

NoMa STREETSCAPE GUIDELINES

STREETS AS LINEAR PARKS

In the next few pages, you will find a summary of the NoMa Streetscape Guidelines, including details on the materials, pavers, street furniture, plantings, and soil systems that will bring great streets to NoMa. NoMa is a flourishing neighborhood with a dense and active mix of uses. The NoMa Streetscape Guidelines represent an important tool for the private sector to help realize the NoMa Vision and Development Plan and the NoMa Public Realm Design Plan goals: transforming NoMa's streets into linear park spaces, encouraging the use of public space, and providing a healthier city for all. It provides a clear set of guidelines for public space design in NoMa with a few major goals in mind:

- 1) Encourage growth of a large, healthy tree canopy
- 2) Enliven street activity by creating streets that support active use by workers, residents, and visitors
- 3) Provide accessible and easily walkable pedestrian paths
- 4) Promote sustainable practices

We encourage all NoMa property owners to reshape public space and treat streets as linear parks. A key component in fulfilling these goals is the use of suspended pavement systems. These systems support sidewalk pavers while protecting soils from compaction, allowing for healthy tree roots and providing stormwater capture. They also reclaim space for pedestrians in the right-of-way (ROW). These guidelines have been approved by the District Department of Transportation (DDOT). Other agencies and entities involved in the development of these guidelines include the DC Office of Planning, the District Department of Energy and Environment, and the NoMa Parks Foundation.

All streetscapes using non-standard material will require approval by DDOT on a case-by-case basis. Approvals typically require the applicant to record a maintenance agreement with the District, inclusive of any work required by utility repairs and improvements.

PRIMARY STREETS



First Street NE is NoMa's Main Street and serves as the backbone for the area. Due to its central location, north-south orientation, wide ROW, and broad sidewalks, much of First Street is already active and appealing. The balance of space has strong potential to add to this great street in NoMa.

K Street NE is NoMa's widest ROW, which will allow incorporation of the Guidelines to the maximum extent possible. It has the potential to become a lush, linear park that can connect through NoMa and toward North Capitol Street and the downtown core.

L, M, and N Streets NE are NoMa's most intensely mixed-use streets. They also serve as secondary collector streets that tie NoMa to the east and west portions of the city.

2nd Street, Delaware Avenue & Patterson Street NE are narrow, often without setbacks, and so are the most challenging of the streets for implementing the goals of the Guidelines.

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STREET SECTIONS

The descriptions below are supplementary to the full NoMa Streetscape Guidelines. Please note that all maximum scenarios recommend Silva cells (or other suspended pavement system) and Washington Globe light fixtures, spaced at 70' on center, except for 2nd Street, Delaware Avenue, and Patterson Street, where fixtures should be placed with the typical street tree module. Maximum scenarios feature non-standard DDOT materials and minimum scenarios feature standard DDOT materials.

FIRST STREET NE



Minimum (DDOT Standard)*:

The primary paving material is the standard DDOT exposed aggregate concrete. In order to obtain acceptable minimal canopy coverage, at least seven trees will need to be planted within a typical block face.

Maximum (DDOT Non-Standard):

There are two scenarios to choose from for maximum tree canopy growth for First Street NE. Soil volumes proposed in both will allow the establishment of seven to eight large canopy trees as well as understory trees within full beds of lush plantings. The establishment of a single row of large species street trees spaced 35' on center along with understory trees will promote the street as a linear park and provide numerous opportunities for the creation of appealing conversational spaces.

K STREET NE



Minimum (DDOT Standard)*:

Planting trees with 35' spacing will establish the minimum acceptable canopy coverage. The primary paving material is the DDOT exposed aggregate concrete.

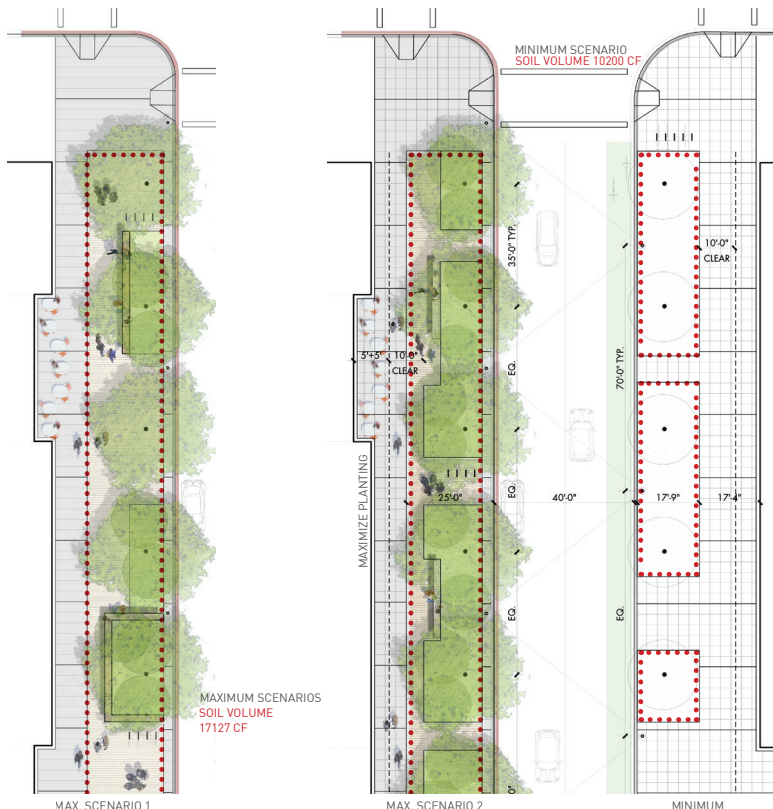
Maximum (DDOT Non-Standard):

The maximum option includes a double row of street trees, spaced 35' on center, that will establish a lush, full canopy. Soil volumes will allow the establishment of 15 canopy trees. Permeable pavers and Silva cells (or other suspended pavement system) enable recommended soil volumes. The plan shows a typical 2.5' stone step-off zone. Raised planters at seat height provide informal seating and social gathering spaces.

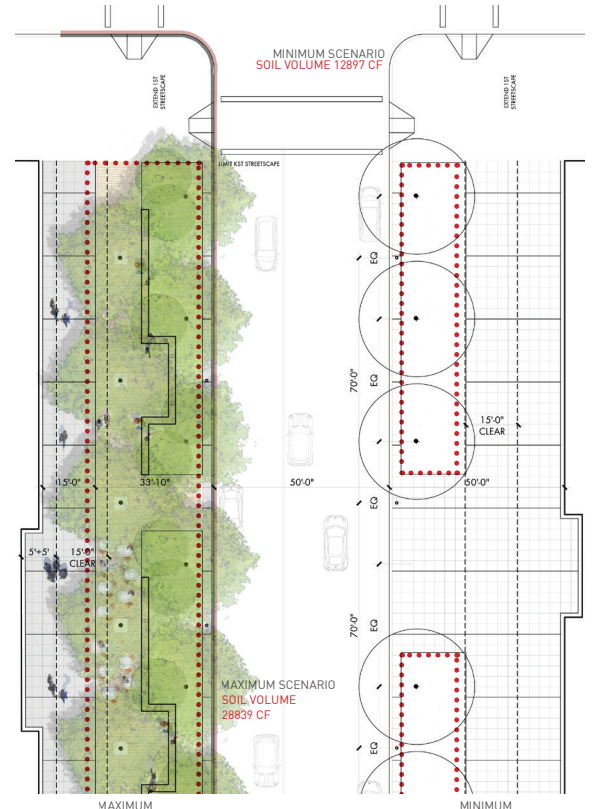
* Minimum (DDOT Standard) scenarios all require soil volumes sufficient to support the establishment of medium-sized trees.

STREET PLAN VIEW

FIRST STREET NE



K STREET NE



NoMa STREETSCAPE GUIDELINES

STREET SECTIONS

L, M & N STREETS NE



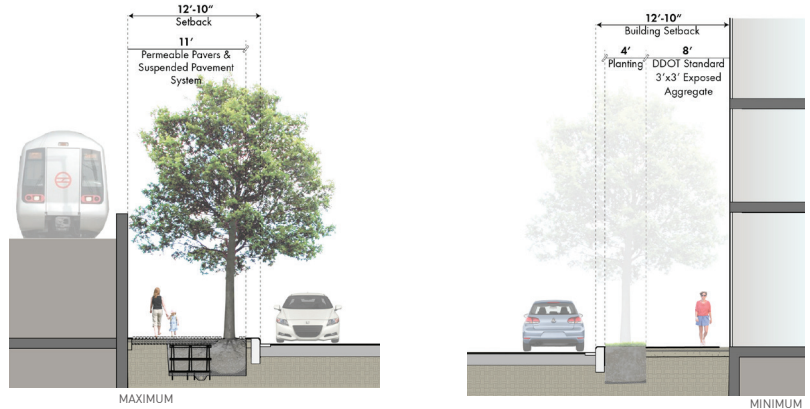
Minimum (DDOT Standard)*:

In order to obtain the target canopy cover, at least seven trees need to be planted in a typical block face. The primary paving material is the standard DDOT exposed aggregate concrete.

Maximum (DDOT Non-Standard):

Like First Street NE, there are two scenarios to choose from for a maximum tree canopy on L, M, and N Streets NE. They require a soil volume that will allow seven to eight mature canopy trees as well as understory trees within full beds of lush plantings. Streetscape should include a single row of large street trees spaced 35' on center.

2ND STREET, DELAWARE AVE, AND PATTERSON STREET NE



Minimum (DDOT Standard)*:

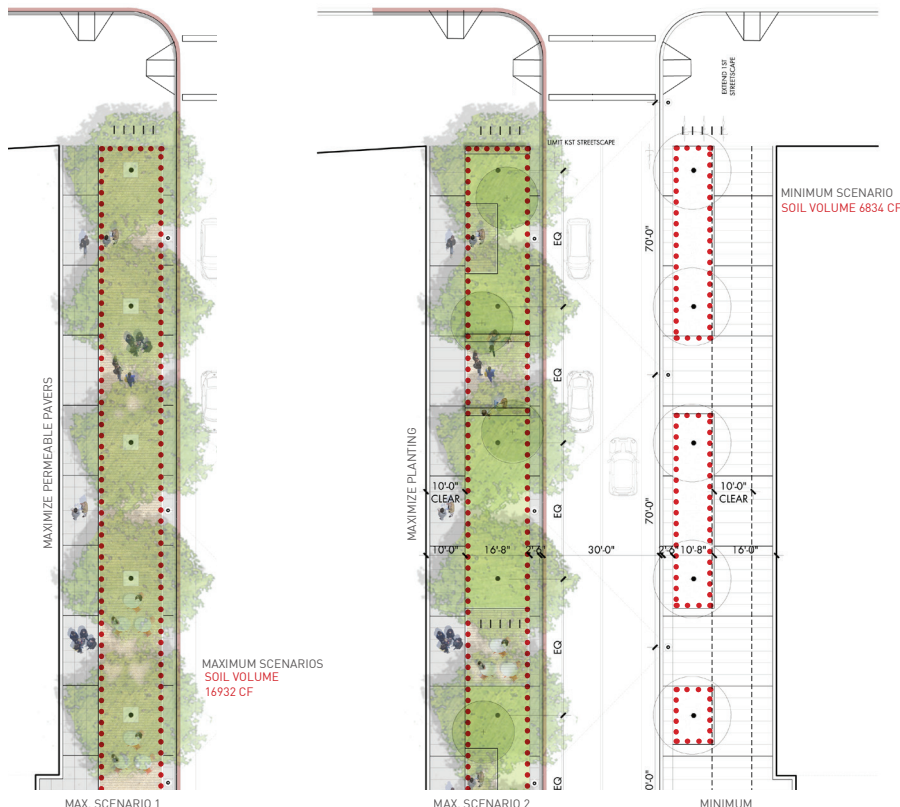
Due to the narrow street width, only three to four medium trees will be possible.

Maximum (DDOT Non-Standard):

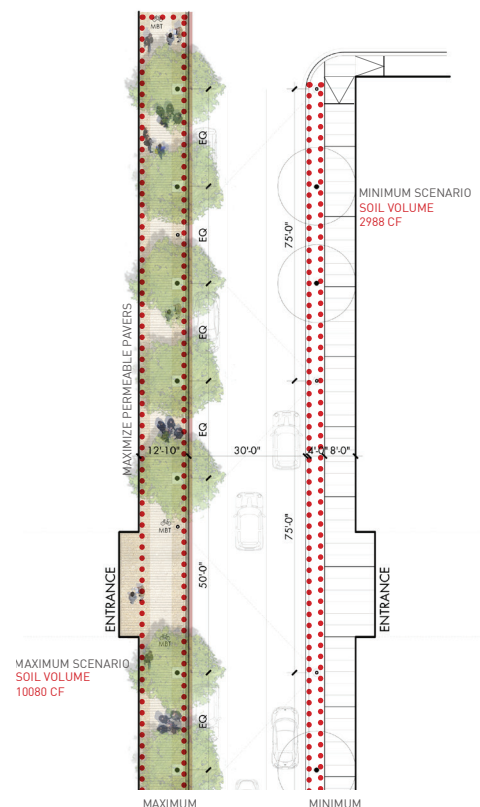
Requires a soil volume that will allow the establishment of nine to ten medium trees (six large, mature canopy trees). This may be accomplished through the use of permeable pavers placed on Silva cells (or other suspended pavement system) to provide growing conditions that promote larger, healthier trees.

STREET PLAN VIEW

L, M & N STREETS NE TYPICAL BLOCK



2ND STREET, DELAWARE AVENUE, AND PATTERSON STREET



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STREETSCAPE MATRIX

PROPOSED STREET COMPOSITION & MATERIALS

Street	Dimensions										
					Maximum Scenario			Minimum Scenario			
	Total ROW	Building to face of curb	Cart Path	Step Out	Permeable Pavers & Suspended Pavement System	Walk	Max. Soil Volume per Canopy Tree	Plant area	Walk	Min. Soil Volume per Canopy Tree	Tenant Zone *
1st Street	110'	35'	40'	2'6"	21'8"	31'8"	2141 CF	10'	21'8"	1457 CF	5'*
2nd Street											
Delaware Av. & Patterson St.	60'	12'10"	30'	-	12'	12'	1008 CF	4'	8'	747 CF	-
L, M & N Street	90'	30'	30'	2'6"	16'8"	26'8"	1881 CF	10'	16'8"	759 CF	-
K Street	150'	50'	50'	2'6"	36'8"	46'8"	1923 CF	15'4"	31'4"	1612 CF	5'*

Street	Materials					Trees & Furnishings							
		Maximum Scenario	Minimum Scenario			Maximum Scenario				Minimum Scenario			
	Street Light	Walk	Walk	Curb	Gutter	Spaced on center	Distribution	Size	Others	Spaced on center	Distribution	Size	Others
1st Street	DDOT standard	Exposed Aggregate & Permeable Pavers	Exposed Aggregate	Granite	Brick	35'	curb-side row	large	understory trees	35'	curb-side row	medium	-
2nd Street													
Delaware Av. & Patterson St.	DDOT standard	Permeable Pavers	Exposed Aggregate	Granite	Brick	25'	curb-side row	medium	-	50'	curb-side row	medium	-
L, M & N Street	DDOT standard	Exposed Aggregate & Permeable Pavers	Exposed Aggregate	Granite	Brick	35'	curb-side row	large	-	35'	curb-side row	medium	-
K Street	DDOT standard	Exposed Aggregate & Permeable Pavers	Exposed Aggregate	Granite	Brick	35'	double row	large	understory trees	35'	curb-side row	large	-

* Minimum space provided for the tenant zone is 5 feet. Additional space (a minimum of 5 feet) will be added to the tenant zone where buildings are setback on the groundfloor.

MATERIALS MATRIX

Recommended materials for use in maximum and minimum scenarios.

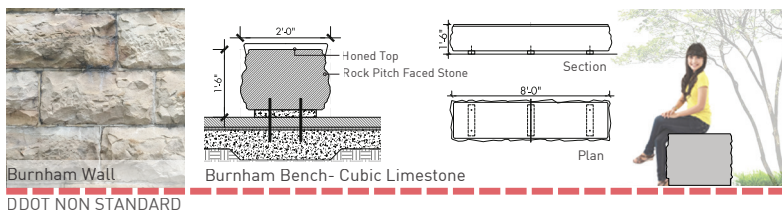
PAVING



PLANTING



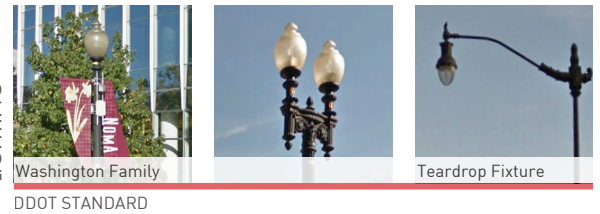
SEATING



SEATING



LIGHTING



PLANTER EDGING



BIKE RACKS TRASH & RECYCLING



BOLLARDS



DDOT STANDARD
DDOT NON STANDARD