeable strip of land runs from 16th Street to Georgia Avenue and is bounded by Main Drive and the Cameron Glen sub-area to the north.

Aspen Street is presently a mix of single family and multifamily homes, with most having their backs or sides facing Aspen street. In order to complement this character, the north side of Aspen Street would have a combination of building fronts and open space facing the street, providing ample walking areas to the Site.

There would be a mix of residential and mixed use buildings and an educational use separated by the large open space referred to as the Creative & Arts area. The most prominent feature of the west end of this sub-area is present at the corner of 16th Street fronting Rock Creek Park. This land is allocated for residential use per the proposed Land Use designations (see section 3.1). The east end of this sub-area presents a corner property on Georgia Avenue, planned to be redeveloped with a multi-story mixed-use building, and ground floor retail facing Georgia Avenue. The remaining piece of property is located between 14th Place and W. Cameron Drive, envisioned as having multi-family housing.

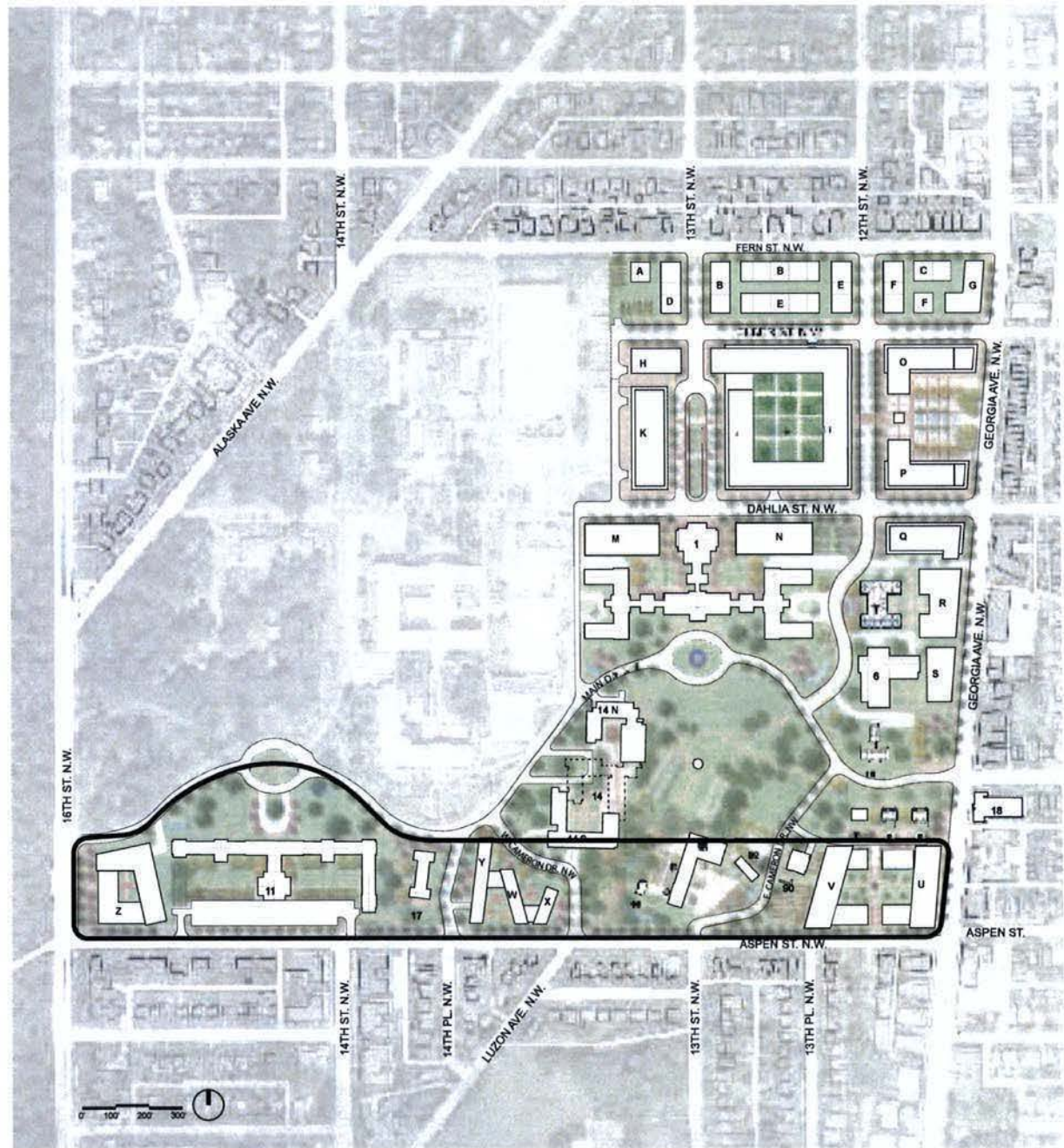


Exhibit 4-147: Sub-Area Key Plan - Aspen Street. Source: Perkins+Will.

Urban Agriculture Example



Figure 4-149: Urban Agriculture (example). Common Good Farm, DC. Source: <http://www.flickr.com/photos/christinbogg/s/72157626780055856/detail/>.

Stormwater Management Park Example



Figure 4-150: Potential Stormwater/Water Feature (example). Tanners Springs Park, Portland, OR. Source: <http://fabulousportland.com/2010/02/19/sunshine-makes-me-happy/>

Place Making

Amenities

The open space between Luzon Avenue and 13th Place presents an opportunity for community amenities such as a green space serving as both a naturalized storm water collection and park land, community urban agriculture gardens, family recreation, and the possibility of a seasonal market place or similar outdoor activities occurring in the Creative & Arts space. This open, permeable area is also connected to Cameron Glen as well as on to 12th Street and the Town Center, providing pedestrian connectivity through a network of open spaces.



Figure 4-148: View of Creative & Arts Space. Source: Perkins+Will and Lee & Associates, Inc.



Exhibit 4-151: Sub-Area Key Plan 2. Source: Perkins+Will.



The existing cluster of industrial buildings north of 13th Street and 13th Place provide a unique setting, being informal in appearance and randomly placed within the historic character of the site. The reuse of these buildings present an interesting opportunity for a creative, artistic special use not specifically identified yet. One thought is to encourage art gallery types of uses, possibly with work and retail shop space in a live/work scenario; hence the name for this area, "Creative and Arts" space.

The demand analysis conducted for the WRAMC Base Reuse Plan found that although the campus currently lacks the clustering of creative uses and urban characteristics that artist's desire, it has some space available that could be compatible with this use and other creative uses that could support demand for artist housing. Therefore, incentive opportunities for collaborations with other District agencies should be explored as mechanisms to encourage arts uses.

The open space in the Creative & Arts area would consist of a combination of hardscape surfaces (for programmed activities), naturalized storm-water management systems and community gardens showcasing urban agriculture. Together, these open spaces contribute to the sustainable infrastructure of the Site while serving as an amenity to users of the Site as well as the larger community.



Exhibit 4-153: Sub-Area Key Plan 5. Source: Perkins+Will.



Exhibit 4-152: Sub-Area Plan 5. Source: Perkins+Will.

NEIGHBORHOOD CONTEXT



Exhibit 4-154: Looking south along Aspen Street: (From left to right / east to west) Four-story multi-family housing adjacent to Open Space in the middle, and three-story single-family homes on the far right. Source: Perkins+Will.



Exhibit 4-155: Looking south along Aspen Street: View of the back of single-family homes in between Luzon Avenue and 13th St.



Exhibit 4-156: Looking south along Aspen Street: View of the front of single-family homes just east of 14th Place.



Exhibit 4-157: Looking south along Aspen Street: View of the front of four-story multi-family housing just west of 14th St.



Building Orientation

The existing buildings in this sub-area have a large set-back from Aspen Street, creating abundant open space and greenery along the street. The potential new buildings on the two corner properties and the land between 14th Place and W. Cameron Drive should be designed with features that activate the street, such as entries, windows and balconies, even if the primary facade does not face Aspen Street.

Just as Building 1 becomes the south terminus of 13th Street, the Creative & Arts space becomes the north terminus of 13th Street. It is comprised of a set of historic industrial buildings placed according to the varying topography, unlike the stricter, grid-like plan of the rest of the Site. These relatively small buildings would serve as an historic backdrop for open air activities that could also be related to the ultimate use of the buildings.

Height and Massing

Any multi-story buildings should conform to the heights set forth by the proposed Land Use Plan in section 3.1. Furthermore, the massing and height of these buildings should consider the neighboring context of Georgia Avenue, Aspen Street, and 16th Street, where neighboring multi-family buildings range from four to six stories. The height and massing of any future building on the corner of 16th and Aspen Street should be sensitive to the single family homes located on the south side of Aspen Street.



A & B. ASPEN STREET SECTION

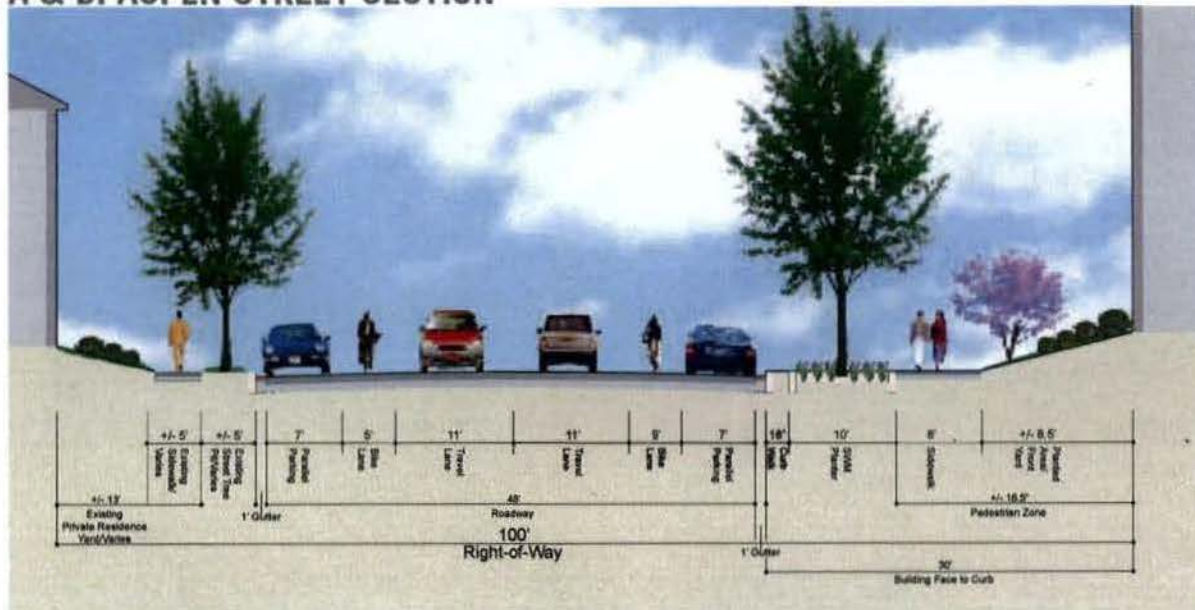
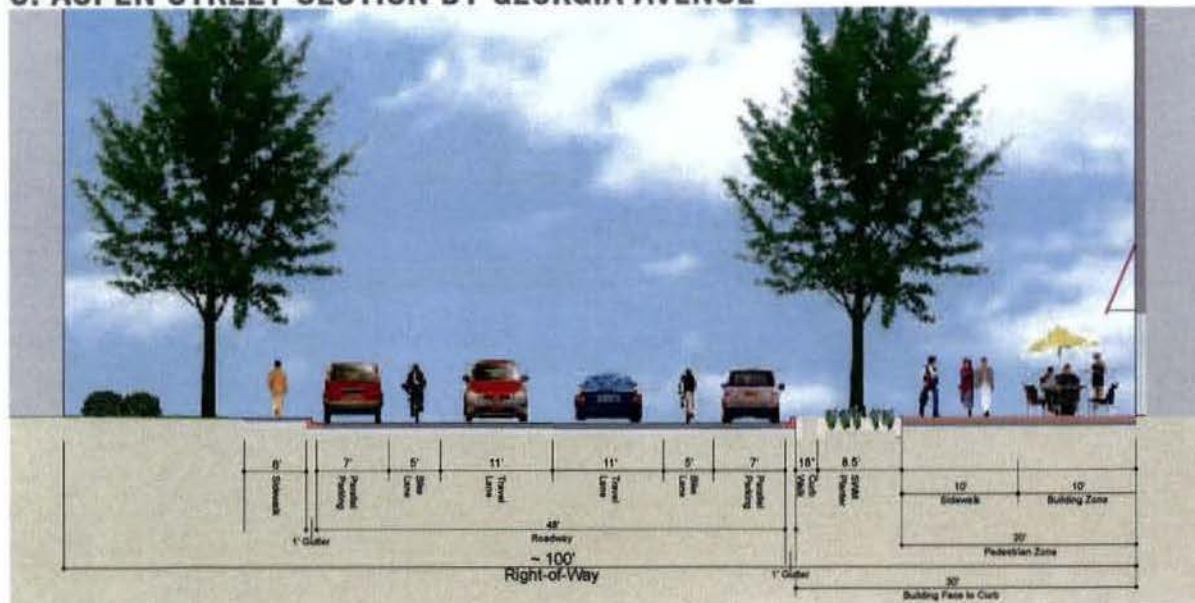


Exhibit 4-160: Street Sections Key Plan - Aspen Street.
Source: Perkins+Will

C. ASPEN STREET SECTION BY GEORGIA AVENUE



Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Provide minimum right-of-way (ROW) widths of 90 feet, that are compliant with DDOT's standards and enhance this sub-area's goal to create multi-modal connections. Other priorities should include sufficient room for front yard setbacks, curbside stormwater management, on-street parking, and bike lanes as feasible.
- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. A new sidewalk could be installed on the north side of Aspen Street. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Integrate urban agriculture/ community gardens around the Creative & Arts space serving the nearby residential community. Encourage the use of permeable materials to manage stormwater runoff.
- **Curbside:** Minimize curb cuts throughout the blocks.
- **Bikes:** An expansion northward could be built along Aspen Street to accommodate on-street bicycle lanes and a new sidewalk on the north side. Main Drive is envisioned as having a shared use trail running along its south side, and shared uses on 14th

Place, W. Cameron and E. Cameron Drives, which are fairly short streets. A shared use trail stemming out of Luzon Street would cut through the open space into the Cameron Glen.

- **Pedestrians:** This sub-area is plentiful in open space and it should be designed to encourage pedestrian circulation and permeability from Aspen Street.
- **Vehicular:** 14th Place, W. Cameron and E. Cameron Drives are existing roads that are planned to be extended to connect to Aspen Street, thus providing vehicular access from the neighborhoods south of the Site. Main and E. Cameron Drives would likely maintain existing road widths until further study is done. E. Cameron Drive could potentially be closed to vehicular traffic on weekends or during special programs on the Glen.
- **Loading and Service:** Major parking garage and service entries should be consolidated. Loading docks should be concealed inside buildings and hidden from public view. Service alleyways would run through the sides of buildings as shown in the Vehicular Mobility (See "Exhibit 4-161: Vehicular Mobility - Aspen Street" on page 111).

- **Parking:** 14th Place and W. Cameron Drive could be widened to accommodate on-street parking. Aspen Street could be widened to the north to provide on-street parking. The only existing surface parking lot, would service the proposed school in Building 11. This lot would be reduced to meet the projected demand and to make room for playgrounds. Any activities occurring on the Creative & Arts space could be serviced by parking in the existing Building 14 parking garage and in the adjacent new and existing neighborhoods. New buildings should be built with dedicated parking below grade. See the Transportation Impact Study for more information.



VEHICULAR MOBILITY

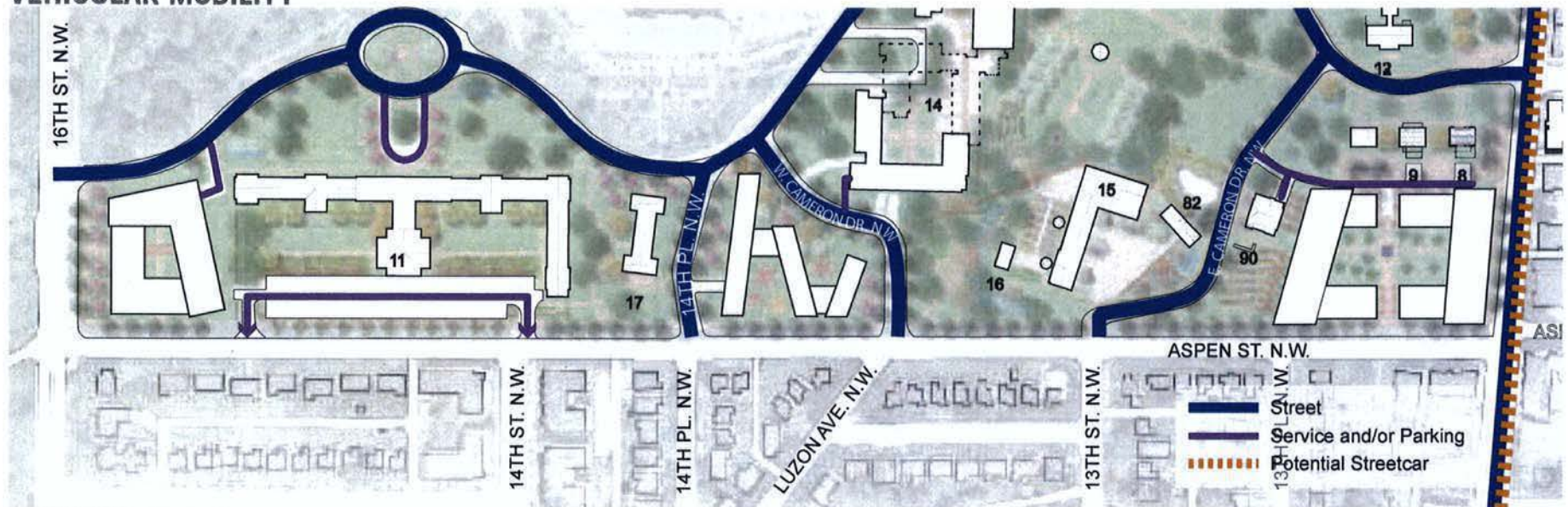


Exhibit 4-162: Vehicular Mobility - Aspen Street. Source: Perkins+Will.

PEDESTRIAN AND BICYCLE MOBILITY

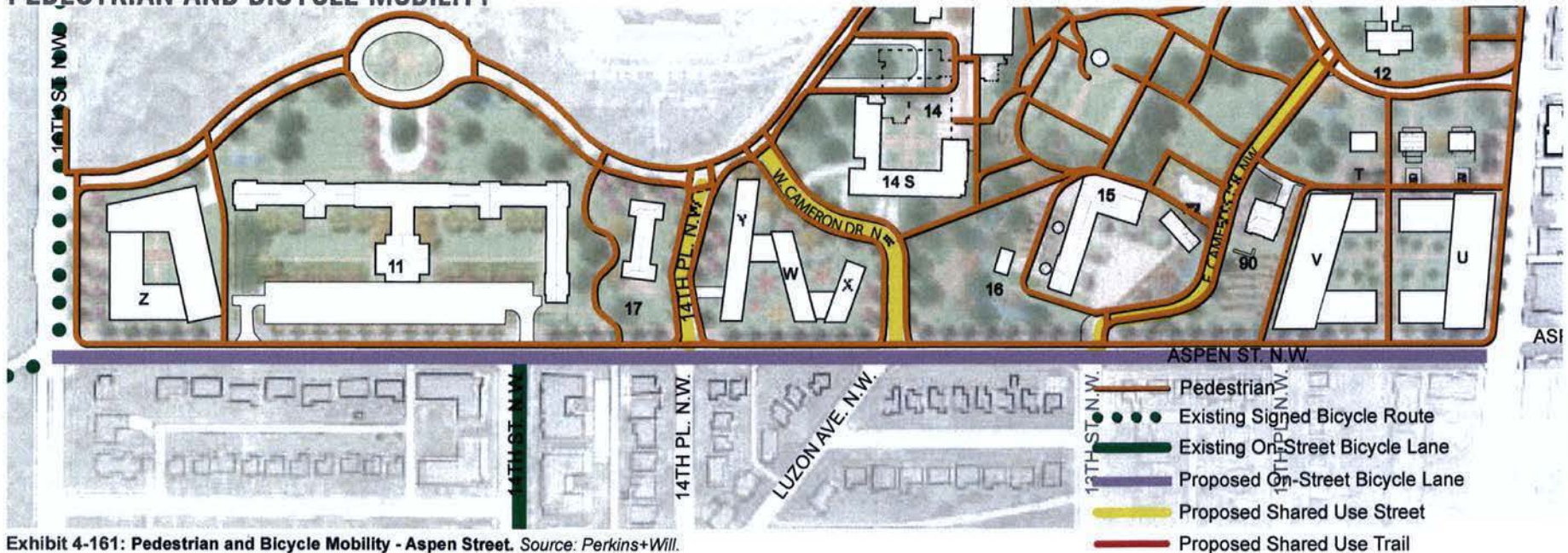


Exhibit 4-161: Pedestrian and Bicycle Mobility - Aspen Street. Source: Perkins+Will.



GEORGIA AVENUE FRONTAGE

Vision and Character

Although the Georgia Avenue frontage is not an official sub-area of the Plan, it is a prominent feature that ties together both the existing fabric of the neighborhood and enhances both the new features. Because this is such an important corridor, it merits additional considerations that can be applied to each sub-area.

The Georgia Avenue frontage would get redeveloped using a combination of thoughtful building massing and open spaces while providing a mix of uses. The building frontage would respond to the current conditions across Georgia Avenue in order to blend with the neighboring community. The building mass would be intertwined with intervals of open space, introduced in the Reuse Plan as the "green breathers." These green breathers stem from the two areas facing Georgia Avenue having an existing healthy mature tree cover.



Exhibit 4-165: Georgia Ave. Townhomes. Source: Perkins+Will.



Exhibit 4-164: Multifamily Apartment Building on Georgia Ave. Source: Perkins+Will.



Exhibit 4-163: The Normandie Apartments on Georgia Ave. Source: Perkins+Will.



Exhibit 4-167: Sub-Area Key Plan - Georgia Avenue Frontage. Source: Perkins+Will.



Figure 4-166: Georgia Avenue Frontage Vision. Source: Perkins+Will

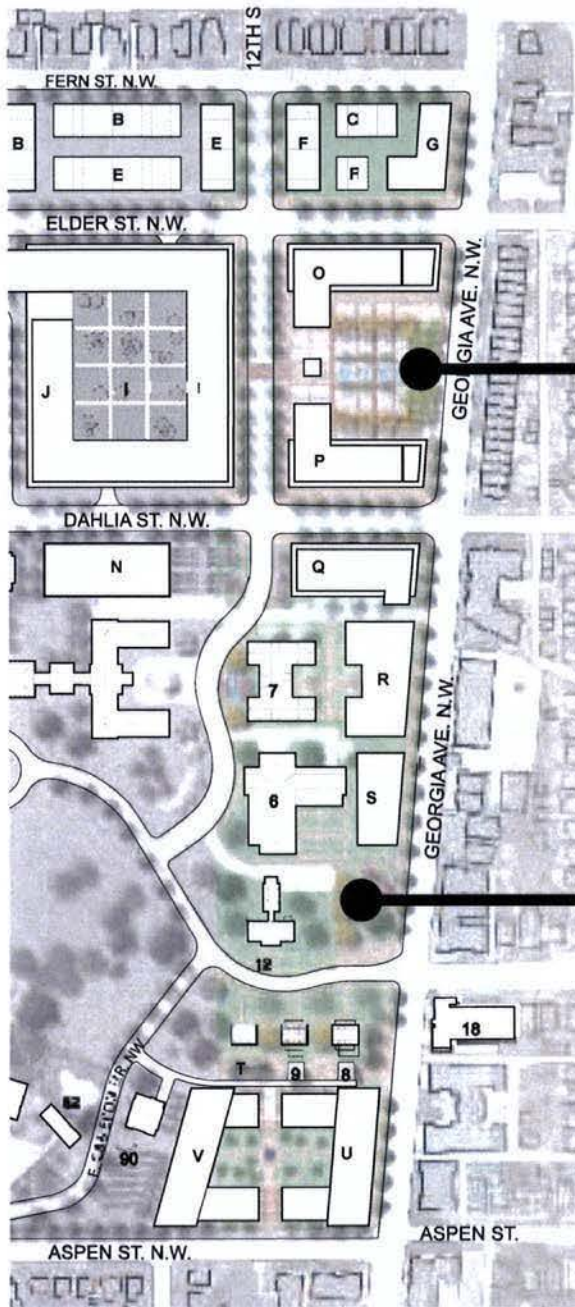


Exhibit 4-170: Sub-Area Key Plan - Georgia Avenue Frontage. Source: Perkins+Will.

GEORGIA AVENUE EXISTING FRONTAGE



Figure 4-168: Green Breather.
Photo of healthy tree cover in the open space facing Georgia Avenue. Source: Lee & Associates, Inc.



Figure 4-169: Green Breather
Photo of healthy tree cover in the open space facing Georgia Avenue. Source: Lee & Associates, Inc.

Place Making

Amenities

The Georgia Avenue frontage would be redeveloped with an exciting mix of uses and open space. The new buildings are expected to bring much needed revitalization and life to Georgia Avenue, with a combination of residential and commercial uses that would bring windows, store fronts and doors that will also bring people and new activity.

The green breathers could be further designed to have a combination of hard- and soft-scaped surfaces allowing for passive and active recreation. The green breather located at the Town Center, would likely have more hard surfaces and would be centrally located to the Town Center retail corridors, making for an interesting mix of greenery and retail activity. The green breather at Main Drive would make for an area of respite

for existing and future residential neighbors alike. This green area could be enhanced with a combination of hard- and soft-scaped surfaces and furnishings encouraging passive and active recreation.

Building Orientation

The Town Center faces a row of existing townhomes across Georgia Avenue, giving them views to a large open space, framed by two narrow buildings fronting across the street. The facades of these buildings are expected to be similar to the existing small scale context across the avenue. The rest of the proposed buildings along Georgia Avenue would have their main facades and door fronts on Georgia Avenue, thus making for a vibrant corridor and fitting in with the context of various building fronts across the avenue.

Height and massing

The new buildings fronting Georgia Avenue are expected to be multi-story and within the guidelines of the proposed Land Use Plan in section 3.1. The heights of the new buildings should be attuned with the mix of heights currently seen across Georgia Avenue, which range from 3-story townhomes to 3- 4- and 6-story multi-family buildings.

The buildings, O and P, on either side of the Town Center, are proposed to increase in building height along Georgia Avenue, approaching 12th Street.



Figure 4-171: Georgia Avenue Proposed Frontage. Source: Perkins+Will and Lee & Associates, Inc.



Exhibit 4-172: Sub-Area Key Plan 2. Source: Perkins+Will.



WALTER REED ARMY MEDICAL CENTER

SMALL AREA PLAN - FINAL DRAFT - JANUARY 28, 2013

Public Realm

The following are basic guidelines mainly for the public realm, defined as the area between the building facades — comprising the road, sidewalk, site furnishings, trees and open spaces that combine to form the street's character:

- **Rights-of-Way:** Providing a right-of-way (ROW) width of approximately 110 feet would be ideal, as long as it is compatible with future DDOT studies considering a potential streetcar alignment. This ROW width does not require changes in the existing roadway, but rather calls for ample room on the Pedestrian Zone (see "Exhibit 4-172: Georgia Avenue Section" on page 117). The ROW should be designed in compliance with DDOT's standards and could bring opportunities for multi-modal transportation. Other priorities should include sufficient room for front yard setbacks, curb-side stormwater management, on-street parking, and bike lanes as feasible.
- **Pedestrian Zone:** Explore minimum 20 feet pedestrian zones distance from building face to curb for landscaped front yards, pedestrian circulation and curbside rain gardens and trees. Refer to DDOT's standards for the planning and design of sidewalks and streets, such as tree planting guidelines and selection of site furnishings and materials.
- **Green Elements:** Integrate rain gardens in sidewalks for storm water management where feasible. Encourage the use of permeable materials to manage stormwater runoff.
- **Curb-cuts:** Minimize curb cuts throughout the blocks.
- **Bikes:** Capital BikeShare stations are planned in two locations along Georgia Avenue: on Main Drive and Dahlia Street. See the Transportation Impact Study (TIS) for more information.
- **Pedestrians:** A wide pedestrian zone is proposed on the former WRAMC side of Georgia Avenue.



GEORGIA AVENUE SECTION - A

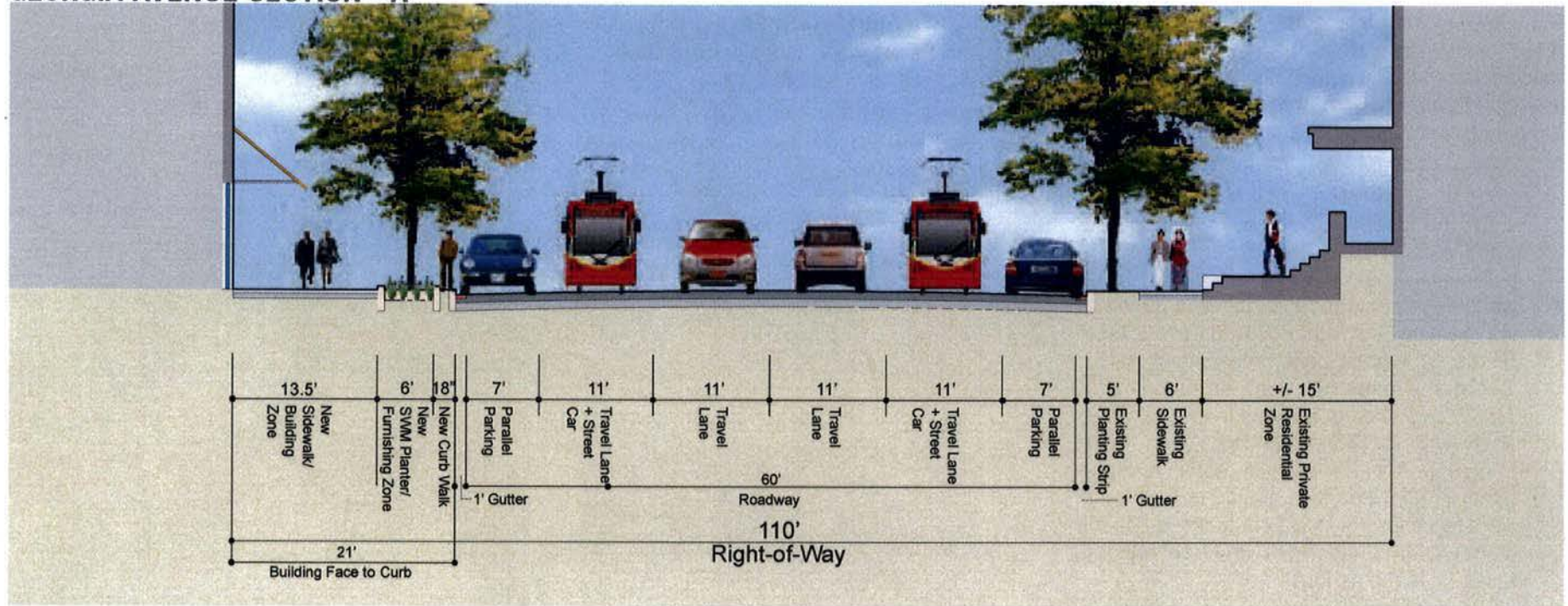


Exhibit 4-173: Georgia Avenue Section. Source: Lee & Associates, Inc.



Exhibit 4-174: Street Sections Key Plan - Georgia Avenue. Source: Perkins+Will

3.4 Transportation Recommendations

The Reuse Plan sets forth a mix of residential, office, institutional, and retail uses that will take advantage of the existing and proposed transportation systems to get to and from the Site.

The SAP's transportation recommendations support the Reuse Plan's proposed development, by providing specific guidance through additional analysis, in the following areas:

- **Creating a Transportation Management Plan (TMP):** An aggressive transportation management plan (TMP) will reduce the number of vehicular trips to the Site, promote transit use given the proximity of the Site to transit services, and to generally promote sustainable transportation practices as the Site is developed and occupied.
- **Improving Multi-Modal Access and Circulation:** Integrating the Site to the surrounding community will require adding new walkable streets and upgrading existing ones to create an integrated, multi-modal system not only for vehicles but also for transit, pedestrians and bikes.
- **Identifying Parking and Carsharing Options:** Although the Site offers existing parking options, the SAP provides guidance on where additional below grade and on-street parking options may exist.
- **Integrating the Proposed Streetcar within the Site:** As the District considers options for Streetcar along Georgia Avenue, the SAP identifies key areas that future studies should consider.

It is important to note that if the existing site uses are compared to the proposed develop-

ment program recommended in the Reuse Plan, it is expected that the proposed development program will have a smaller impact on peak hour traffic volumes than when the former Walter Reed Army Medical Center was open.

This reduction in traffic is directly related to the mix of uses that should be present in the redeveloped Site and the reduction in overall development density by over 1 million square feet of floor area when compared to the existing uses on the former WRAMC campus. However, despite these reductions it is still important to modify the existing transportation systems and infrastructure in order to provide efficient connections throughout the campus and between the campus and the surrounding neighborhoods.

To this end, the following transportation facilities within the former WRAMC campus have been recommended as a part of the future Plan for the Site. Other background improvements will occur along the surrounding transportation network through various DDOT, WMATA, District government initiatives, and private developments which will also help to serve the future needs of residents, office workers, and retail patrons versus the previous needs of hospital workers and patients.

Vehicular Access and Circulation Recommendations

Access and circulation throughout the Site is proposed to be improved from existing conditions. By opening each of the driveways to the external road network, vehicular, pedestrian, and bicycle traffic will be able to access the Site in a more efficient manner, dispersing each to the various entrances. This serves as an important aspect of the Site that should be maintained in order to ensure proper circulation throughout the area. Available access directly from Aspen



Figure 4-175: Looking west on Aspen Street just east of Luzon Avenue. Provided by Gorove/Slade Associates, Inc.



Figure 4-176: Looking north on Luzon Avenue at Aspen Street. Provided by Gorove/Slade Associates, Inc.

and Fern Streets will serve to reduce the overall impact of the heavily traveled Georgia Avenue and 16th Street corridors. Further, circulation throughout the Site will be facilitated with each of the campus roadways being designed to accommodate two-way traffic.

As part of the vehicular access recommendations, DDOT should determine street functions/classifications for existing and new roadways within the Site. Minor arterials, collectors and local designations for existing and new streets should be anticipated.

Gate Access Modifications

The SAP calls for the existing gates into the former WRAMC campus to be reopened and for the construction of several additional access points. At a minimum, nine entrances will be provided to the LRA Site. While the security perimeter surrounding this section of the former WRAMC campus will be removed in order to connect the Site with surrounding neighborhoods, activate the street frontage along Georgia Avenue, and open up the new developments to local traffic along off-road facilities like sidewalks and shared use trails.

In order to maximize the on-street access capacity of the Site to serve the proposed mix of uses, all of the entrances serving the Site are planned to be operated as two-way full-access driveways. Specific roadway design modifications will be required to implement these operational changes to the campus' driveways, including traffic signal redesigns, pavement marking modifications, and geometric reconfigurations. These modifications will also address the potential safety and operational impacts of traffic flow on the surrounding neighborhood streets.

Internal Circulation

These proposed internal site connections are laid out in a pattern similar to an urban grid with east-west and north-south spine roads providing circu-

lation through the Site. The orientation of these two-way roadways and the landscaping schemes that are associated with them allow for improved pedestrian and bicycle circulation within the Site. Promoting a pedestrian-friendly and walkable environment contributes to the positive identity of the Site, helping to entice different business owners, residents and employees to locate to the Site.

The routing of the internal street network will be configured to connect with the existing external street network at the LRA Site boundaries. Although cut-through traffic will be possible with the newly reconfigured streets, traffic calming measures along these roadways will dissuade drivers from utilizing site roadways and connecting neighborhood streets as an alternate means of long-distance through travel. The lower speeds that will result from these traffic calming measures will also increase pedestrian comfort and safety as well as the attractiveness of on-street bicycle usage.

The level of connectivity within the former WRAMC campus between the LRA Site and the Department of State (DOS) Site directly to the west will be determined based on coordination with DOS, but at this time it is understood that vehicle connectivity between the two Sites will not be provided at Dahlia Street.

Roadway Cross Sections

New streets, proposed with wide rights-of-way (ROWs) are recommended where new construction would occur and where the space is available. These ROWs will provide a wide distance from face of building to curb, to provide ample space for landscape features, clear zones for building front yards or seating areas, pedestrian circulation, and streetscape elements. Many of the streets would include on-street parking and bicycle lanes. Additionally, all ROWs would be 90

feet or greater to comply with DDOT standards. Finally, wide ROWs make for streets filled with natural light.¹

As indicated in the Urban Design Guidelines for each sub-area, illustratives of ROW concepts help determine how best to utilize space for infrastructure, stormwater management, as feasible, and pedestrian and bike connections.

Throughout the Site, roadway cross sections will vary based on the available area for construction, adjacent amenities, and land uses. Streets used primarily for service deliveries and parking for garages will represent the smallest cross section. These will only include one travel lane in each direction. Generally throughout the campus, this width is established at 11 feet. Narrower widths can be incorporated in some alleys while larger widths can be provided to facilitate truck loading if shown to be necessitated.

Those streets throughout the campus which would see the largest cross section will include the same 11-foot travel lanes in each direction, on-street parking, and 5-foot dedicated bicycle lanes. Given the goals of the campus to promote bicycling and a significant number of on-street parking spaces, a large portion of the future roadways would consist of this larger cross-section. The remaining future on-campus roadways would not provide either the on-street parking or the dedicated bicycle lanes. The determination of which roads have certain cross-sections will be based on the needs of the buildings in the vicinity of that roadway.

Main Drive is presently intended to be the only roadway which will not be modified in the immediate future as the campus is redeveloped. Currently, the cross section of Main Drive is intended to retain its historic alignment. Given the adjacent Department of State Site to the north of Main Drive, proximity of historic buildings and challeng-



ing topography, further studying and coordination would likely be necessary to accommodate any widening of Main Drive. See the Great Lawn Cameron Glen Urban Design Guidelines sub area for further explanation of Main Drive's proposed ROW.

Adjacent to the LRA Site, the only off-site roadway cross-section which is intended on being modified is along the northern portion of Aspen Street between Georgia Avenue and 16th Street. Aspen Street, as recommended in the Aspen Street Urban Design Guidelines Sub-Area, is proposed to be widened to accommodate one travel lane in each direction, on-street parking and dedicated bicycle lanes in both directions. As, Aspen Street approaches both Georgia Avenue and 16th Street, the on-street parking would be replaced with turn lanes to accommodate turning maneuvers.

Each of the street cross-sections proposed for the former WRAMC campus are shown in Section 3.3: Urban Sub-Area Design Guidelines.

Transit Access and Circulation Recommendations

The SAP recommendations anticipate the Site's proximity to existing and future transit service. Although census data indicates that the current non-auto mode share in the neighborhoods in the vicinity of the Site is already 55%, improved transit service within the Site and enhanced connections to adjacent transit services will help to promote the Site as an attractive location for employers, residents, and retail patrons.

Metrobus

Metrobus capacity concerns are raised in the DC's Transit Future System Plan. Future developments proposed by WMATA will continue to emphasize the Metro Express and Metro Extra rapid bus services along Georgia Avenue and 16th



Exhibit 4-177: Existing Transit Service

Street. In the short term, the Georgia Avenue and 30s Line Evaluation report from December 2009 identified that additional rush hour bus service for the Georgia Avenue Metro Extra line would mitigate overcrowding during the weekday morning and afternoon peak periods. Enhancements like the addition of buses to supplement service along Georgia Avenue and the improvement of cross-town bus service connecting the Site to District residents living east or west of the Site will help to address capacity concerns raised in the DC's Transit Future System Plan.

In addition to improving transit capacity within the vicinity of the Site and adjacent neighborhoods, transit improvements are proposed to improve transit service to and from in the Site. As part of the SAP's recommendation to widen Aspen Street, DDOT will consider adding transit amenities like bus shelters should rider volumes at the stops on Aspen Street warrant these enhancements.

Transit service will also be improved through the reintroduction of the K1 Metrobus Line or a line which operates in a similar manner. This line provided service between the Takoma Metrorail station and the former WRAMC campus, with stops within the campus provided along Main Drive prior to it being discontinued with the closing of the campus.

Metrorail

While service within the Metrorail system will not change as a direct result of the SAP, access to the Takoma Metrorail station should be improved through a variety of pedestrian, bicycle, and bus transit enhancements. The K1 bus line and improved connectivity between the former WRAMC campus and Georgia Avenue will also serve to ease the connection between the Site and Metrorail transit.

Streetcar

Due to recent growth of population, jobs, and retail in several neighborhoods in the District over the last decade, the District's infrastructure is challenged with the need for transportation investments to support the recent growth and to further strengthen neighborhoods. In order to facilitate streetcar operations into and throughout the campus, future planning would be necessary to establish appropriate routing, street design, and final stop locations. In order to meet these challenges and capitalize on future opportunities, DDOT has developed a plan to identify transit challenges and opportunities and to recommend investments. The primary goals of this effort are to provide satisfactory transit service throughout the District, to expand high-quality, high-frequency service to underserved areas, and to catalyze growth in underdeveloped neighborhoods. These goals are outlined in the DC's *Transit Future System Plan* report published by DDOT in April 2010.

A key element of the DC's *Transit Future System Plan* is the reestablishment of streetcar service in the District. Currently a proposed streetcar route along Georgia Avenue is scheduled to be studied in a future phase of planning. Preliminary streetcar system plans have explored a connection between the Takoma Metrorail station and downtown DC along Georgia Avenue. While the additional benefit of streetcar along Georgia Avenue would serve as a significant addition to an already robust transit system, incorporating streetcar within the Site could serve as an even larger amenity to the development program while also further enhancing sustainability efforts and catalyzing a sense of place for new development.

In order to facilitate streetcar operations onto and throughout the campus, future planning would be necessary to establish appropriate routing, street design, and final stop locations. A poten-

tial location for a stop internal to the campus has been identified along 12th Street between Elder and Dahlia Streets. This internal loop, if feasible, could further define the Town Center and establish a unique sense of vibrancy for the Site.

For the purposes of this Small Area Plan, a streetcar line entering the Site from Georgia Avenue is considered to be initially constructed as an "orphan" line with a future connection to the remaining streetcar network. A streetcar vehicle maintenance facility would be required to service vehicles as well as maintain safe and secure vehicle storage. As part of this SAP planning process, two locations within the Site are recommended to house a vehicle maintenance facility (VMF). One of these locations would incorporate the VMF below grade in the vicinity of 13th and Elder Streets, and the other location to be studied would be in the vicinity of the "Creative and Arts" area north of Aspen and 13th Streets, an area presently with a cluster of industrial type of buildings. Also in order to permit an orphan line, future studies should include infrastructure improvements to accommodate a maintenance yard, turn around space for pocket tracks, power stations, and space to ensure platforms are adequately placed and integrated to the streetscape. Of course, future infrastructure studies may identify other possible streetcar alignments and locations for VMFs as the Site and surrounding area develop over the next few years.

Truck Access and Circulation Recommendations

Loading activities throughout the former WRAMC campus should be conducted in such a way as to minimize the disturbance to the pedestrian environment and on-street traffic flow. To this end, loading operations should be conducted off of alleyways and service roadways to maintain the safety of all modes of travel but especially for



pedestrians and cyclists by reducing the number of curb cuts and therefore the number of disruptions to sidewalks and bicycle facilities. Where possible, service and loading facilities should share entrances with parking garages in order to further reduce the disruption to pedestrian, bicycle, and street operations.

Adequate off-street space for service and loading vehicle maneuvering should be provided within each parcel such that all ingress and egress maneuvers can be conducted using pull-in and pull-out movements only while alternative provisions for historic structures may need to be developed on a case-by-case basis. Providing sufficient space for all ingress and egress maneuvers to be conducted using forward movements removes the need for service and loading vehicles to back onto or off of the street, thereby reducing conflicts between backing trucks and pedestrians, bikes, and automobiles and improving safety for all road users.

Loading facilities should be designed using all applicable District design guidelines, including zoning regulations for loading dock and service area sizing and DDOT best practices for loading operations. For further guidance on loading and access see the Urban Design Guidelines Section.

Pedestrian Access and Circulation Recommendations

Pedestrian connectivity and accessibility throughout the former WRAMC campus is essential for a successful and sustainable project. While access to the existing campus is completely blocked from the community due to the security constraints previously in place, the future Site proposes improving pedestrian connectivity to allow efficient circulation throughout while providing pedestrian accessibility consistent with DDOT standards.

The most notable improvements will be the connection of new north-south and east-west linkages. The connection of Dahlia Street through the Site will allow full access from Georgia Avenue to the DOS parcel, while new connections along Fern Street and Aspen Street will improve access to Georgia Avenue. The new network of north-south connections through the Site will provide pedestrian connections between Aspen Street and Fern Street along 12th and 13th Streets. Additional street access within the Site will include connections to Luzon Avenue, and 14th Place. This collection of penetrating streets and pathways will provide direct access into the Site from Georgia Avenue and from the adjacent neighborhoods to the north and south.

The landscape component of the Reuse Plan identified a series of off-street sidewalks and mixed-use pedestrian and bicycle paths to facilitate circulation throughout the Site and connectivity to the adjoining streets, including Georgia Avenue, 16th Street, Fern Street and Aspen Street. Per DDOT standards, these mixed-use pedestrian and bicycle paths will be required to be designed to a minimum width of 10 feet.

There are also a number of noted deficiencies in the existing conditions connecting the former WRAMC campus to its surroundings. Most notably, Aspen Street was identified for widening and improvement on the LRA Site side. The recommendation is to include sidewalks and on-street parking on the north side of Aspen as well as bike lanes on the street.

The combination of sidewalks along the LRA Site street network and off-street sidewalks and trails that are recommended is designed to provide the necessary linkages between the campus developments and the surrounding community and transit services. To this end, wayfinding signage will also be included throughout the Site to guide pedestrians to regional destinations like

the Georgia Avenue commercial corridor and to transit services like major Metrobus lines and the Takoma Metrorail station. These future improvements will ensure the community and visitors to the Site are able to conveniently access the campus.

Bicycle Access and Circulation Recommendations

Similar to the pedestrian network discussed above, the existing bicycle network around the former WRAMC campus has been blocked by the existing security constraints. In the future, these will be removed allowing for an efficient and complete set of bicycle facilities. The expanded street circulation network throughout the Site will provide enhanced connectivity for cyclists. New routes along all site roadways will provide continuous connections across the Site for both north-south and east-west travelers.

The SAP specifies in a later section that on-street bike lanes should be provided wherever possible in order to provide efficient and protected routes to cyclists. Where space does not exist within the roadway cross-section for dedicated bicycle lanes, it calls for alternate treatments to ensure the safety of cyclists. These treatments include shared lane facilities marked by "sharrows" to indicate that cars should share travel lanes with bicycles or widened sidewalks to provide shared off-road facilities for both pedestrians and cyclists.

Connections can also be made from the edge of the Site to new external bicycle facilities proposed as a part of the 2005 Bicycle Master Plan. These facilities include bicycle lanes to be included as a part of the reconstruction of Aspen Street and new multi-use trails traveling north-south along 16th Street through the eastern edge of Rock Creek Park and east-west along Missouri Avenue and Military Road connecting Rock Creek Park

