













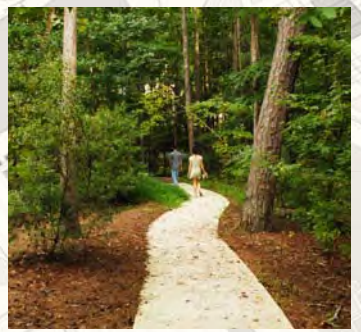


BEAUREGARD

URBAN DESIGN STANDARDS & GUIDELINES

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DUANY PLATER-ZYBERK & CO.

& DOVER KOHL & PARTNERS

MARCH 18, 2013

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Chapter 1: Introduction

1.1 Intent of Standards and Guidelines

(1) These Design Standards and Guidelines (Standards and Guidelines) contain standards and guidelines that impact the design and character of development within CDD #21 and CDD #22. This document augments the Bearegard Small Area Plan (BSAP) and is intended to ensure the highest quality urban and architectural designs that affect the public realm. Their purpose is to shape high-quality public spaces and streetscapes with buildings and other physical features to create a strong sense of place that can become an amenity and model of sustainable growth for Alexandria. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals, requirements and this document.

(2) These Standards and Guidelines ensure high quality design within the CDD #21 and #22. Standards shall require a higher level of review and the expectation is that new development will be required to comply with these Standards. Any deviation from the standards contained herein shall be evaluated and determined through the Development Special Use Permit (DSUP) process. Guidelines are advisory and new development is encouraged to incorporate them as appropriate.

(3) These Standards and Guidelines are exclusively applicable to new development within CDD#21 and CDD#22. Existing buildings shall not be impacted by these Standards and Guidelines, unless a site plan or development special use permit is required due to building and /or site improvements.

(4) The provisions of these Standards, when in conflict with other codes and standards, shall take precedence for issues related to urban and architectural design; however, these provisions shall not supersede any existing Building Code, Fire Code and/or other standards which relate to life safety and/or health issues.

(5) Special Conditions for each neighborhood in Chapter 9 may supersede the Standards and Guidelines described in Chapters 4 - 8.

(6) The photographs provided throughout these Standards and Guidelines are intended to illustrate the design principles stated herein and are for illustrative purposes only. The illustrative plan, building footprints, blocks sizes and massing are also shown for illustrative purpose and meant to help demonstrate future development within the CDD #21 and #22 .

(7) The form of urban areas and compatibility of mixed-uses should be secured through regulating the form of buildings. These Standards and Guidelines do not apply to the interior of buildings.

1.2 Guiding Elements

This document is based on the following elements:

(1) Integrate Transit, Land Use and Urban Design;
(2) Create Seven Distinct Neighborhoods;
(3) Encourage Diversity of Uses and Housing;
(4) Integrate Urban Ecology -Sustainability;
(5) Provide an Interconnected Open Space Network;
(6) Ensure Compatibility with the Existing Neighborhoods; and
(7) Encourage Economic Sustainability.

1.3 Planning Principles

The intent and purpose of these Standards and Guidelines is to implement the following:

a) The Community

(1) Compact, pedestrian-oriented and mixed-use development will be the pattern of development.
(2) Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
(3) Interconnected networks of streets to disperse traffic and reduce the length of vehicle trips.
(4) A range of housing types, sizes and price levels should be provided to accommodate diverse ages and incomes.
(5) High building densities and a mix of land uses should be concentrated within walking distance of transitway stops.
(6) Civic, institutional, and commercial activity should be in centrally located areas, not isolated in remote single-use complexes.
(7) A range of parks, squares, playgrounds, and open space should be distributed within neighborhoods.
(8) At the time of development, green infrastructure strategy should use best practices consistent with city guidelines, storm water management standards, and green building policies.

b) The Block and the Building

(1) Buildings and the streetscape will define the streets, open spaces and civic spaces.

(2) Block structure should adequately accommodate automobiles while also addressing the needs of pedestrians and the use of public areas.

(3) The design of streets and buildings should contribute to safe, accessible environments, with active uses adjacent to the streets and open spaces. Architecture and landscape design should reflect local climate, topography, history, and building practice.

(4) Public gathering places should be distributed to locations that reinforce neighborhood identity.

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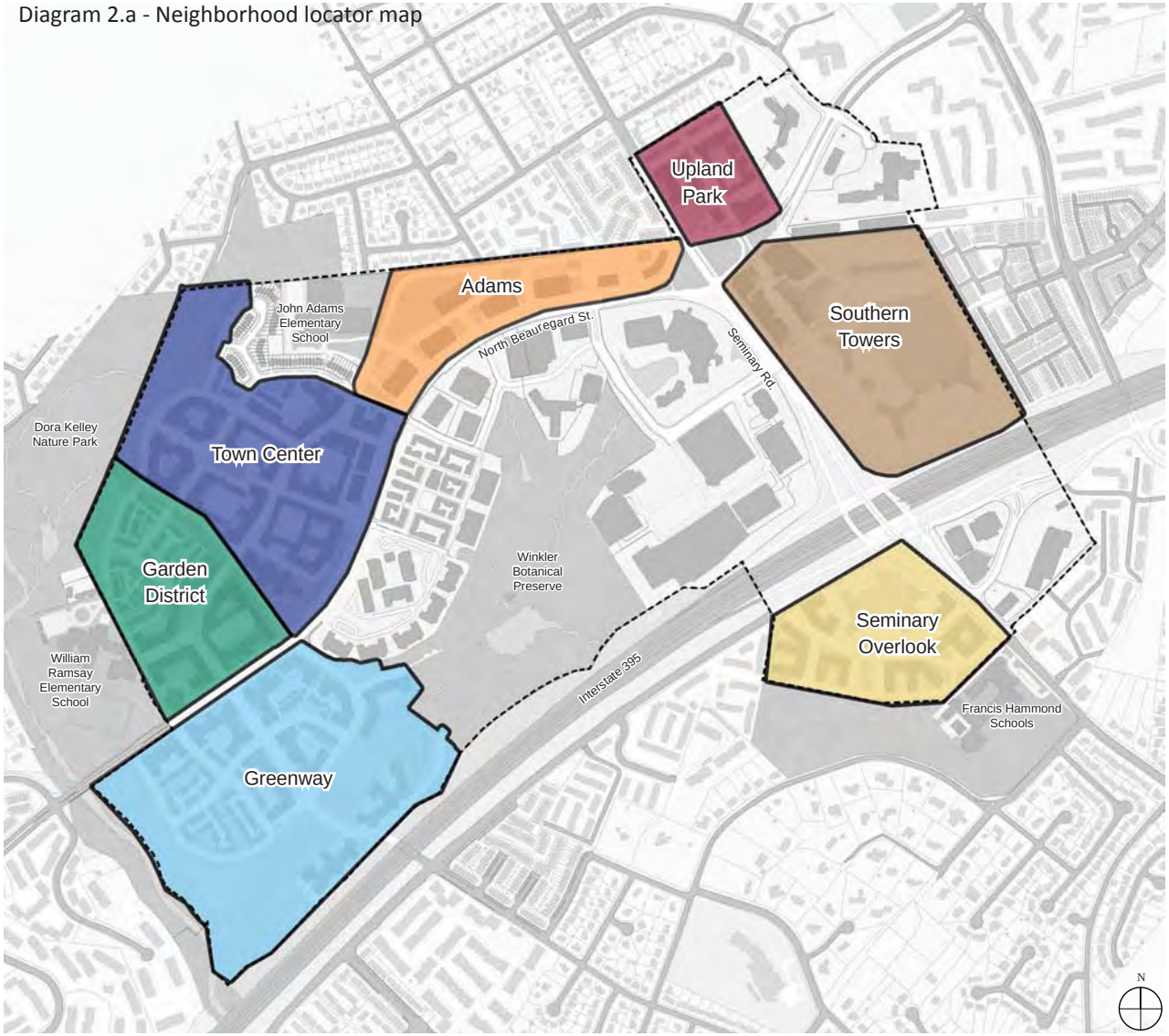
Chapter 2: Neighborhoods

Cities and neighborhoods have physical forms that vary in character, use and intensity. Generally, there is the greatest mix of uses and intensity and most urban character found at the neighborhood centers, along primary corridors, or near transitway stops. These differences in the neighborhoods compliment each other and contribute to the urban experience of the City. It is the intent of this document to create seven unique and identifiable neighborhoods (Diagram 2.a).

Additional detail on the neighborhoods can be found in Chapter 9, Neighborhood-Specific Standards and Guidelines.

Diagram 2.a - Neighborhood locator map



a) Seminary Overlook Neighborhood

The Seminary Overlook neighborhood contains the existing Seminary Hill and Seminary Towers apartment communities. The Seminary Hill community consists of 2- and 3-story garden apartments, while Seminary Towers consists of two 13-story apartment towers. Both communities were built in the early 1960's.

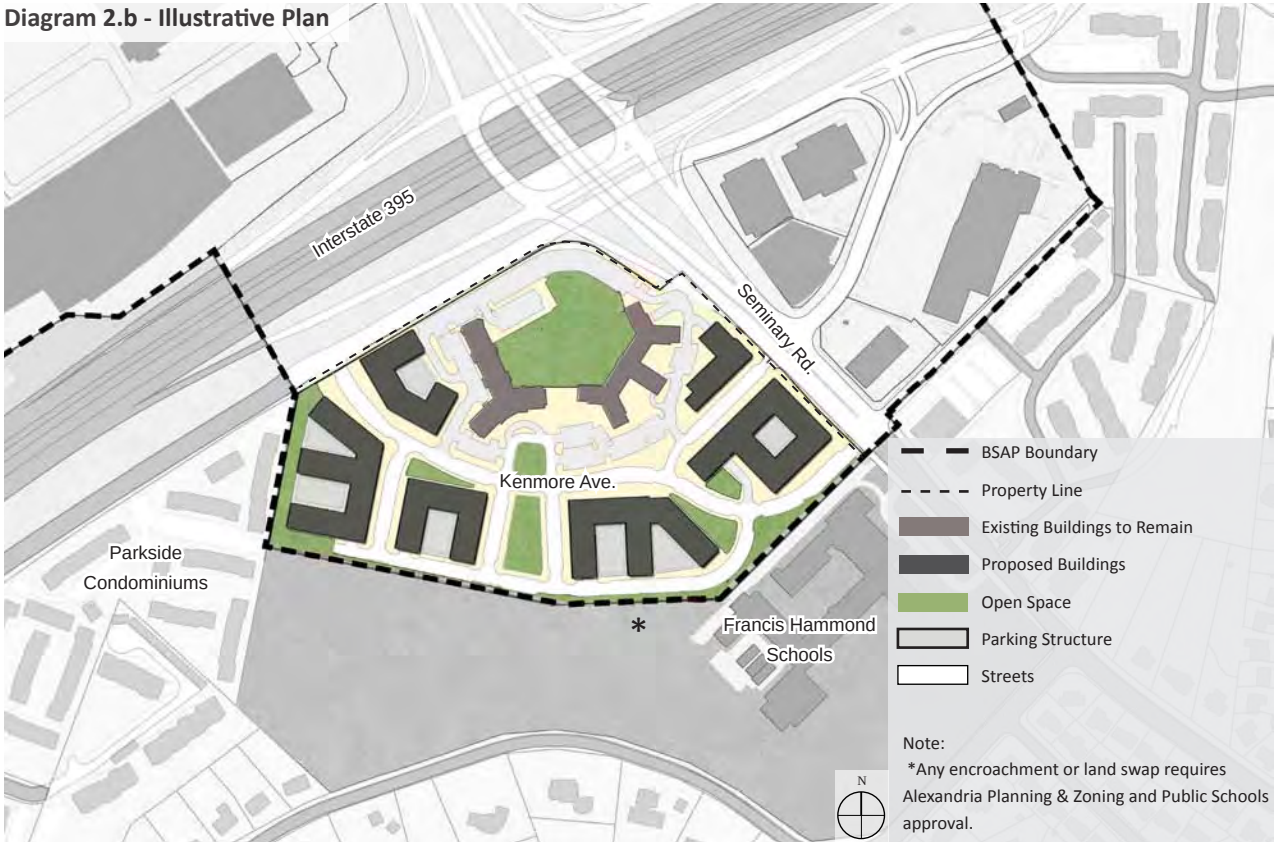
The BSAP recommends that the neighborhood could be redeveloped in the future with 4-5 story multi-family residential buildings with underground parking and compact urban block sizes that will facilitate movement through and around the site. Across Kenmore Ave. within the neighborhood, the CDD Concept Plan recommends that two 4-5 story multi-family residential infill buildings could be developed, which will replace existing surface parking lots with buildings that front and frame Kenmore Ave. The infill buildings will help complete the transformation of Kenmore Ave. (relocated) from a car-oriented street, lined primarily with surface parking lots, to a street defined by buildings with ample sidewalks for pedestrians and on-street parking. The new buildings will have a scale relative to the street and will provide for transitions to adjacent neighborhoods through height transitions and/or with the use of outward-facing courtyards that reduce building mass adjacent to the existing buildings to the west (Parkside Condominiums).

The central design feature of the Seminary Overlook neighborhood will be the development of a central public green that is prominently located along Kenmore Ave. and will serve as the heart of this primarily residential neighborhood. The green will further help to join together the new residential buildings with the existing Seminary Towers, which are expected to remain.

An additional key component of redevelopment in the Seminary Overlook neighborhood will be the realignment of the eastern half of Kenmore Avenue to meet Seminary Rd. at the existing signalized intersection of Seminary Rd. and Library Lane. The realignment will create direct westbound access to Seminary Rd. from Kenmore, as well as help address traffic circulation. The realignment will also enable an enhanced pedestrian crossing for the community and school to the adjoining library and retail. As part of the improved road network, a new dedicated bike trail will run north-south through the neighborhood connecting the Parkside community with Seminary Rd. (see Diagram 3.g)

Courtesy of RocketDogPhoto

Diagram 2.b - Illustrative Plan



b) Southern Towers Neighborhood

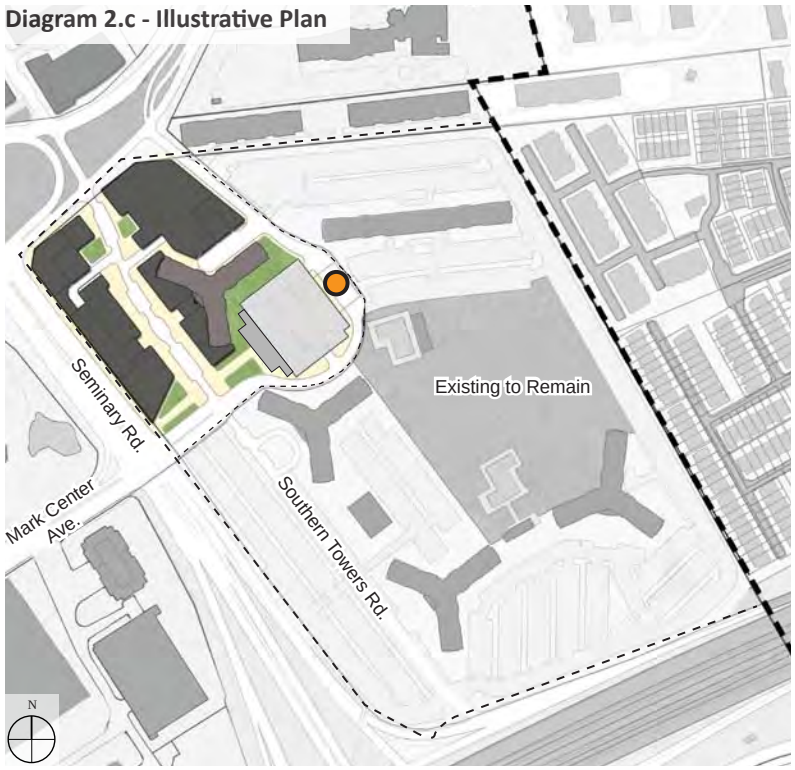
Southern Towers has access to transportation including direct access from southbound I-395 and currently provides the community with approximately 2,300 residential units. This community serves as an important residential hub for Alexandria and through the planning and rezoning process will become an even better place to live.

The northwest corner of Southern Towers is to include a new hotel, retail space with potential grocery store, office and multifamily residential. The existing residential building, the Berkeley, will continue to operate and will be the anchor to this new mixed-use environment. This portion of the property will be characterized by wide sidewalks, a high capacity transit station, and an active and inviting "main street" with retail uses. A new plaza and new open space will serve the entire Southern Towers community and offer residents and visitors a place to socialize and interact.

The balance of Southern Towers will continue to maintain its residential character with its apartment towers which include the existing retail and commercial spaces.

Courtesy of Humane Design

Diagram 2.c - Illustrative Plan



- BSAP Boundary
- Property Line
- Southern Towers CDD #21 Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Stop

c) Upland Park Neighborhood

The Upland Park neighborhood is primarily planned as a residential neighborhood but is also planned to include commercial and retail uses. The most distinctive feature of the neighborhood will be the large central public open space around which the buildings and uses are organized. The two eastern blocks, which will eventually form the western edge of the ellipse, are planned as commercial uses, such as a hotel, retail and office uses. These buildings will provide an urban edge and a definition to the ellipse, while also serving to embrace and define the neighborhood's interior spaces.

The two quadrants to the west are each planned as residential multifamily buildings. Ground floor units in these buildings will address the neighborhood streets and as such will have front doors and protected entries along the tree lined sidewalks. The north western edge of the neighborhood is planned as a row of rear-loaded town homes that address the interior neighborhood street while also providing a low scale transition to the established neighborhood of single family homes to the west.

The central open space which organizes and provides a focus for the Upland Park neighborhood also connects directly to the greenways along the neighborhood frontages of N. Beauregard St. and Seminary Rd., and through the greenway, to the other neighborhoods (both existing and proposed) within the Plan Area.

The interim plan, as shown in Diagram 2.e, is based on retaining the existing building at the intersection of N. Beauregard St. and Seminary Rd. If and when the property containing this building becomes available, development of a hotel or office building in that location may be realized as depicted in Diagram 2.d. and envisioned in the BSAP The interim plan will be depicted throughout this document.

Diagram 2.d - Proposed Illustrative Plan

Diagram 2.e - Proposed Interim Plan

- BSAP Boundary
- Property Line
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Deck
- Parking Structure
- Streets
- Alley

N

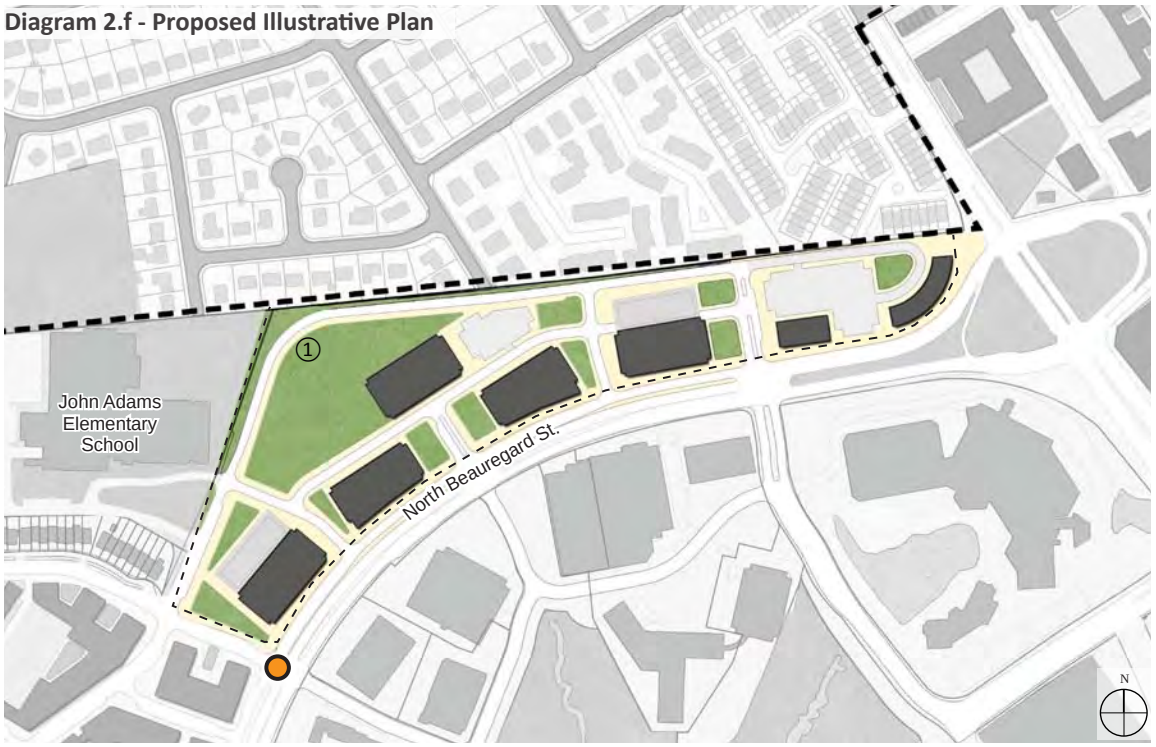
d) Adams Neighborhood

The Adams neighborhood includes the office component that is a critical element in the overall mixed-use development concept proposed by the BSAP. The redevelopment will include the demolition of the existing six office buildings and the construction of new office buildings varying in height between six and eight stories, a restaurant and a six-story hotel. The hotel, fronting on the intersection of North Beauregard St. and Seminary Rd. (the ellipse) will frame one of the corners of the intersection, forming a welcoming entrance to the western part of the corridor.

The neighborhood is within walking distance of the new Town Center. The combination of an enhanced sidewalk along the N. Beauregard St. frontage and the new streets will promote the utilization of the proposed network of pedestrian and bicycle systems as an alternative form of transit for the residents and office tenants in the area. The design of the offices will include improved street access to the buildings for the tenants and visitors and will be integrated with its surroundings to allow for a more attractive relationship between the buildings and street frontage. The height of these office buildings has been restricted and the setbacks from the adjacent residential areas have been established so as not to dominate the view sheds for residents in the neighborhoods. The location of these office buildings provides a separation and buffer from the adjacent existing residential neighborhoods while still encouraging connectivity between all of the uses.

The location and configuration of the streets have been designed and configured in cooperation with the adjoining John Adams Elementary school. The small area plan recommends the provision of an open space/ park that can also be used by the adjoining school and community.

Diagram 2.f - Proposed Illustrative Plan



BSAP Boundary
Property Line
Existing Buildings to Remain
Proposed Buildings
Open Space
Parking Structure
Streets
Proposed Transitway Stop

Note:
① The specific design and location of the street alignments will be determined as part of the DSUP process.

The location and design of the streets within the Adams Neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

e) Town Center Neighborhood

The Town Center is the most urban of the Beauregard neighborhoods with a mix of building types, uses, concentration of retail and open spaces. It is intended to provide quality neighborhood services and destinations within a five-minute walk of most residents.

The tallest new buildings are located here, in close proximity to one of the planned transitway stops in which contains the greatest mix of uses along wide sidewalks, all contributing to the creation of an active, highly walkable destination for residents, workers, transit users, and surrounding neighbors. Uses planned in the Town Center include offices, a hotel, retail shops (including a grocery store) as well as residential multi-family buildings. The neighborhood edges transition to lower-scale residential buildings (multi-family units and townhouses) to be compatible with the character of existing neighboring development.

Public open space is provided in a variety of types. The center of the neighborhood provides urban open spaces, hardscaped and softscaped squares. Whereas, at the edge of the neighborhood, a greenway and trail system is provided, connecting the Town Center to surrounding neighborhoods and open spaces.

Diagram 2.g - Proposed Illustrative Plan

f) Garden District Neighborhood

The Garden District neighborhood contains a variety of urban settings, mostly residential in character with the ability to add a smaller neighborhood-serving mixed-use center at a central location. Buildings are utilized to elegantly shape public spaces, defining the edges of walkable streets and neighborhood greens and plazas. A "durable outer shell" is proposed of mixed-use buildings and residential units on major street frontages (such as Beauregard) surrounded by a "soft center" of smaller scale townhouses and neighborhood greens. This blending of building types creates a grand presence along major street frontages and a smaller, more intimate residential experience on the interior streets. The advantage of this durable outer shell/soft center model is that a variety of housing types and uses can be combined within the neighborhood creating a complete community. Neighborhood open spaces and greens that are suitable in character for surrounding residential areas are provided. In addition, an enlarged greenway at the neighborhood edge provides new linkages with pedestrian connections to Dora Kelley Park, Holmes Run Park, The Winkler Preserve, Ramsay School and the Town Center neighborhood. In addition, a north-south mid-block pedestrian connection is planned to connect the adjoining open space and school. This neighborhood will contain the Fire Station and will be adjacent to the planned multi-purpose field (shown below) at William Ramsey Elementary School to be constructed by the City using developer contributions.

Diagram 2.h - Proposed Illustrative Plan See Key on page 2.6

Multi-Purpose field and adjacent Firehouse

g) Greenway Neighborhood

The Greenway neighborhood is similar in character to the Garden District neighborhood, also containing the ability to have a small neighborhood-serving mixed-use center, a “durable outer shell” of urban apartment buildings on major street frontages, and “soft center” of smaller scale development with neighborhood open spaces near secondary and tertiary streets. A greenway connection along the Resource Protection Area (RPA) connects Holmes Run Park and the Winkler Preserve. This greenway also contains a potential pond, intended to be utilized for stormwater management but also designed as a community amenity, as well as larger open spaces that could be used for other active uses (such as a dog park or a community garden).

Diagram 2.i - Proposed Illustrative Plan See Key on page 2.6

Courtesy of Laffingstock

Chapter 3: Plan Framework

a) Illustrative Plan

The Illustrative Plan is intended to portray the organization of its blocks, streets, public open spaces, and private development.

The Standards and Guidelines intend to regulate and encourage future development based on the vision represented by the Illustrative Plan. The specific design and location of the streets alignment and open space will be determined at the Development Special Use Permit (DSUP) process.

Diagram 3.a - Illustrative Plan

Diagram 3.a - Illustrative Plan

- BSAP Boundary
- Existing Buildings to Remain
- Fire station
- Proposed Buildings
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Route
- Proposed Transitway Stop

Note:
①The specific design and location of the street alignments will be determined as part of the DSUP process.

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b) Framework Streets

The framework streets (Diagram 3.b) are required as part of the redevelopment and will serve as the foundation for the required street grid. The framework street location, will be as generally depicted in (Diagram 3.b) The location of the non-framework streets will be determined as part of the DSUP process, subject to the block sizes and other applicable provisions of the Standards and Guidelines.

Diagram 3.b - Framework Streets

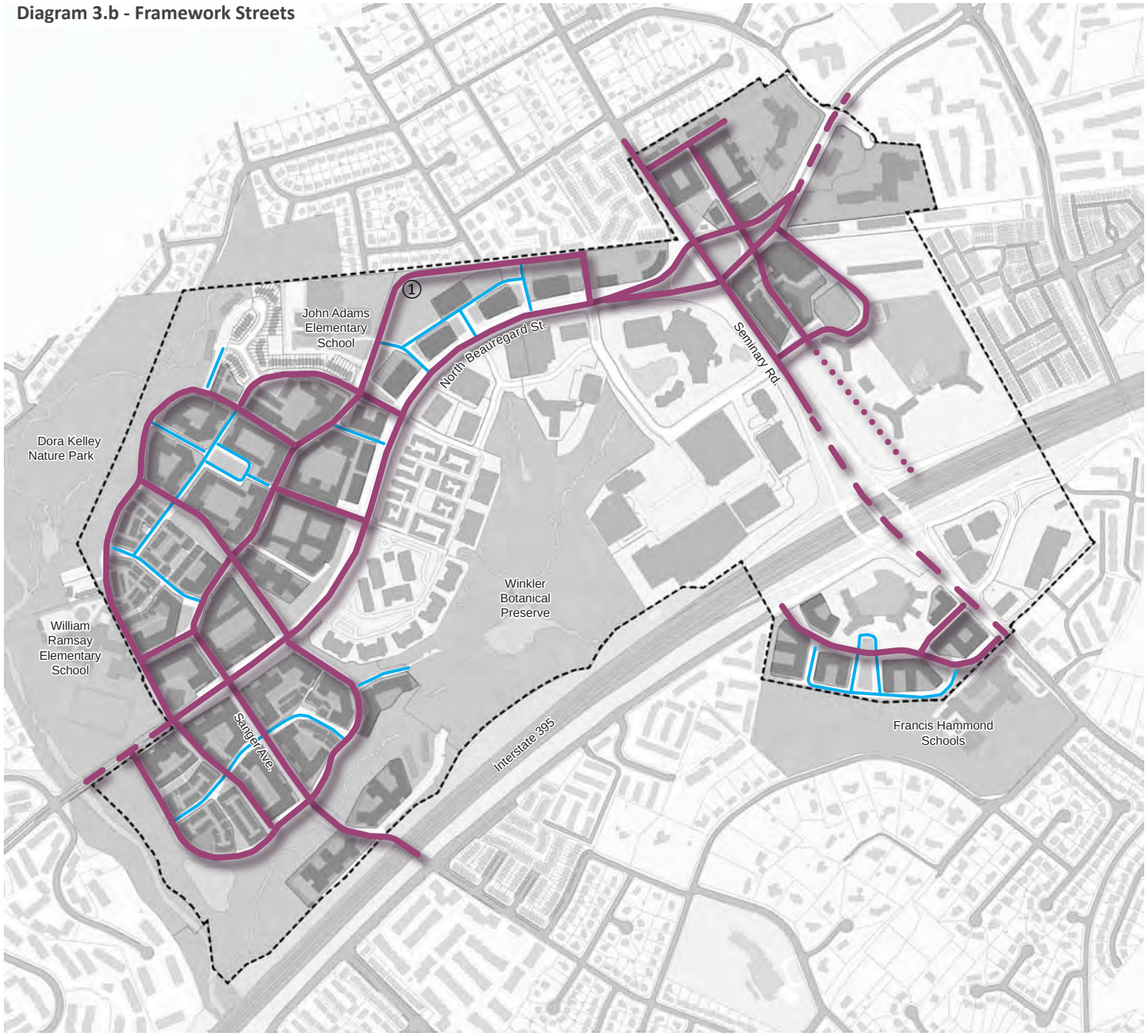


Diagram 3.b- Framework Streets

- BSAP Boundary
- Framework Streets
- Framework Street - Existing Drive Aisle Connection to Remain
- Framework Street - Existing Configuration to Remain
- Non-Framework Streets

Note:

① The specific design and location of the street alignments will be determined as part of the DSUP process.

The location and design of the streets within the Adams Neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

c) Street Hierarchy

The CDD #21 and #22 sites will be developed as compact, connected and convivial neighborhoods with everyday amenities within walking and cycling distance of all residents. The neighborhoods are based on a comprehensive design strategy to provide pedestrian-friendly streets and circulation. The streets are organized to form a permeable and fine-grained network where pedestrians and cyclists are given equal consideration as vehicular movement. The porous nature of the pedestrian and vehicular networks is intended to create internal connectivity and accessibility. The streets are conceived as "outdoor rooms" that provide the setting for a vibrant, high-quality public realm. Improved street connectedness will encourage walkability, bicycling and transit use, while also conserving energy and reducing carbon emissions. Streets shall be designed in context and scale with their urban form and land uses. A well-defined hierarchical system of connected streets featuring different widths, radii, and character shall respond to the high-quality street environment and circulation needs of the community to improve pedestrian safety, slow traffic and maximize the public realm. The hierarchy of streets is required to maintain a high-quality street environment and address a variety of needs for the users of the streets.

i. Standards

(1) The streets shall be built according to the Framework Street classification type assigned to each street as specified in Diagram 3.c.

(2) Streets shall be constructed in the location depicted in the approved CDD #21 and #22 Plans and to their appropriate cross-section dimensions as shown in this Chapter 7.

(3) The street hierarchy designations are as described below and shall meet the following requirements:

(a) **"A" street:** Primary streets include the major streets within the CDD #21 and #22 that manage a great deal of vehicular and pedestrian activity, and may accommodate transit. They are considered high priority for public realm improvements.

(i) Curb cuts, entrances to parking garage and service bays shall be prohibited along N. Beauregard St. and Seminary Rd. All other curb cuts, entrances to parking garages and service bays shall also be prohibited, unless otherwise not feasible for individual buildings. "A" streets are subject to the highest quality of architecture and streetscape. Access to alleys (excluding N. Beauregard St. and Seminary Rd.) may be permitted as part of the DSUP process.

(ii) Buildings shall front the street;

(iii) Active uses, shall be located on street and open space frontages for each level of the building.

(iv) Buildings with frontage on both Seminary Rd. and the new internal street should have entrances on the internal streets.

(b) **"B" Street:** Secondary Streets include smaller, community-scaled streets that connect different neighborhoods together. A high quality of architecture and streetscape is required.

(i) Buildings shall front the street;

(ii) Active uses shall be located on street frontages and open space for each level of the building, except as required for parking screening in Chapter 7.

(iii) Minimize the number of curb cuts per block on each side of the street.

(c) **"C" Streets:** Tertiary Streets include local, residential streets within the communities. They are typically only one to two-blocks long and typically connect to the Secondary Streets.

(i) Curb cuts for internal alleys and service shall be located primarily on these streets.

(4) The street network shall be designed to prioritize connectivity.

(5) Pedestrian access shall be provided along sidewalks, as well as through pedestrian mid-block passages in locations depicted in the approved CDD #21 and #22 Plans.

ii. Guidelines

(1) Streets should be built to consider all modes of transportation and should be consistent with the Complete Streets Policy.

(2) Streets should terminate at other streets, forming a network.

(3) Where possible, streets should connect to surrounding communities or pedestrian connections should be provided as shown in Diagram 3.g.

(4) Transitway stops should be well integrated into the urban environment and should be safe and accessible for users.

Diagram 3.c -Street Hierarchy

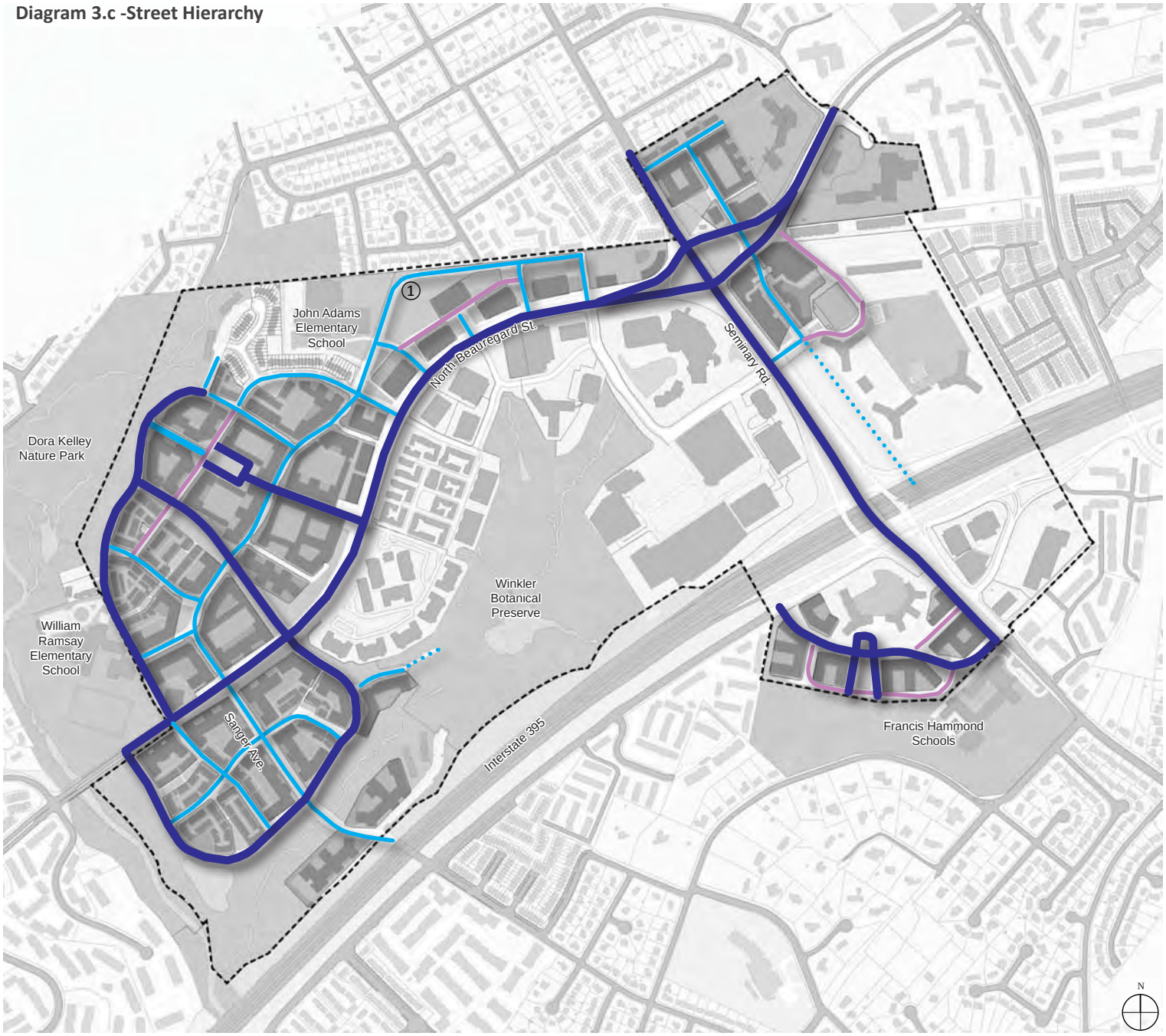


Diagram 3.c - Street Hierarchy

- BSAP Boundary
- "A" Street
- "B" Street
- "C" Street
- Existing Drive Aisle Connection to Remain

Note:

① The specific design and location of the street alignments will be determined as part of the DSUP process.

The location and design of the streets within the Adams Neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

d) General Land Use Plan

A balanced mix of uses and building types are necessary to keep a community socially vibrant and economically viable day and night. Residents should be afforded the opportunity to live, work, shop, play and learn within a community for it to be truly complete, healthy and sustainable.

i. Standards

(1) The Land Use Framework Plan assigns uses for certain blocks. Each block shall conform to the land uses specified, (Diagram 3.d) including all applicable provisions of the CDD zoning and concept plan.

(2) Affordable and workforce rental housing units shall be dispersed throughout the Plan area in neighborhoods containing residential units and shall include a mix of unit types, a mix of affordability levels and a mix of existing and new units, including accessible units.

(3) The neighborhoods shall be developed in the following manner:

(a) Seminary Overlook neighborhood shall be developed with residential uses.

(b) Southern Towers neighborhood shall be retail, hotel, office and /or multi-family residential uses.

(c) Upland Park neighborhood shall be office, retail, hotel and/or residential.

(d) Adams neighborhood shall be principally developed as office uses, with some retail and/or hotel uses.

(e) The Town Center has the greatest land use variety and shall be mixed use with retail, office, hotel and/or multi-family residential uses.

(f) Garden District shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.

(g) Greenway shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.

(h) Ground floor retail uses shall be provided in locations shown as Required Retail frontages on Diagram 3.d.

(4) Public open space shall be provided within each neighborhood as shown in Diagram 3.h, and should include types such as community gardens, passive open space, urban squares and neighborhood parks.

ii. Guidelines

(1) Ground floor retail uses may also be provided in locations other than those shown on Diagram 3.d (required and optional retail), however they must be approved as part of the DSUP process and must be deducted accordingly from the permitted floor area pursuant to the requirements of the CDD zoning.

(2) Retail uses are encouraged along Optional Retail Frontages.

(3) Facilities for flexible community functions should be considered as part of the DSUP process.

(4) Cultural and civic uses should be considered for each neighborhood to reinforce its distinct character as part of the DSUP process.

Diagram 3.d -General Land Use

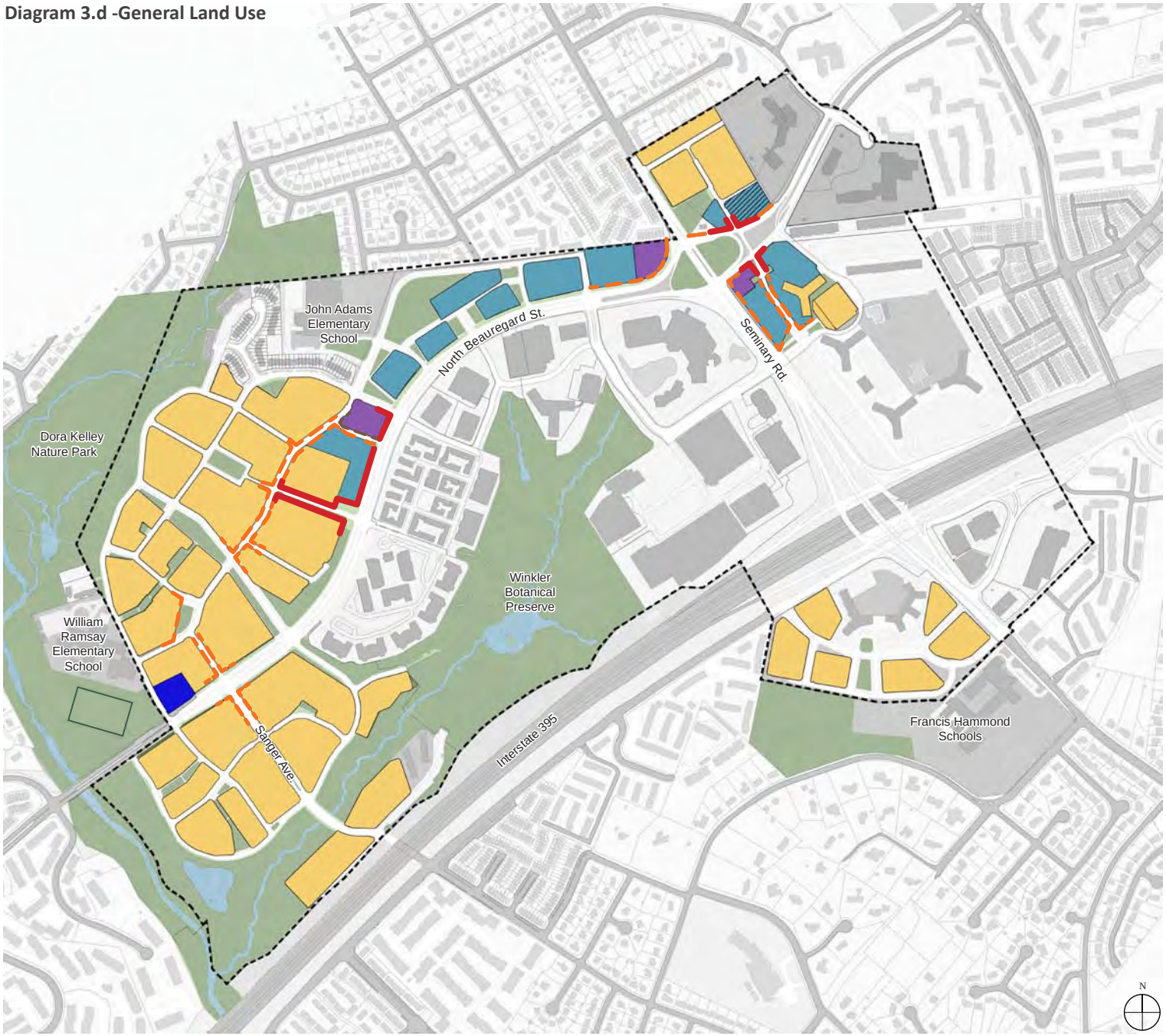


Diagram 3.d - General Land Use

- BSAP Boundary
- Office
- Office or Hotel Use
- Hotel
- Residential
- Open Space
- Fire Station
- Required Retail (Commercial or Mixed-use buildings)
- Optional Retail (May revert to its primary use)

e) Building Heights

Building heights, should relate to their surrounding context. The Building Heights Plan assigns a minimum and maximum height limit to each block. A diversity of building types and forms shall be accommodated. The highest heights are located in the Town Center, along Beauregard, and in close proximity to the transit stations.

i. Standards

(1) Each block shall conform to the building height specified in Diagram 3.e.2.

(2) New residential buildings taller than 100 feet shall have a clearly defined base, middle and top and shall use expression lines, changes in materials or articulations to distinguish these three building parts.

(3) The height of the interior parking structures shall be concealed from street view and shall not exceed the eave height of that building, and shall be subject to the applicable height requirements.

(4) Buildings shall be constructed to a minimum height of 40' for the areas shown in Diagram 3.e.1. Minimum height requirements shall not apply to interim uses in accordance with the CDD plan.

ii. Guidelines

(1) Ceiling heights and depths for various uses should be flexible to encourage a broad range of uses within different building types.

(2) The cornice line of a townhouse should not exceed 35 feet, or three stories. An optional fourth floor is permitted above the cornice line, provided it does not exceed 45 feet and is incorporated into a roof or provides a building stepback.

(3) The cornice line of a stacked townhouse should not exceed 45 feet, or four stories. An optional fifth floor is permitted, provided it does not exceed 55 feet.

Diagram 3.e.1 -Minimum Building Heights

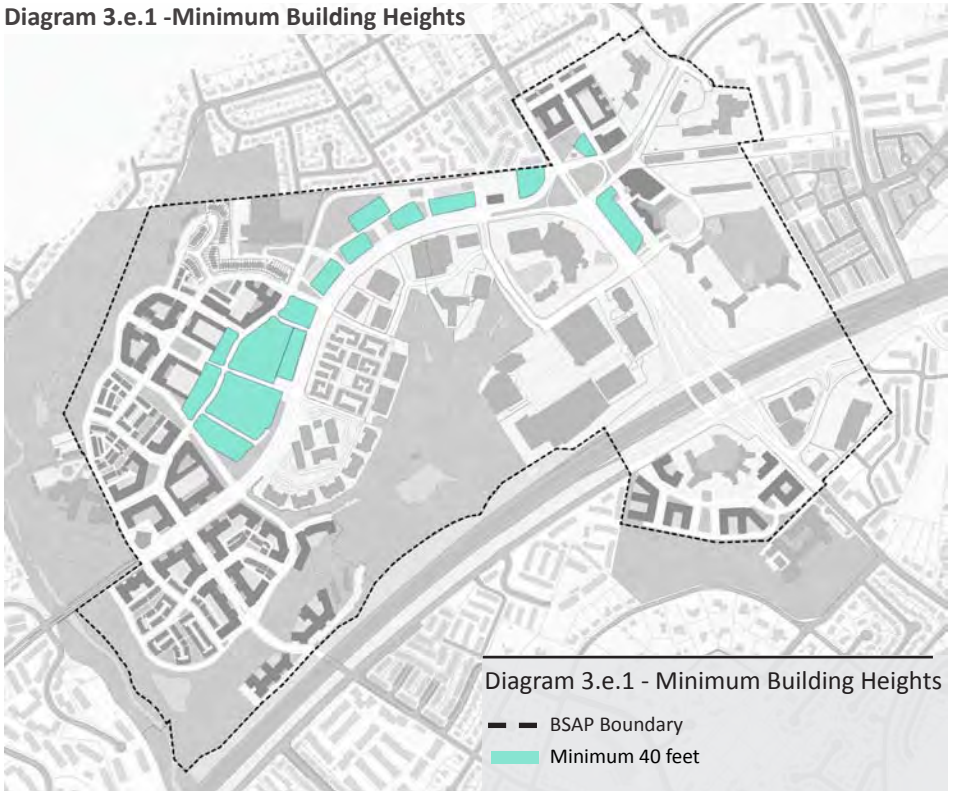


Diagram 3.e.2 -Building Heights

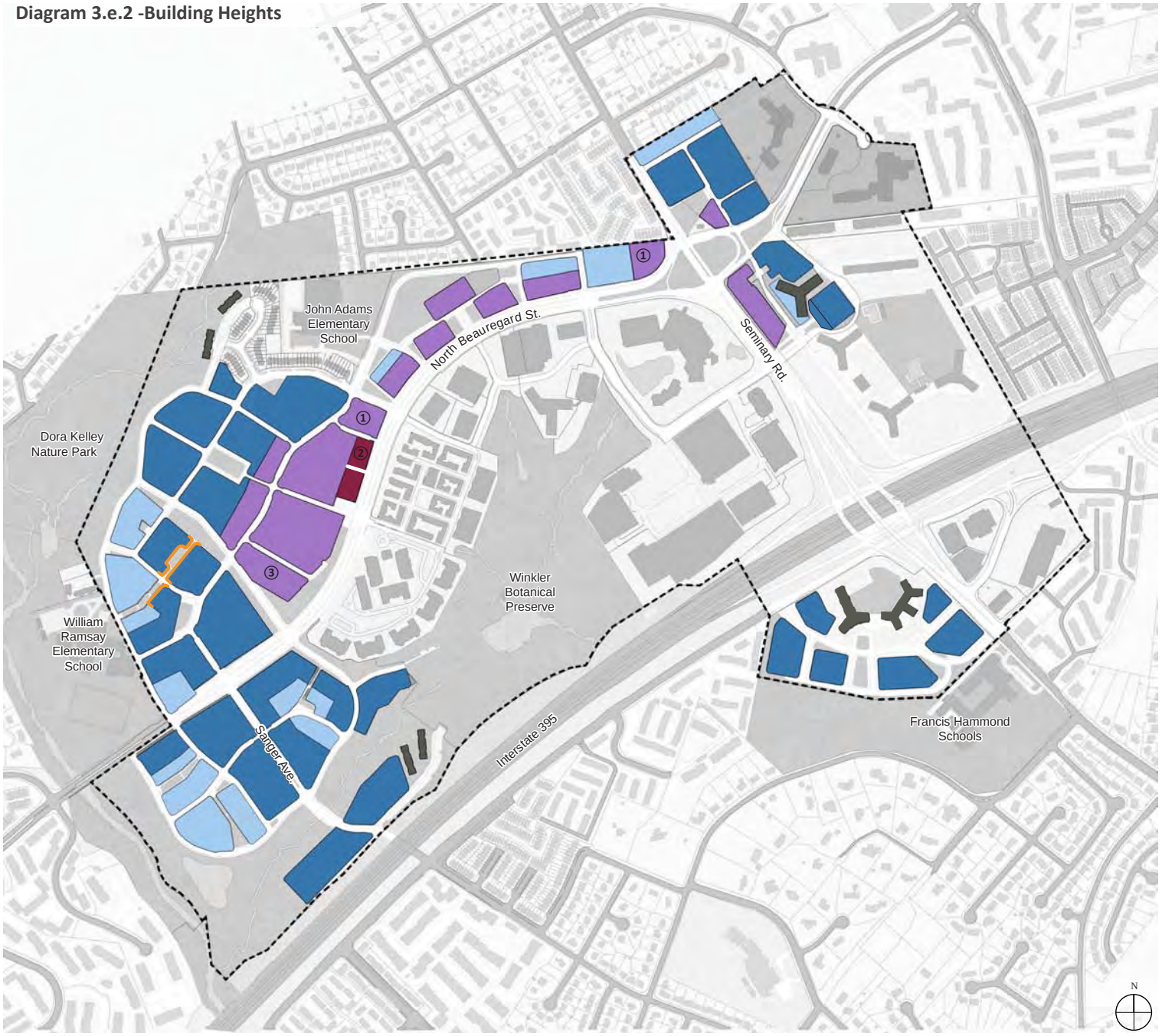


Diagram 3.e.2 - Building Heights

- BSAP Boundary
- Maximum 130 feet
- Maximum 110 feet
- Maximum 60 feet
- Maximum 45 feet
- Existing buildings to remain in effected planned area
- Building heights limited to 55 feet along mid-block connections.
- ① Building height limited to 6 stories
- ② Building height limited to 9 stories, maximum 115 feet
- ③ Building height limited to 10 stories, maximum 110 feet

Note:
Maximum height 60', except for multi-family buildings with pitched roofs and/ or ground floor retail, in which case maximum height is 70'.

f) Gateway Elements & Signature Facades

Where appropriate, streets visually terminate on unobstructed open space to provide the maximum number of residents with open space view corridors. The gateway elements and facades are selected for their prominent locations and relationship to the public realm. As a result, they should provide points of focus and interest in the form of a "gift to the street". These include distinctive architectural elements and/or special building forms that require special attention.

i. Standards

(1) Gateway elements and signature facades shall be provided at locations as depicted on Diagram 3.f.

(2) Signature facades shall provide a high level of design and materials, as described in Chapter 5 of this document.

(3) Gateway elements and signature facades shall be proportioned to the size and scale of the building.

(4) Required gateway element(s) shall provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

ii. Guidelines

(1) Signature facades should provide the highest level of design, and an innovative use of materials.

(2) Architectural features, such as towers, cupolas and lanterns should be used to used to address highly visible corners or terminated vistas.

(3) Gateway elements should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.

Diagram 3.f -Gateway Elements & Signature Facades

Diagram 3.f - Gateway Elements & Signature Facades

- BSAP Boundary
- Views to Open Space
- Gateway Elements and Facades

g) Bicycle & Pedestrian Network

Combined with an efficient transit system and pedestrian-friendly streets, a proposed fine-grained bicycle and pedestrian network that promotes walking and cycling will further contribute to a more sustainable community and a healthier populace. A collective system of new sidewalks, off-street trails, green streets and mid-block passages will provide pedestrians with more choice of routes, creating a complete and diverse bicycle and pedestrian network. The proposed bicycle network capitalizes on the new streets and will provide a variety of dedicated on-street and off-street safe bicycle facilities.

i. Standards

(1) The Bicycle and Pedestrian Network Plan assigns the different types of routes proposed in the CDD #21 and #22 . Mid-block passages and on and off-street bicycle facilities and trails shall be provided as shown in Diagram 3.g.

(2) The various bicycle facilities shall be coordinated with the City's Transportation Master Plan, and Bicycle and Pedestrian Mobility Plan.

(3) Three different bicycle facilities are proposed. These types include:

(a) On-road Bicycle Facilities (lane) shall provide a five-foot bike lane.

(b) On-road Bicycle Facilities (sharrow) shall provide a 14-foot sharrow (shared bicycle and vehicular lane).

(c) Off-road Bicycle Facilities shall be included in a minimum 10-foot multi-use trail.

(d) Mid-block passages shall include landscaping and connect directly with the urban sidewalk network.

(e) Proposed off-street trails shall connect to existing trails where feasible to create a complete and enhanced trail network.

ii. Guidelines

(1) Enhanced street crosswalks should be provided at mid-block locations where mid-block passages intersect with streets.

(2) Proposed trails for pedestrian use should be a minimum of 6 feet wide. They should preserve the integrity of Holmes Run and Dora Kelley Nature Park. Trails should be made of pervious materials and be kept to a minimum scale to fulfill their promenade purpose.

(3) Non-vehicular connections to surrounding communities outside the Small Area Plan should be provided as shown on Diagram 3.g so as to enhance overall regional connectivity.

(4) Adequate bicycle parking should be provided within public and private open spaces in accordance with Alexandria's Bicycle Parking Standards

(5) Placement for future bike share should be considered in near high activity, retail and/or transit locations.

(6) Transitway stops and stations should be fully accessible via sidewalks or paved trails. Effort should be made to provide direct connections between transitway stops and building entries where feasible.

(7) Consideration of a future trail connection between the Upland Park neighborhood and the Alexandria Campus of the Northern Virginia Community College will be considered as part of the redevelopment within the Upland Park neighborhood and adjoining sites. The site configuration within the Upland Park neighborhood should not preclude a future trail connection to the community college.

Diagram 3.g -Bicycle & Pedestrian Network

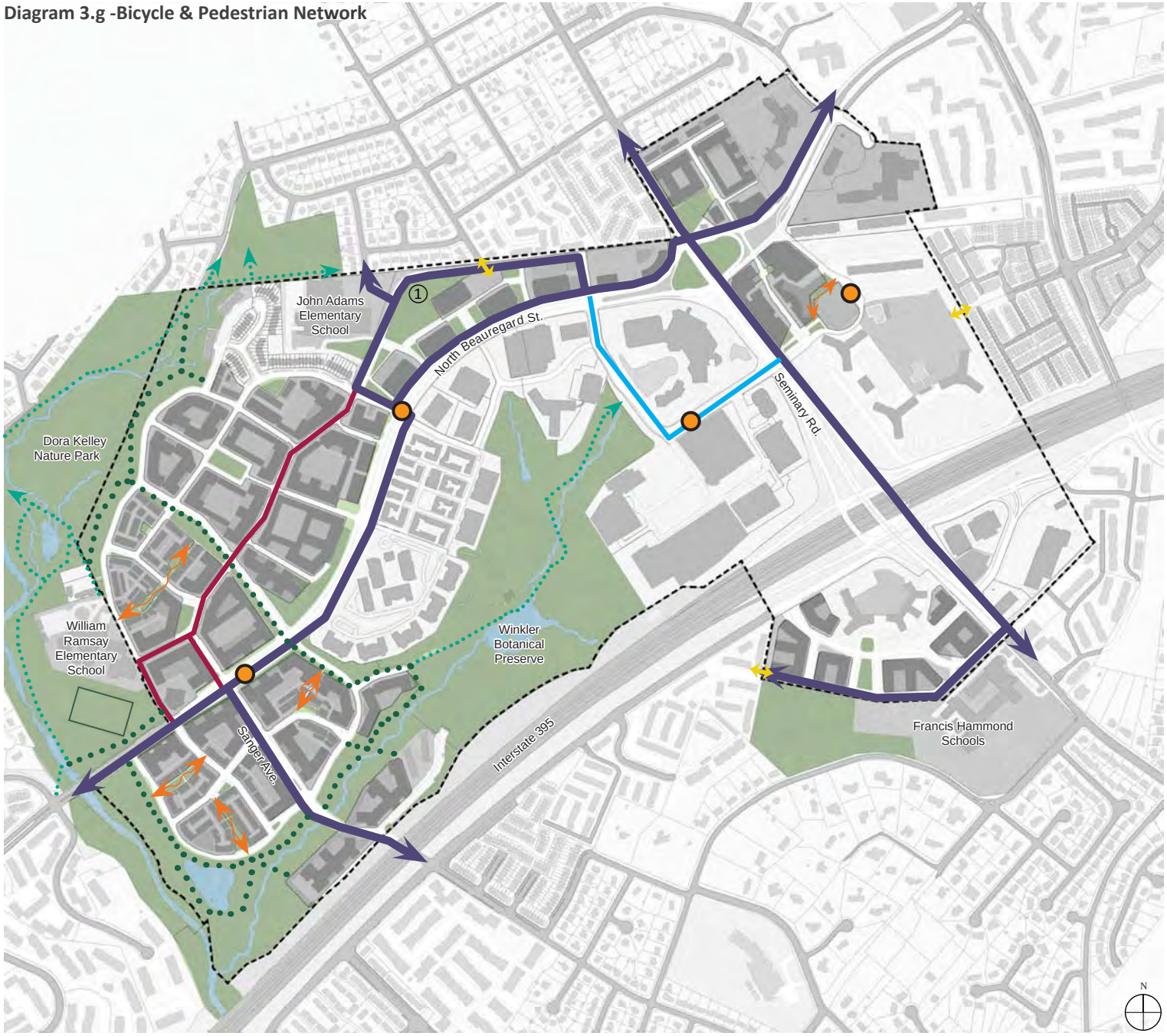


Diagram 3.g - Bicycle & Pedestrian Network

- BSAP Boundary
- Existing Trails
- Proposed Trails
- On-Road Bicycle Facilities (5' Bike Lane)
- On-Road Bicycle Facilities (14' Sharrows includes vehicular travel lane)
- Off-Road Bicycle Facilities (10' multi-use trail)
- Major Mid-Block Passages
- Potential pedestrian and bicycle connections to neighboring communities
- Proposed Transitway Stop

Note:

① The specific design and location of the street alignments will be determined as part of the DSUP process.

The location and design of the streets within the Adams Neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

h) Public Open Space

Each neighborhood should give equal consideration to its urban fabric and public realm. As an important component of the public realm, the Open Space Network capitalizes on a wide range of passive and active recreational opportunities, interwoven throughout the CDD #21 and #22, where people can gather, stroll, exercise, picnic, celebrate and play in a safe and beautiful environment. Open spaces are intended to serve as the primary social gathering places for residents and workers. A collection of useful public spaces, greatly ranging in size and character will positively contribute to the vitality of the urban environment, enrich the civic spirit of a community and reinforce the area's habitat biodiversity and ecology.

The Open Space Network is intended to connect to the City and Regional open space system, and also be connected by the pedestrian network within the CDD #21 and #22 . (see Diagram 3.h).

For purposes of this document, public open space shall include both dedicated public open space and private open spaces with public access easements in accordance with CDD #21 and #22. Additional open space (public access and private access) shall be provided. Detailed Open Space is provided in Chapter 9 - Neighborhood Specific Standards and Guidelines.

i. Standards

(1) Each neighborhood shall provide public open spaces as shown on Diagram 3.h. The specific design and location of the open spaces, as well as their general programming, shall be further detailed during the DSUP process.

(2) Each neighborhood shall distribute public open space in such a manner to ensure residents are within a five-minute walk from one.

(3) Open spaces shall be accessible and designed to invite people of all ages and mobility.

(4) Defined Open Spaces shall be visible with a minimum of one side bordering a street unless constrained by natural conditions. Defined Open Spaces shall be entered directly from a street.

(5) Adjacent existing community parks shall be linked to the proposed Open Space Network.

(6) Accessory buildings and semi-enclosed structures (such as a cafe, a gazebo or pavilion) may be built within an open space but shall not exceed 25% of the total area. If approved as part of the DSUP process, such buildings and structures shall not be deducted from the maximum square footage.

(7) A range of open space types, each with their own character and scale shall be provided within each neighborhood. Each open space type will be determined during the DSUP process and designed for their principal intended character and function as set forth in Table 3.h.1.

(8) Major mid-block pedestrian passages shall be required as depicted in Diagram 3.h and shall generally be 30 to 60 feet wide.

(9) Walls within Defined Open Spaces shall be constructed of brick, stone or concrete. Fences shall be built of painted metal and/or wood.

(10) Plants within Open Spaces shall require minimal maintenance and be horticulturally acclimatized to the region.

(11) Open spaces shall contain benches, trash receptacles and bike racks, in keeping with the scale of the space.

(12) Furnishings within public open space shall meet all applicable City standards.

(13) Paving within Greenways shall consist of pervious materials.

ii. Guidelines

(1) The distribution of open space throughout the plan area should be comprised of a mix of passive and active uses.

(2) Pavement within Defined Open Spaces should consist of the following pervious and non-pervious materials such as: scored concrete, concrete pavers, brick, stone or gravel.

(3) Public Open Spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.

(4) Materials within open spaces should be selected with consideration of their durability and maintenance. Their quality should reflect the importance of the space as a civic space.

(5) Open spaces should not be fenced, with the exception of playgrounds, pools and dog parks.

(6) Landscape plantings should be consistent with the City's Landscape policy recommendations.

Courtesy of Portland Urban Condos

Courtesy of Park View Condos

Courtesy of Justin Martin

Diagram 3.h -Illustrative Public Open Space Types

Diagram 3.h Public Open Space Types

Open Space Types	Public Open Space	Private with Public Access
Greenways	●	
Greens		●
Squares		●
Plazas		●
Pocket Parks		●
Major Mid-Block Passage		●
Community Garden	●	
Dog Park	●	

- BSAP Boundary
- Resource Protection Area (RPA)
- Playground (A playground will be located in each of the six residential neighborhoods.)
- Existing Major Adjacent Open Space
- City-Owned Land
- The possible location of the Community Garden and Dog Park are shown for illustrative purposes only. Specific size, design and location to be defined during the DSUP process.
- ① Athletic field to be constructed by the City using developer contributions

TABLE 3.H.1 OPEN SPACE TYPES

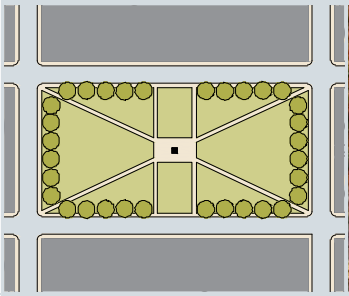
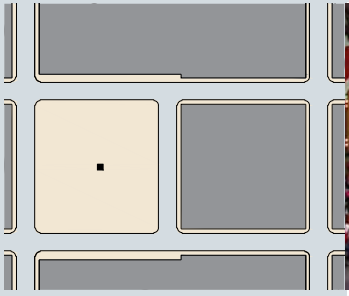
TYPE	CHARACTERISTICS	DIAGRAM	PHOTOGRAPHIC ILLUSTRATION
GREENWAY (GW)	Highly accessible and visible larger open space for structured active and passive recreation. Greenways have extensive street frontage and are spatially independent of surrounding building frontages. Landscape treatment can consist of paths, trails, waterbodies and woodlands, naturally disposed landform, playing fields, playgrounds, pedestrian and cycling trails, seating, lighting, community center and infrastructure and parking. Greenway may be lineal, following the trajectories of natural corridors and their size may vary. Its landscape pattern can be naturalistic in more rural areas and formal in urban areas. There are no minimum or maximum size requirements.		
GREEN (GR)	A neighborhood-centered local open space sized to site conditions and available for unstructured passive and active recreation. Greens are spatially defined by extensive perimeter streetscape rather than building frontages. Its landscape consists of treatment of landform, open ground and plantings, naturalistically arranged with pedestrian circulation, seating, recreation facilities and lighting. Stormwater management provisions may be integrated into landscape treatment, but may not impede the public use of the open space. Greens typically vary in size from 1/4 acre to two acres.		
SQUARE (SQ)	Prominently sited urban open space for unstructured civic use, commercial activity and passive recreation. Squares are spatially defined by substantial, adjacent streetscape and building frontages with streets on at least one side. Its landscape consists of paving, walls, landscape elements and plantings formally arranged. They may contain civic buildings. Squares typically vary in size from 0.15 acre to 2 acres.		
PLAZA (PZ)	Major urban open space for civic purposes and programmed activities. Plazas are spatially defined by building and street frontages. Building edges at grade contain continuous public service uses for animation and support. Plaza grade should be flush with perimeter sidewalks and provide access to adjacent buildings. Its landscape consists primarily of pavement with the option of strategically placed trees planted at grade. Plazas may be anchored by landmark focal point, such as water feature or public art. Plazas are typically located at the intersection of important thoroughfares. They may contain civic buildings. Plazas typically vary in size from 0.10 acre to 2 acres.		

TABLE 3.H.1 OPEN SPACE TYPES

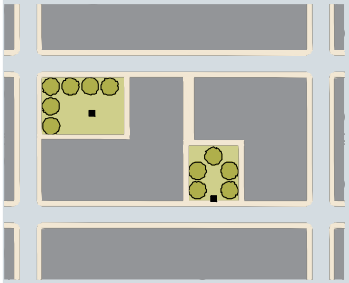
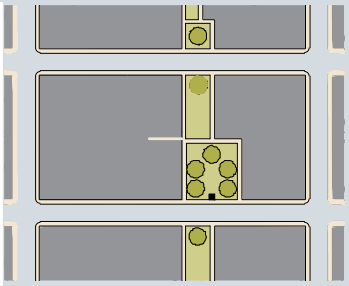
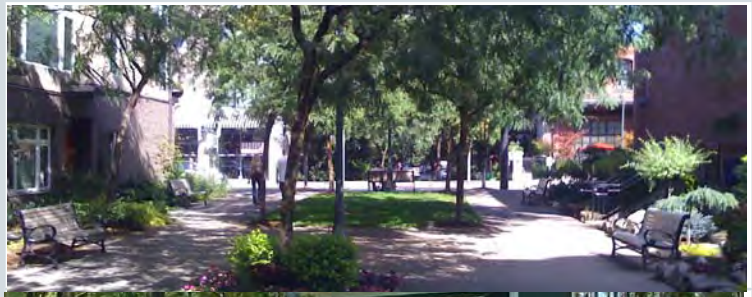
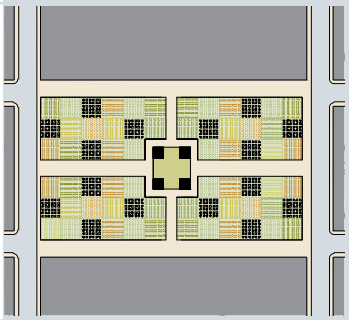
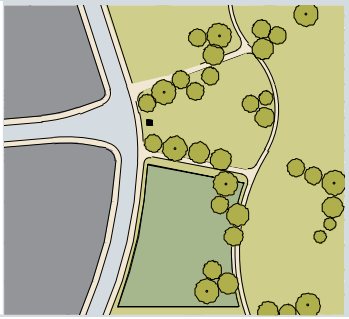
TYPE	CHARACTERISTICS	DIAGRAM	PHOTOGRAPHIC ILLUSTRATION
POCKET PARK (PP)	A small open space designed for both passive and active recreation. In residential areas, pocket open spaces may include playgrounds attached within a block or detached within the neighborhood. There shall be no minimum or maximum size.		
MAJOR MID-BLOCK PASSAGES (BP)	Linear open space passage dedicated to pedestrian use only, providing mid-block connection between streets or destinations. Passages are generally defined by buildings and provide direct visual and physical link to facilitate pedestrian circulation. The minimum width shall be 30 feet and shall vary in width as generally depicted in Diagram 3.h. These spaces are intended to be more pedestrian, intimate, landscaped "green" streets. Provisions for emergency vehicles should be considered in their specific design.		
COMMUNITY GARDEN (CG)	A grouping of garden plots available for small-scale cultivation, generally for residents of apartments and other dwelling types without private gardens. Community gardens should accommodate individual storage sheds. Community gardens are valuable for their recreational and communal role, similar to that of a club. There are no minimum size for community gardens. Community gardens may extend no greater than 25 feet into the landward Resource Protection Area (RPA) boundary. In the Greenway District the community garden shall be 2,500 square feet minimum.		
DOG PARK (DP)	A small open area specifically designed and equipped for the play of dogs. A dog park is fenced, has water access and may include an open shelter. Minimum size must be 1/2 acre as per city guidelines for new dog areas. Dog parks shall be located outside the Resource Protection Area (RPA) and shall be designed as per city standards.		

TABLE 3.H.2 ILLUSTRATIVE LIST OF POSSIBLE OPEN SPACE USES

USES	GW	GR	SQ	PZ	PP	BP	CG	DP
ACTIVE USES								
Structured Playfields	■	■	■					
Unstructured Playfields	■	■	■	■	■			
Nature Trails	■	■						
Riding Trails	■							
Sledding	■	■						
Playground	■	■	■	■	■	■	■	
Bicycling	■	■						
Interactive Water Fountain			■	■				
Concerts	■	■	■	■				
Swimming	■	■						
Festivals		■	■	■			■	
Farmers Market			■	■			■	
Fishing	■							
Bird Watching	■	■						
Rock Climbing	■	■						
Dog Walking	■	■	■	■	■	■	■	■
Dog Park Fenced	■	■						■
Community Garden	■	■			■		■	
Skate Park		■	■	■	■			

USES	GW	GR	SQ	PZ	PP	BP	CG	DP
PASSIVE USES								
Picnic	■	■	■	■	■	■	■	
Parking	■	■		■			■	■
Food and Retail Kiosk			■	■				
Seating / Comfort Station	■	■	■	■	■	■	■	■
Restrooms	■		■					
Barbeque Grill	■	■			■		■	
Concerts	■	■	■	■				
Festivals		■	■	■			■	
Farmers Market			■	■			■	
Outdoor Dining			■	■	■		■	

■ Illustrative permissible uses.

Note:
The purpose of Table 3.h.2 is to demonstrate that the different types of open spaces in the plan area can incorporate a variety of active and passive uses.

Final programming of permissible uses shall be determined during the DSUP process.

KEY:
GW: Greenway
GR: Green
SQ: Square
PZ: Plaza
PP: Pocket Park
BP: Major Mid-block Passage
CG: Community Garden
DG: Dog Park

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Chapter 4: Urban Design

The character of Beauregard will be principally established by the size of the blocks, quality of the buildings on private lots and their meaningful relationship to the surrounding public spaces and streets. Urban Standards and Guidelines regulate the private land by establishing the physical and functional relationships between buildings. They prescribe the rules related to block size, building placement and massing (including setbacks, height, and frontages), and other Standards and Guidelines essential to creating a pedestrian-friendly, high-quality urban environment.

a) Blocks

One of the measures to ensure that Beauregard will develop as an urban, pedestrian-oriented series of neighborhoods is to require urban human-scaled block sizes for each of the neighborhoods.

i. Standards

(1) Block sizes shall have a maximum perimeter of 1,600 feet. The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and ensure the opportunity for blocks to accommodate uses that otherwise meet the urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public access easements) Block size is further illustrated in Chapter 10 - Definitions.

(2) Where mid-block pedestrian passages of 30 to 60 feet are provided, (see illustrative definitions in Chapter 10) the block perimeter shall be measured from public right-of-ways (dedicated or public access easements) to the mid-block pedestrian connections. Under this provision, the mid-block pedestrian passages shall be continually open to the public and connect two public streets.

(3) Other mid-block pedestrian passages in mixed-use and commercial areas, as depicted in Chapter 9, shall be allowed to be a minimum of 15 feet wide.

ii. Guidelines

(1) Where possible, mid-block passages should be provided to ensure permeability of blocks.

(2) Other mid-block passages for residential locations should be a minimum of 20 feet wide. They may be softscaped or hardscaped and should be well lit for security and comfort purposes.

b) Building Character & Massing

Buildings that line the street should generally be in scale with the width of that street. The mass of a building also contributes to the air and light quality of a street. The size of a building is independent of its scale as articulating the massing can modify its scale. A building's massing can be articulated horizontally in plan (in and out), vertically in elevation (up and down), or both. Building character and massing are important features of neighborhood design as they contribute to the beauty and walkability of a community.

i. Standards

(1) Buildings shall provide architectural scaling and material elements to reduce the appearance of the height and length of building facades through the use of changes in wall plane, height, and materials.

(2) Large-scale buildings shall be architecturally differentiated through the use of color and materials within each block.

(3) Buildings shall incorporate a variety of materials, fenestration, patterns and colors to ensure the articulation of the street wall.

(4) The articulation of multi-family building courtyards shall maintain a minimum width:height ratio of 1:3 in at least one dimension, in order to avoid light well conditions. Courtyards should be wider where possible.

(5) HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from adjoining streets and or open spaces. Through-wall units or vents shall be prohibited along street frontages and open spaces, unless recessed within a balcony.

ii. Guidelines

(1) A variety of heights is encouraged within the neighborhoods

(2) Uninterrupted facades should be discouraged. Long buildings (over 250 feet long), should be broken down to a scale comparable to that of the buildings on the rest of the block face. This can be accomplished by articulating the building in plan or elevation.

(3) The design and façade treatment of mixed-use buildings should differentiate commercial from residential uses with distinguishing expression lines (such as cornices, projections, banding, etc.), changes in fenestration, façade articulation and/or material changes.

(4) Mixed-use buildings should be articulated with architectural projections, such as terraces, awnings, canopies and bay windows in order to provide variation to the building massing.

(5) Buildings should allow for live-work and comparable ground floor uses to occur where possible.

(6) Balconies may be indented (as loggias) or cantilevered, excluding where retail is provided. Where appropriate, cantilevered balconies should be integrated within and add to the overall architectural design and aesthetic appearance of the building utilizing complementary materials and scale.

c) Building Frontages and Setbacks - Building Streetwall

Maintaining a consistent streetwall is a fundamental component for a vibrant and interesting pedestrian life and a coordinated public realm. Buildings should respond to their context and character of each neighborhood. For example, in the Town Center, buildings may have zero or shallow setbacks and generally be at the back of the sidewalk. Buildings closely aligned to the street edge, with consistent setbacks, provide a clear sense of enclosure to streets, enabling them to function as human-scaled, outdoor rooms while other neighborhoods may have deeper setbacks for front yard or courtyards. The placement of the building and design of the facade along the street edge should be given particular attention, as it is that portion of a building that is the primary contributor to pedestrian activity. Building setbacks and frontages terms are illustrated in Chapter 10 - Definitions.

i. Standards

(1) Building with retail frontages shall provide a minimum of 85% of the building streetwall along the property line. Exceptions shall include:

  (a) Along North Beauregard St. where additional setbacks are required as shown in street sections in Chapter 7.

  (b) Storefronts that provide seating areas may be permitted.

(2) Office and hotel buildings shall provide a minimum of 80% of the building streetwall along the property line.

(3) Multi-family buildings shall provide an average setback of 10 feet from the property line for a minimum of 30% of the total frontage of each building. See streetwall definition and illustration in Chapter 10 - Definitions.

(4) Townhouses and stacked townhouses shall provide the following minimum frontage setbacks:

  (a) Townhouses with frontages along major mid-block passages and/or public open spaces may be built to the property line.

  (b) All other townhouses and stacked townhouses shall provide a minimum five foot setback from the property line.

(5) Corner townhouses and stacked townhouses shall provide a continuous street wall along side streets. Garden walls connecting the principal building to the garage shall maintain the streetwall.

(6) With the exception of utility rooms, building mechanical equipment, utilities boxes and meters and trash storage shall be located on building roofs, below grade, or in alleys where possible. Where otherwise provided, they shall be adequately screened with landscaping walls or integrated as part of the design of the building. Bathroom and dryer vents shall be permitted to vent through walls.

ii. Guidelines

(1) In the Greenway, Garden, Upland Park and Seminary Overlook neighborhoods setbacks for front yards and courtyards are encouraged.

(2) Larger front setbacks for residential buildings are encouraged within the Garden and Greenway Neighborhoods.

(3) Multi-family buildings should provide building breaks in the form of courtyards and front yards as landscape amenities.

(4) Eroded building corners are generally discouraged.

(5) Townhouses and stacked townhouses may provide side yards and gardens.

d) Building Height and Height Transitions

Maximum building heights are intended to ensure buildings of complementary size and massing face each other. Height transitions ensure appropriate massing and scale next to existing neighborhoods. Alternatively, height transitions along frontages allow buildings to minimize their impact on the public realm and ensure smoother transition of scale to neighboring communities to maintain the urban design intent of the CDD #21 and #22. See illustrated definitions in Chapter 10 - Definitions

i. Standards

(1) Building heights and height transitions shall be required at locations shown on Neighborhood Specific Standards and Guidelines (Chapter 9).

(2) Buildings adjacent to the required building transition areas (as shown in Chapter 9) shall utilize approaches such as building stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those defined and illustrated in Chapter 10 - Definitions. Transitions may be required at other locations if deemed necessary as part of the development review process.

(3) The height of residential buildings on major mid-block passages identified on Diagram 3.h shall be limited to a height of 45 to 55 feet.

Courtesy of Shindoverse

ii. Guidelines

(1) Building setbacks may include landscaping shoulders, decks, and landscaping.

(2) A variety of building heights is encouraged.

e) Building Orientation and Entries

Building orientation and entries are important components of a building's design and contribute to the public realm and distinctive character of a building. Well-designed and detailed entries provide visual cues to pedestrians and motorists.

i. Standards

(1) Building orientation shall provide a complementary façade to the building it faces across a street, open space or mid-block pedestrian passages, such that the front of a building faces the front or side of buildings, except in instances when it faces existing buildings.

(2) Buildings shall have their principal pedestrian entrance along a street, open space or mid-block passage with the exceptions of visible entrances off a courtyard.

(3) Building entries shall be given prominence on the street frontage and sized appropriately for the scale of the building.

(4) Building entries for mixed-use buildings shall distinguish entrances for residential and commercial uses.

(5) Multifamily, office and hotels shall provide prominent entries through canopies, change-in-color materials or wall plane.

(6) Entries for multifamily buildings shall provide protection from the elements with canopies, marquees, recesses or roof overhangs.

ii. Guidelines

(1) Building entries to retail and residential mixed-uses should be provided on interval of 80 feet on average, with the exception of large-scale retail buildings, hotels or site constraints.

(2) Townhouse entries should include special details, such as changes in plane, color, materials or front stoops and railings, to enhance the distinction of each unit.

(3) Building entries where adjacent to off-street multi-use paths should be set back to minimize pedestrian and bicyclist conflicts.

(4) Pedestrian entrances for underground parking structures should not be from an alley, where possible.

f) Residential Uses at Grade

It is important to provide sufficient privacy for ground-floor residents and to achieve an appropriate, yet harmonious interface between residential buildings and the adjacent sidewalks.

i. Standards

(1) Ground floor residential uses shall have a finished floor height above average sidewalk grade of a minimum 12 inches if setback a minimum of 5 feet. All other ground floor residential uses shall have a finished floor height above average sidewalk grade of a minimum 18 inches. Exceptions shall be allowed for ADA/FHA compliance. See illustrated definitions in Chapter 10 - Definitions.

(2) Residential buildings with ground-floor units shall provide landscaping, walls, fences, stoops or similar elements to provide an attractive and private frontage to the building.

ii. Guidelines

(1) Stoops, porches and direct individual entries should be encouraged for ground-floor residential units.

g) Garden Walls, Retaining Walls and Fences

Garden walls and fences provide transitions between the private and public realm and contribute to the spatial enclosure of streets and privacy of yards and courtyards.

i. Standards

(1) Garden walls and fences shall be built to a minimum height of two feet and a maximum height of three and a half feet along street frontages. Rear walls and fences shall be built to a maximum height of six feet.

(2) Garden walls and fences shall minimize visual monotony through changes in plane, height, texture and material.

(3) Garden walls and fences shall provide complete enclosure by connecting with other walls, fences, hedges or buildings.

(4) Garden walls and fences materials:

(a) Materials for walls shall be brick, stucco, metal and/or stone.

(b) Gates in garden walls, if any, shall be painted wood or metal.

(c) Garden walls at frontages shall match the principal building.

(d) Where fencing is provided within the front or side yards, decorative metal fencing shall be used. Fences in rear yards shall be wood or metal.

ii. Guidelines

(1) Garden walls and fences should be articulated to match, or be complementary to, the building's architectural style and materials.

(2) Variations in garden wall and fence designs should be strongly encouraged between adjacent properties.

(3) Where retaining walls are needed, the height, length and visual impacts of the walls should have pedestrian scale elements.

(4) Retaining walls where visible from an adjoining street should include a brick or stone veneer, and should include pattern changes or similar design measures to relieve visual monotony of longer walls.

(5) Vegetated walls should be considered for wall sections above six feet in height.

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Chapter 5: Building Design

The following standards apply to building and site components that are visible from streets, open space or public spaces. The intent is to create distinctive architecture within a high-quality public realm. New buildings are encouraged to reflect a high quality, contemporary and vernacular design vocabulary.

a) Retail Uses & Storefronts

Storefronts line streets and sidewalks, typically containing the greatest pedestrian activity within the neighborhood. As such, higher level of design scrutiny shall be given to these building components to ensure pedestrian comfort, a high quality and a high level of transparency at the ground level of the building. Storefronts should provide significant visual interest and should have the opportunity to express their individual identity with varying storefront treatments, colors and patterns.

The City's successful retail streets and storefronts reflect a fine-grained pattern of multiple shops and businesses. Within a given block the variety of retail offerings, complexity of window displays and multiple entrances provide the pedestrian with a significant level of visual interest. The successful performance of the retail areas will be directly related to the successful design and construction of their retail storefronts. It is the intent of the retail storefronts that all retail tenants will have the opportunity to design and install their own storefronts as a way to express their individual identity. Storefronts should be "individual" expressions of a tenant's identity. Tenants and buildings should be required to avoid uniform storefronts. Lighting is required to add to both the character and the safety of public streets, as well as to contribute to the overall success of a neighborhood. The following storefront standards and guidelines shall apply:

i. Standards

(1) Ground floor retail uses shall be provided in locations shown as required retail frontages on Diagram 3.d for an average depth of 45 feet for each block.

(2) Corner retail storefronts shall extend at least 45 feet on average in depth along the side street and/or open space, and shall also be expressed in the architecture. Depth shall be measured from the primary entrance for corner retail entrances.

(3) Required retail frontage setbacks shall not exceed 25 feet from back of curb.

(4) Required retail shall provide a minimum of 18 feet of height from floor to floor.

(5) Storefront windows shall be used frequently to enliven the sidewalks.

(6) On required retail frontages (Diagram 3.d), shall provide a solid to void ratio of a maximum of 40% solid and a minimum of 60% void. Large format retail uses (defined as uses exceeding 20,000 square feet) shall be allowed to reduce the minimum void requirement to 40%, the remainder of the frontage shall be required to include windows, murals, artwork, or other compatible architectural treatments.

(7) Special consideration shall be given to the scale and configuration of large format retail buildings to ensure they are in keeping with the massing and urban character of buildings.

(8) Retail frontages shall be architecturally articulated through the varied use of materials, colors, display windows, entrances, awnings and signage.

(9) High-quality, durable materials are especially critical at street level within reach of pedestrians. The materials for the retail storefronts shall consist of stone, brick, concrete, metal, glass, and wood. Construction detail and finish shall adhere to craftsman standards.

(10) Opaque, smoked, and reflective glass on storefront windows shall be prohibited unless used as accent materials.

(11) Window groupings, material changes, or columns on the principal facade to accentuate individual storefronts and denote a smaller increment of building bays shall utilize pedestrian-scaled design on the ground floor of larger buildings.

(12) Various door and storefront configurations shall be permitted, including, but not limited to: protruding, inverted and flush entry ways.

(13) Storefront awnings shall be appropriate to the style of the building and storefront. Other standards include:

(a) Awning and canopies shall be durable and resistant to fade.

(b) Awnings and canopies shall be a woven fabric or other material that conveys the aesthetic of the natural material of canvas, metal, glass etc.

(c) Backlit awnings shall be prohibited.

(d) Awnings and canopies shall have a minimum depth of three feet and provide at least eight feet of clearance above the sidewalk.

(14) The design of the retail storefronts shall be administratively approved by the Director of Planning and Zoning and subject to the standards herein.

ii. Guidelines

(1) Retail frontages should be designed to create a comfortable, yet highly animated pedestrian environment.

(2) Storefronts should be predominantly glass to provide views into the store.

(3) Storefront colors should reflect a store's unique identity and be complementary to the entire building colors.

(4) Street-level retail and restaurant use as are encouraged to use operable windows and doors which can allow them to open onto sidewalk areas. Outdoor patios should be encouraged to activate street frontages. Operable windows are encouraged where feasible and appropriate.

(5) Recessed storefront doors should be encouraged as they provide shelter and do not impede pedestrian movement.

(6) Awnings and canopies:

(a) Storefronts longer than 20 feet should provide awnings, canopies and/or other architectural embellishments.

(b) Storefront awnings may be retractable or fixed.

(c) Awnings and canopies should be mounted above display window, but below the cornice line or second story window sills.

(d) Structural supports for awnings should be finished and painted to match or complement the awning fabric.

(e) Awnings and/or canopies should be placed on buildings near local transitway stops.

(f) Street Cart Vendors should be permitted within retail areas of the plan, subject to city standards.

b) Signage

It is the intent of the signage standards and guidelines, that signage will incorporate uniqueness, creativity and high quality design, yet well integrated into the overall streetscape. Signs are applied architectural elements and can be used to reinforce the architectural style of the building. Good signage design will enliven and enrich the streetscape experience for pedestrians without detracting from the coherence and quality of streets and public spaces.

i. Standards

(1) Signage shall be designed to be integral and compatible with the storefront.

(2) Each retail tenant shall install a minimum of one sign for each retail street frontage. In addition, each retail tenant shall provide a second pedestrian oriented sign such as a projecting sign, blade, or window sign. Corner retail tenants shall install a minimum of two signs, one on each street frontage.

(3) Retail tenants shall be allowed a maximum of one square feet per linear foot of tenant storefront or 50 square feet, whichever is greater. The Director of Planning and Zoning may approve signage for retail uses up to two square feet per linear foot of frontage for exceptional design.

(4) Signs shall be in the form of a window sign, a band sign, a blade sign, a nameplate sign, a marquee sign, a painted dimensional sign, flat sign, illuminated sign, fabricated dimension sign or awnings.

(5) Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

(6) Illuminated retail and residential signs shall be limited to a maximum height of 35 feet above the grade of the adjoining sidewalk. Illuminated office and hotel signs shall be permitted a maximum of 50 feet above the grade of the adjoining sidewalk and illuminated office and hotel signs shall be permitted above 35 feet subject to the criteria listed below:

(a) Illuminated signage shall be appropriate in scale, design, color and compatible with the building;

(b) Illuminated signage may not be internally illuminated with neon gas;

(c) Illuminated signage may not be illuminated between 10:30 pm and 6:30 am.; and

(d) Does not have an adverse impact on the adjoining residential use(s) or park(s)

(7) Sign illumination by bare floodlight, blinking or flashing bulbs shall be prohibited.

(8) Blade signs shall be attached perpendicular to the building façade and may extend from the frontage line as long as it does not interfere with pedestrian flow.

(9) Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited with the exception of sandwich boards, which are permitted on the sidewalk, but shall be removed by the end of business each day.

(10) Materials shall be durable natural materials such as cast, polished or painted metal; glazed and ceramic tile; etched, cut or stained glass; cast stone and carved natural stone. Fixed lightweight metal and glass structures are acceptable.

(11) Box signs, signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics, freestanding signs, vinyl plastic awnings shall be prohibited.

(12) High-pressure sodium vapor (yellow orange) lighting shall be prohibited for exterior use including buildings, parking facilities, service areas, signage, etc. Such lighting shall be prohibited inside parking garages or building entries where it would be visible from the outside.

ii. Guidelines

(1) For any building or project, exterior light fixtures- their design, size, finish and location should be compatible with, and appropriate for, the building architecture, materials and colors.

(2) Signage illumination should be designed and located to control light trespass such that it accommodates public safety without creating glare. Other illumination Guidelines include:

(a) Illuminated signage should be externally illuminated, except signage within storefront glazing. However, back-lit, halo-lit and reverse channel letters should be permitted.

(b) Decorative bracketed lighting complementary to the storefront is encouraged for blade signs.

(c) Neon signs may be considered based on creativity and the overall compatibility and character of the tenant storefront design.

(d) Blade signs externally illuminated with decorative bracketed lighting complementary to the storefront should be permitted.

c) Other Signage

i. Standards for banners

(1) Banners for specific community-oriented events such as festivals or holidays may be approved for a defined period of time at the discretion of the Director of Planning and Zoning and Transportation and Environmental Services. Banners for seasonal or recurring events may be installed on a regular basis if so approved.

(2) The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

ii. Standards for Wayfinding

(1) A Comprehensive wayfinding system shall be provided within the CDD #21 and #22 . It shall be consistent with the City's wayfinding program and requirements.

d) Building Fenestration

Building fenestration is used to articulate the building facades, contribute to the architectural character and use of a building and to provide points of visual interest for pedestrians. The size, frequency, and location of windows will be one of the primary visual characteristics of each building. Building fenestration should be appropriately proportioned for the building's scale and function.

i. Standards

(1) Window and door placement shall provide a high degree of transparency at the lower levels of the building, maximize visibility of pedestrian active uses, provide a human-scaled architectural pattern along the street and establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.

(2) Office and retail buildings shall provide a minimum solid to void ratio of 60%/40%.

(3) Multi-family residential buildings shall provide a minimum solid to void ratio of 70%/30%.

(4) Townhouses and stacked townhouses shall provide a minimum solid to void ratio of 75%/25%

(5) Mirrored, reflective or darkly-tinted glass is prohibited. Frosted and/or etched glass shall be permitted as accent glazing.

(6) Within a building, window types shall be complementary and minimize the use of different window styles.

(7) Doors for residential uses shall be vertical in proportion (taller than they are wide).

(8) Doors shall be constructed of wood or metal, and may be entirely glazed in glass.

(9) Permitted window finish materials include wood, pvc wood-board, aluminum, copper, steel or vinyl.

(10) The above standards shall exclude garage doors, or doors not visible from a street or public space.

(11) Mullions visible from public streets or open spaces shall be exterior on the window. Exclusions are permitted for windows on interior courtyards and facades not visible from the adjoining street or open space.

(12) Permitted dormer types include gable, hipped, shed, and eyebrow.

(13) When used, shutters shall be appropriately sized to cover the window opening.

(14) In masonry construction, a header and sill is required for windows not located in a storefront.

(15) Bay windows on townhouses and stacked townhouses shall not exceed a depth of three feet (measured perpendicular to the wall face) and a minimum underside clearance of nine feet.

ii. Guidelines

(1) Window glazing and patterning should be consistent or complementary throughout the building.

(2) Buildings should provide a general vertical fenestration pattern, except where horizontal expressions are used as an accent or to emphasize a curvilinear facade.

(3) Multiple rhythm of window openings are encouraged for larger buildings.

(4) Windows should be grouped to establish rhythms and hierarchies at important places on the facade.

(5) Transparent glass should contain a minimum 60% light transmittance factor.

(6) Front entry doors should be distinctive in order to enhance a building façade.

(7) Permitted configurations for doors should be casement and french. Sliding doors should only be permitted in interior courtyard or in rear yards where not visible from an adjoining street or open space.

(8) Windows openings should reveal their thickness within the building wall, when appropriate to the building material used.

(9) Where stylistically appropriate, windows should include mullions or muntins to create shadow lines.

(10) Residential units should maximize operable windows.

(11) Windows should reflect a rhythm, scale and proportion compatible with the overall building design.

(12) Simulated or true-divided lights are encouraged on the ground floor.

(13) Bay windows should be visually supported.

(14) Headers should span openings in masonry construction and appear to visually carry the wall load above. They should be slightly wider than the opening they span.

(15) Window openings in masonry construction should have a sill that is rectangular in form that gently slopes slightly away from the opening to shed water.

(16) Sills should be slightly wider than the window opening.

e) Building Materials

Standards for building materials are provided to ensure durable materials are utilized to create permanent buildings, and to create visual harmony along neighborhood streetscapes.

i. Standards

(1) Building materials shall be used to express their specific purpose and express the tectonic nature of the materials (i.e.:heavier materials should support lighter materials).

(2) Building materials for each facade shall consist of the following: brick, stucco, wood, metal, stone, cementitious siding or cementitious panels or architectural precast concrete. Trim materials shall consist of stone, cast stone, metal, wood, or similar durable materials.

(3) Other innovative and new materials not listed here and not prohibited shall be considered as part of the DSUP Process.

(4) Sides and rears of townhouses that are visible from an adjoining street and/or open space shall be designed in a compatible manner utilizing a similar architectural treatment as the primary facade.

(5) Masonry walls, whether load-bearing or veneer, shall be of brick, natural stone, or cast stone.

(6) Vinyl and aluminum siding is prohibited. Decorative and/or split-face CMU shall only be permitted as accent material.

(7) (EIFS) shall only be permitted as accent material above the first floor.

(8) The base of the building (generally the first two stories) has the greatest effect on pedestrian activity and therefore shall be constructed of materials of the highest quality and durability.

(9) Permitted roofing materials shall include metal standing seam, wood shingle, slate, synthetic slate, low profile metal tile, architectural asphalt shingles for townhouses and stacked townhouses and/or flat roof membranes. Recycled products are highly encouraged.

(10) Railings shall be constructed of wood, metal, iron, stone or glass.

(11) Gutters shall be copper, steel, or aluminum and shall be painted or galvanized (except for copper). Downspouts shall match gutters in material and finish.

ii. Guidelines

(1) Where multiple exterior materials are used in a single building, they should be combined on each facade horizontally or on a different plane, with heavier (physically or aesthetically) materials below the lighter. The change in material should occur at the floor or sill level.

(2) Masonry

(a) Headers and sills should meet the following guidelines:

(i) Headers and sills should be comprised of a variety of materials including brick, stone, cast stone, terra-cotta and metal.

(ii) Headers should include ornate moldings and pediments, where appropriate.

(3) Siding

(a) Siding types should include: horizontal lap, of wood or composition board (such as Hardiplank); vertical board and batten of wood or composition board (such as Hardiplank); wood shingles.

(b) Siding types should incorporate vertical corner boards at least 3" in width on outside building corners, if appropriate to the architectural style of the building.

(4) Chimneys should be constructed of masonry.

(5) Railings should be factory finished or painted (except in the case of stone) to match other trim elements.

f) Building Roofs and Tops

Standards for building roofs and tops are necessary to ensure a consistent and appropriate urban character. Their design should be aesthetically pleasing, integrated into the overall building design and function to conceal rooftop equipment from view of pedestrians from the adjoining streets and open spaces.

Buildings are encouraged to have green rooftop (gardens, etc.) that may be utilized as high quality outdoor open spaces and as an extension of the buildings common area.

i. Standards

(1) New buildings taller than 100 feet in height shall articulate their top in a manner that creates a distinctive and deliberate building top roof form interest and recognize their visibility from outside the project area.

(2) Permitted roof types shall include gable, hip, mansard, and flat. Applied mansard roofs shall not be permitted.

(3) Rooftop equipment shall be concealed by a parapet and/or screened architecturally, employing building materials and design treatment consistent with the exterior facades of the building. Where not visible from an adjoining street and/or open space, the screening requirements may be waived. Where screening is provided, it shall be integral to the building and designed to minimize its overall impact.

(4) Rooftop penetrations such as vents and flues shall be placed to limit their visibility from the street and designed in material and color to match the roof, when possible.

(5) Flat roofs shall be enclosed by parapets.

(6) The architectural design of parapets shall be consistent to the rest of the building to minimize negative aesthetics impact upon the view from adjacent buildings and from street level.

(7) Roof top projections for signature facades and gateway locations shall be permitted to exceed the height limits by up to 18 feet.

(8) Penthouses and mechanical equipment shall be permitted to exceed the height limits by up to 18 feet.

ii. Guidelines

(1) Pitched Roofs should be sloped no less than 5:12, with the exception of shed roofs or minor roofs on porches and stoops which may have a pitch of no less than 2:12.

(2) Pitched roofs should be symmetrically sloped.

(3) Parapets on flat roofs should be a minimum of two feet in height above the roof, or as needed to conceal mechanical equipment (whichever is taller).

(4) Cornices should extend a minimum of six inches from the building wall.

(5) The design of rooftop gardens should be integrated with the architecture and serve as an extension of each building's common area.

g) Building Elements (porches, stoops, chimneys, columns)

To create a pedestrian-friendly environment, building elements are encouraged to break down the massing of large buildings, add visual interest, ensure authenticity of detailing and provide shelter from the elements.

i. Standards

(1) Building projections shall meet the following requirements:

(a) Second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of nine feet. Exceptions shall include Juliette balconies.

(2) If Chimneys are provided they shall be built as part of the side exterior building walls and be flush with the wall and shall be brick.

(3) Porches, where provided, shall have a minimum depth of six feet.

ii. Guidelines

(1) Building projections should meet the following requirements:

(a) Porches

(i) Side and rear porches may be screened; however, if screened, architectural expression (columns, railings, etc.) should occur on the outside of the screen.

(b) Stoops:

(i) Stoops should match the architectural language of the primary building and use similar materials and details.

(ii) Stoops should have a minimum depth of four feet and a minimum finished stoop height of 18 inches above the sidewalk.

(iii) Stoop stairs should run to the front or to the side.

(c) Columns:

(i) Columns should be arranged such that they appear to support the weight of the building above.

(ii) Columns should use spans of a width that is appropriate for the material used.

(d) Marquees should have a minimum depth of 5 feet (measured perpendicular to the wall face) and a minimum underside clearance of 9 feet.

(2) Architectural accents such as railings, molding and trim should match the architectural character and detailing of the primary structure.

(3) A cornice or other horizontal banding elements are encouraged to highlight the separation of uses in mixed-use buildings.

(4) Caps should protect the top of masonry structures exposed to the weather including: garden walls, stair treads, parapets and freestanding piers.

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Chapter 6: Parking

The following parking requirements seek to balance the needs of pedestrians, bicyclists, and transit users with necessary car storage. Parking design should accommodate the minimum number of spaces necessary to support commercial and residential uses, in order to support the creation of active, walkable, transit-oriented development in the CDD #21 and #22 . Standards and guidelines for parking configuration and access are intended to ensure necessary vehicular and bicycle storage that does not degrade the quality of the pedestrian environment, while also being compatible with adjacent neighborhoods.

a) Structured Parking Configuration and Access

i. Standards:

(1) Parking garage entrances shall be minimized and comply with the street hierarchy requirements.

(2) At least one level of the below grade parking shall be provided below the above grade parking structure.

(3) Above-grade parking structures shall comply with the following requirements:

(a) Frontages along “A” Streets: Active uses for each level, for the entire length of the street or park or frontage shall be required to screen above-grade parking structures for a minimum depth of 30 feet, for an average of 45 feet for retail.

(b) Frontages along “B” Streets: Parking structures entirely surrounded by “A” and “B” streets (i.e.: do not have alley or “C “street frontages) shall be screened as follows: up to two “B” street frontages within a neighborhood may be screened with architectural treatment compatible to the building, so long as the ground floor is screened with an active use. The remainder of all other frontages shall provide active uses, for each level for the entire length of the street or park frontage.

(c) Frontages along “C” Streets and alleys: Active uses shall not be required, but parking structures shall be architecturally screened for each level, for the entire length of the street or park frontage.

(4) The requirements regarding above-grade structured parking herein shall not apply within the Adams neighborhood, due to the potential reconfiguration, relocation of the streets, open space and/or buildings referenced within the applicable CDD conditions. The screening of any above-grade structured parking within the Adams neighborhood shall be evaluated based on the location, configuration of streets, open spaces and buildings as part of the first development special use permit within the Adams neighborhood. The type, design, amount and location of the screening for the neighborhood shall be determined as part of the first development special use permit within the Adams neighborhood. The type, design and location of the screening shall be consistent with the intent of the screening requirements herein.

(5) Above grade structured parking is permitted within the Southern Towers and Seminary Overlook neighborhoods to replace existing parking for the existing high-rise buildings that are to remain within the CDD conditions and that are impacted by development in accordance with the CDD, but shall be architecturally screened.

(6) Where parking structures are permitted to be architecturally screened (as defined herein), the screening shall be provided for each level for the entire length of each street or park frontage. The architectural screening shall consist of the following:

(a) The design and materials shall be similar to the adjoining buildings, including the fenestration.

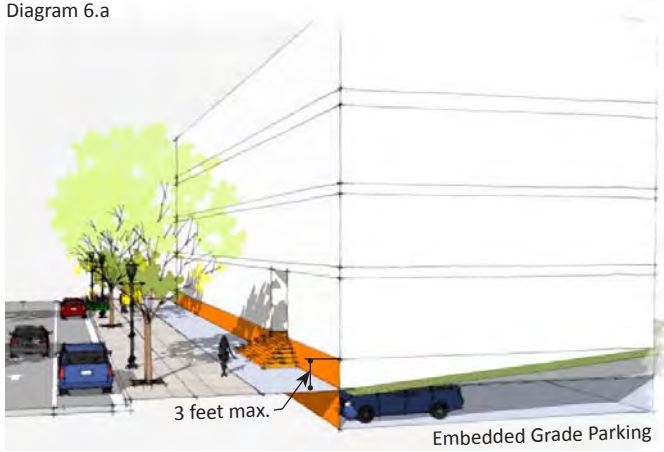
(b) Screens, panels and comparable elements shall be limited to accent elements

(7) Parking for multi-family buildings may be provided half a story below the average street grade and shall be counted as one level below-grade parking, if embedded into the topography for more than half its height and if it does not extend above grade for more than three feet. That portion above grade shall be architecturally treated. See Diagram 6.a

(8) Internal elements such as pipes, fans, lights shall be concealed from public view. Where possible, ramping should be internalized.

(9) The height of the interior parking structures shall be concealed from street view, and shall be subject to the applicable height requirements.

Diagram 6.a



b) Access to Off-Street Parking

i. Standards:

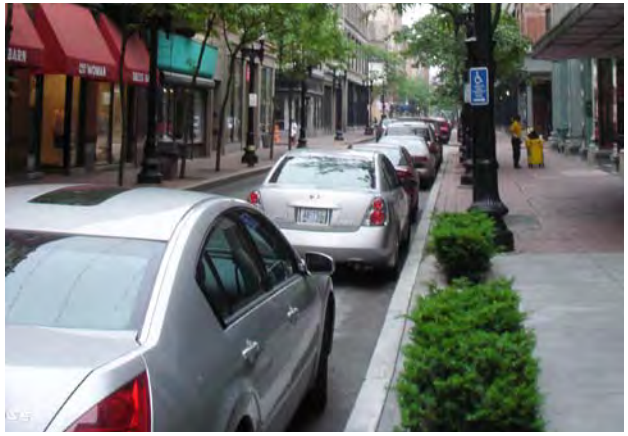
(1) Parking shall be implemented so as to provide a safe and convenient access to and from public frontage.

(2) Parking for townhouses and stacked townhouses (urban loft) shall be accessed from an alley.

ii. Guidelines:

(1) Where rear alley access is unavailable, excluding townhouses and stacked tonwhouses, parking may be accessed by driveways directly from the street. Generally, parking entrances should not face public open spaces.

(2) Vehicular entrances to parking lots, parking structures and loading areas directly facing the street frontages should be no wider than 26 feet of pavement. Exceptions may be permitted if entrances are combined to serve for multiple-uses.



c) Surface Parking Lot Configuration

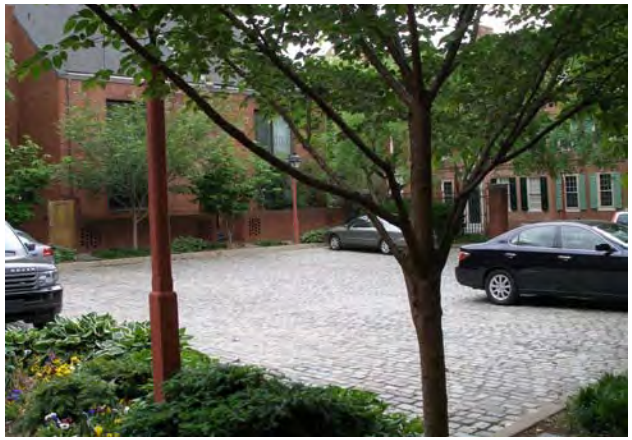
i. Standards:

(1) Surface parking lots are permitted for existing uses to remain, Community Facilities, Public Buildings, and for interim parking needs during construction phasing.

(2) Surface parking lots for new development other than parallel on-street parking and surface parking for interim uses or public buildings shall be prohibited.

ii. Guidelines:

(1) Lining interim surface parking lots with a minimum 10 foot landscape buffer along the street frontage is strongly encouraged.



d) Vehicular On-street Parking Configuration

i. Standards:

(1) On-street parking shall be required as generally depicted in the street cross sections, unless spatially limited by topography, BRT lanes, indicated in Chapter 7- Street Standards and Guidelines, Chapter 9 in Neighborhood Specific Standards or other existing conditions.

e) Bicycle Parking

i. Standards

(1) Bicycle racks to be provided from the City of Alexandria's pre-approved types.

(2) Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet of a building's entrance. Refer to Chapter 8 for more detail on the location/design of bicycle parking in the public realm.

(3) Short and long term bicycle facilities shall be placed throughout the plan. Locations to be determined during the DSUP approval process

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Chapter 7: Streets

a) Street Assembly

(1) Selected terminology of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

(2) The urban landscape is characterized by a set of interdependent elements that create a sense of place. These include street types, building types, frontage types, and the form and disposition of landscape and lighting. Streets provide both the major part of public open space as well as moving lanes for vehicles, bicycles and transit.

(3) A street is associated with a particular type of movement, and is endowed with two attributes: movement type and character. The movement type of the street refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the super-elevation of the pavement. The character of the street refers to its suitability as a setting for pedestrian activities and is physically manifested by the associated frontage types as determined by location.

(4) The primary function of streets is to provide access to private lots and open spaces. In accordance with the intent of these Standards and Guidelines, primary and secondary streets must be designed to support several modes of transportation: motor vehicles, public transportation, pedestrians and bicycles.

(5) Consideration shall be given to functional and aesthetic goals such as: the scale of streets, the placement of landscaping to provide visual interest, the definition of outdoor spaces, and enhancements which ensure a pedestrian-scaled environment.

(6) This chapter provides detailed dimensional requirements for the creation of context sensitive streets within the CDD #21 and #22. To the extent possible, the street pattern should follow the terrain.

(7) Intersections by schools shall be designed to minimize crossing distance for pedestrians.

b) Street Components

(1) The required right-of-way and/or public access easement for each street is depicted in the street sections.

(2) Tree wells shall be provided for all required retail areas. The remaining streets shall generally provide landscape strips as generally depicted in the attached cross-sections.

Diagram 7.a - Framework Street Classifications

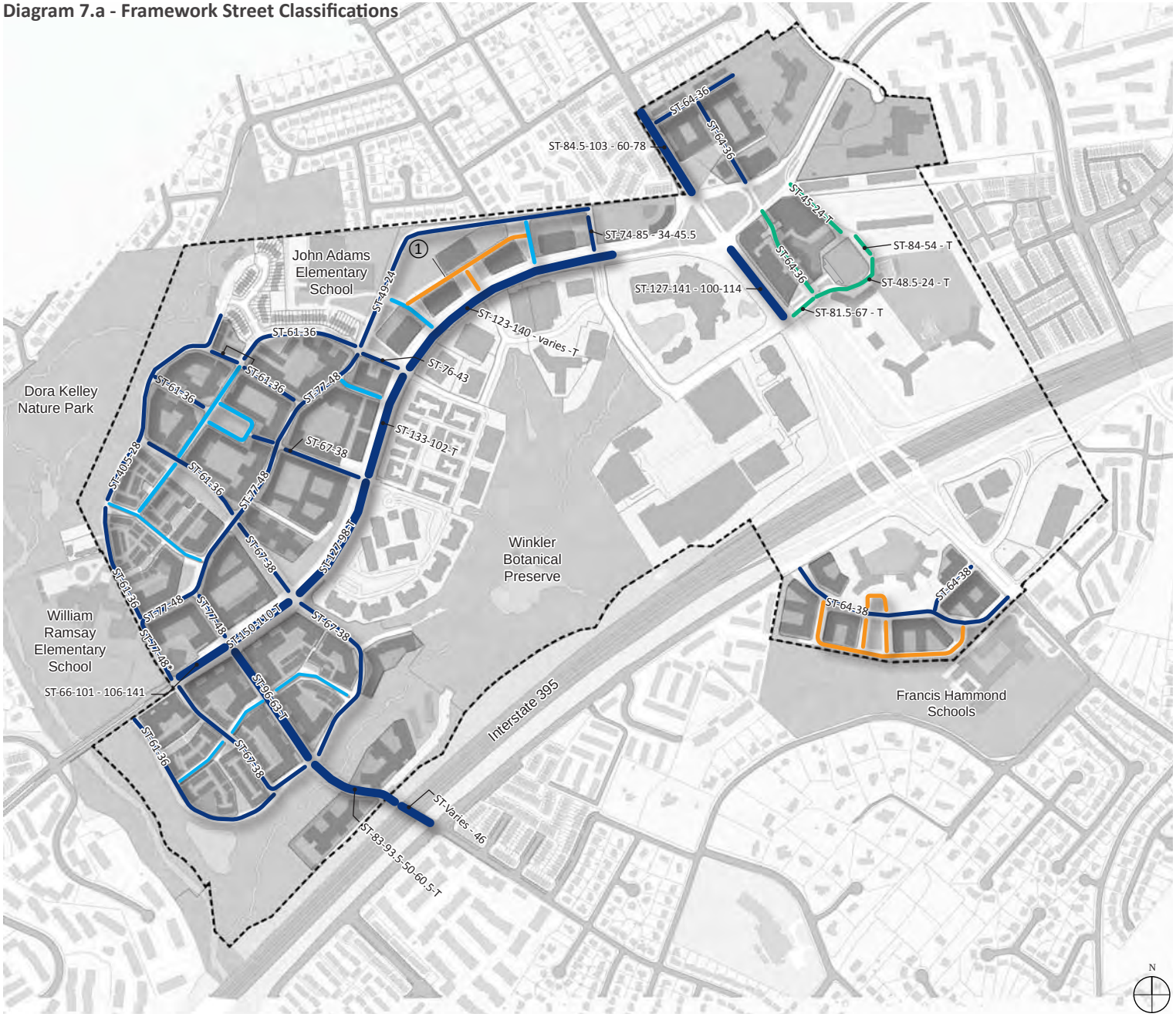


Diagram 7.a Framework Street Classification

- BSAP Boundary
- Public Framework Streets
- Public Non-Framework Streets (See Chapter 9)
- Private Streets (with public access easements) and determined during DSUP process. (See Chapter 9)
- Private Streets (with public access easements and public maintenance)

Street (ST)

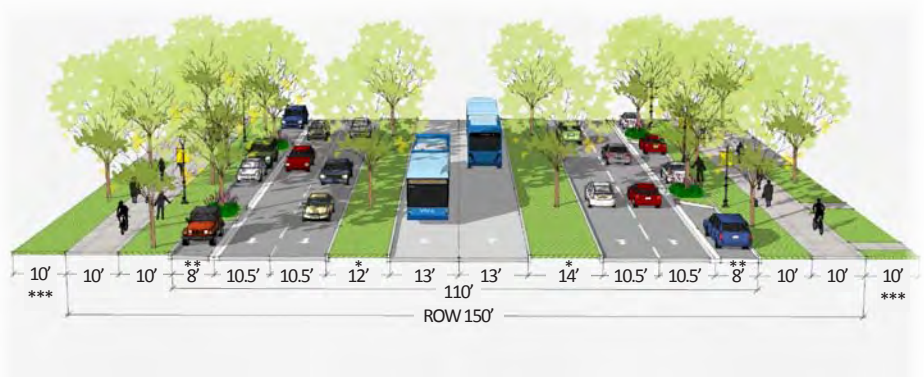
Key — TT - # - # - T
- Street Type
- Right-of-way Width
- Pavement Width
- Transitway

Notes:

① The specific design and location of the street alignments will be determined as part of the DSUP process.

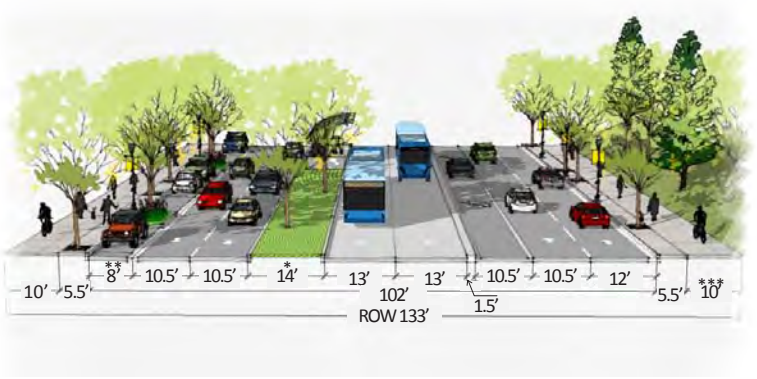
- The location and design of the streets within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.
- Streets numbers ordered according to R.O.W. size.
- Building footprints shown for illustrative purposes.
- At secondary and tertiary streets, curb radii shall be limited to 15' where curbside parking occurs and 25' where curbside parking does not occur and where bulbouts occur.
- Proposed private streets and non-designated streets shall be finalized during the DSUP process.

North Beauregard St.
ST - 150 - 110 - T



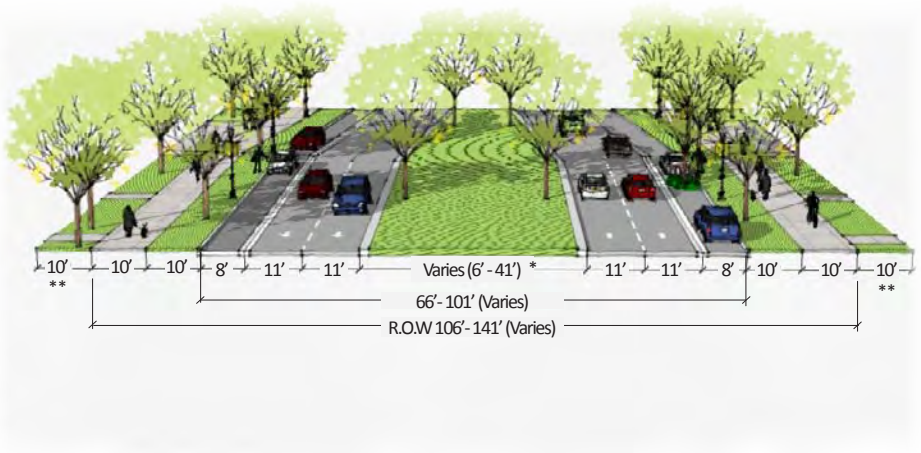
Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Optional mid-block bulbouts shown.
*** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

North Beauregard St.
ST - 133 - 102 - T

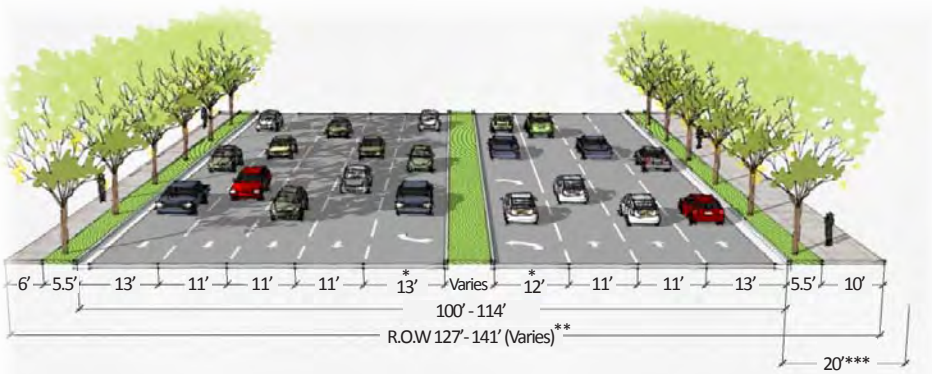


Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Optional mid-block bulbouts shown.
*** R.O.W. to be acquired from the property owners, as needed.

North Beauregard St.
ST - 66-101 - 106-141



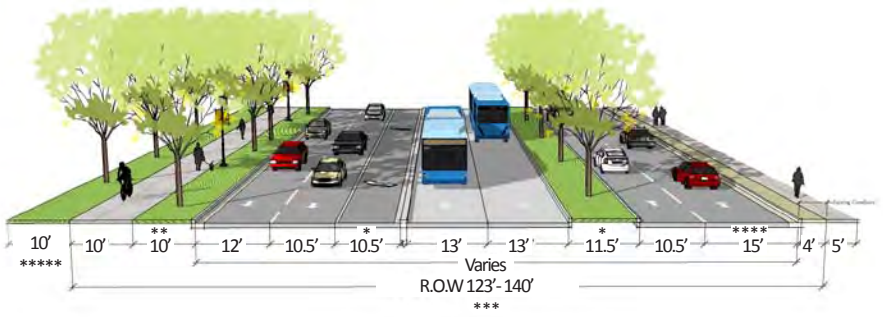
Seminary Rd.
ST - 127-141 - 100-114

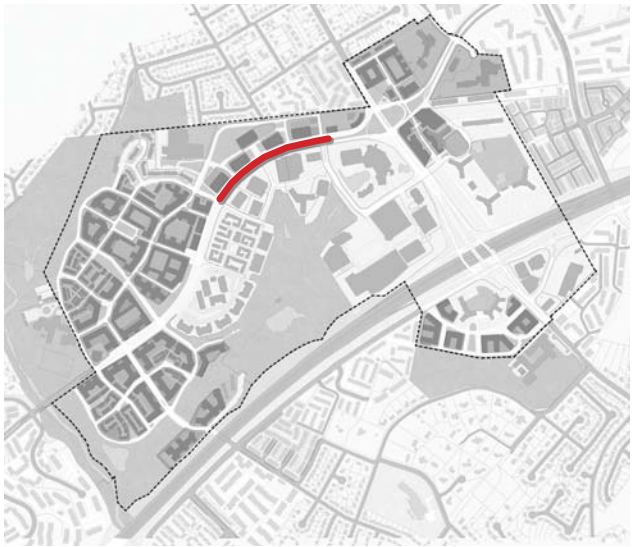


Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

Notes:
* Turn lane only present in certain areas. Pavement width varies.
** Total Right-of-way width varies based on turn lane and existing conditions.
*** Required Setback from face of curb for new buildings

North Beauregard St.
ST - 123-140 - varies - T





Notes:

* Planting median at intersections will be reduced, where turn lanes are provided.

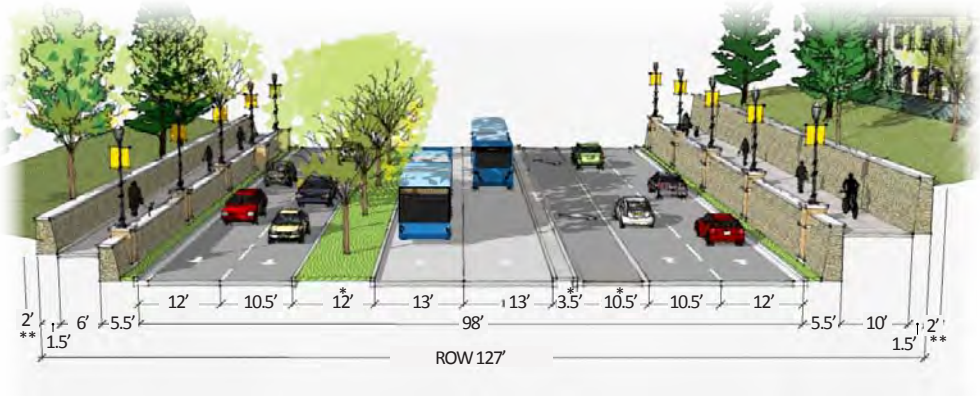
** Variable width landscape strip @ certain locations

*** Total Right-of-Way width varies based on median widths and existing conditions.

**** Lane width varies between 12'-15' due to existing conditions.

***** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

North Beauregard St.
ST - 127 - 98 - T



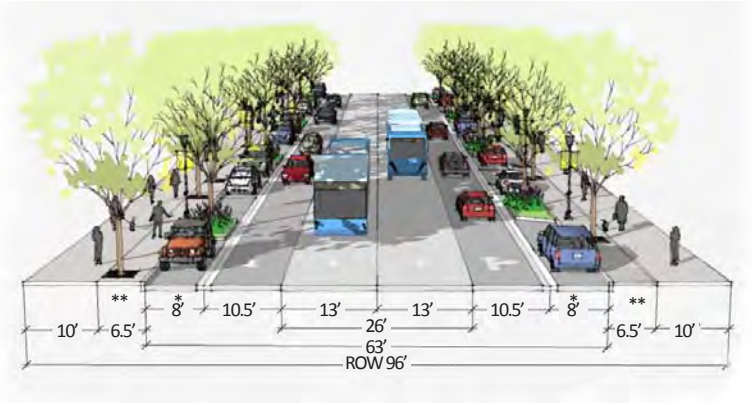
Notes:

* Planting median at intersections will be reduced, where turn lanes are provided.

** Maintenance easement for the wall

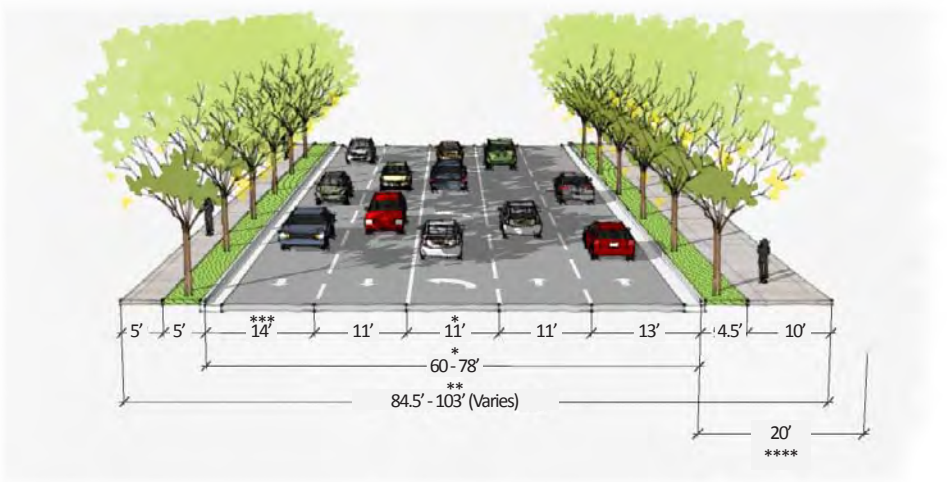
*** The wall shall be divided into two walls to ensure a pedestrian scale on North Beauregard St..

Sanger Ave.
ST - 96 - 63 - T



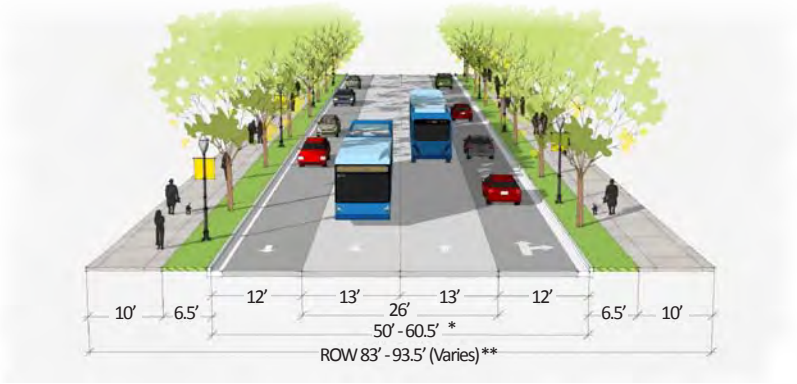
Notes:
* Optional mid-block bulbouts shown.
** Tree well or planting strip may be provided.

Seminary Rd.
ST - 84.5-103 - 60-78

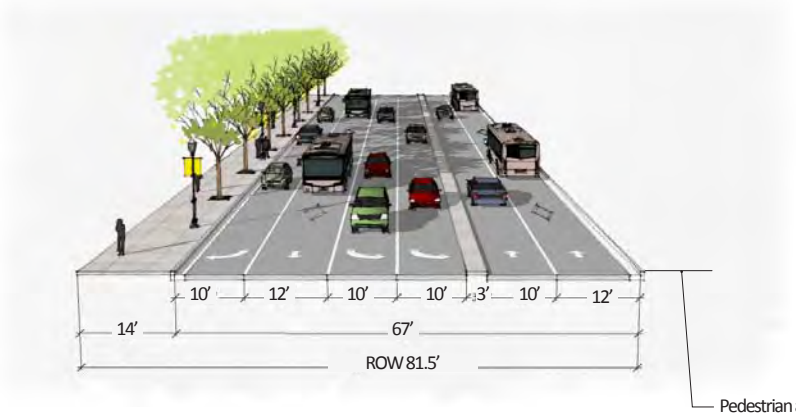


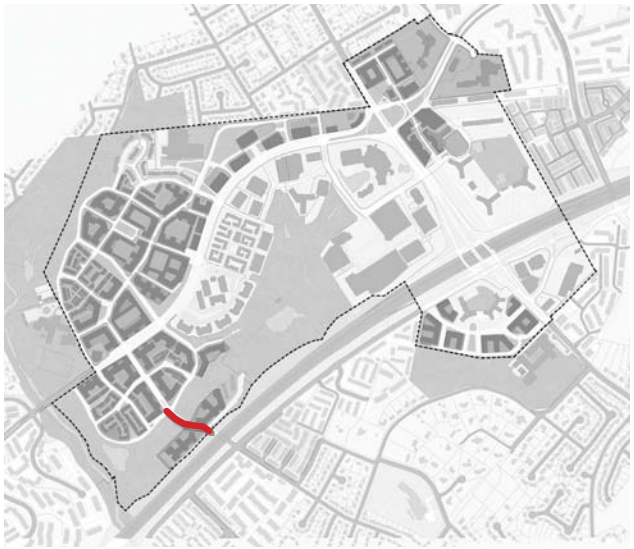
Notes:
* Turn lane only present in certain areas. Pavement width varies.
** Total right-of-way width varies based on turn lane and existing conditions.
*** Section does not include the additional eastbound right turn lane to the southbound direction of the ellipse.
**** Required Setback from face of curb for new buildings

ST - 83-93.5 -50-60.5 - T



ST - 81.5 - 67 - T



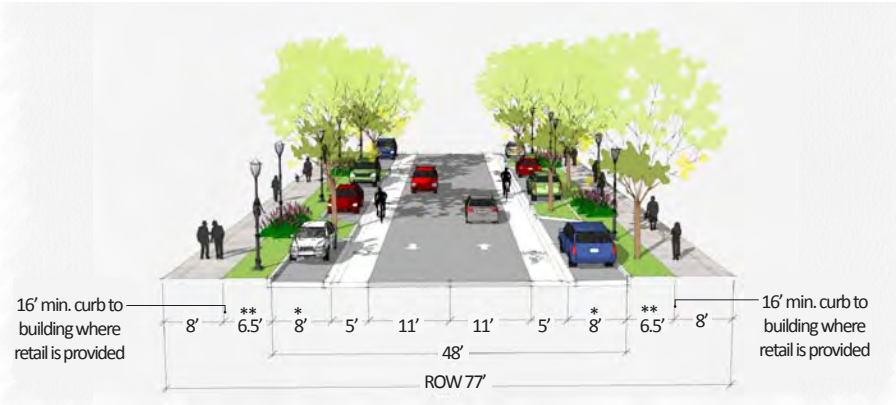


Note:

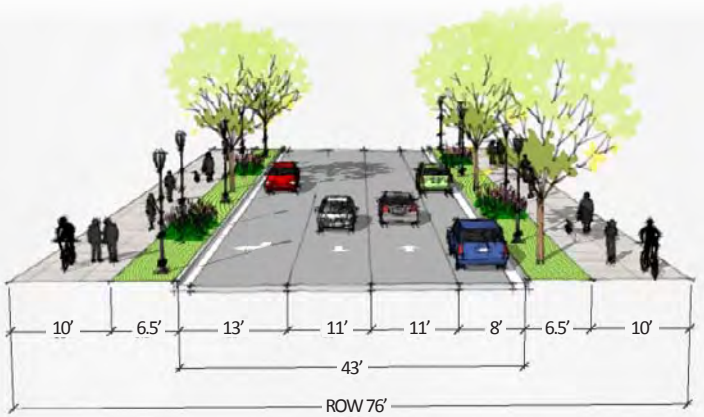
* Turn lane only present in certain areas. Pavement width varies.

** Total R.O.W. width varies based on turn lane.

ST - 77 - 48



ST - 76 - 43



Notes:

* Optional mid-block bulbouts shown.

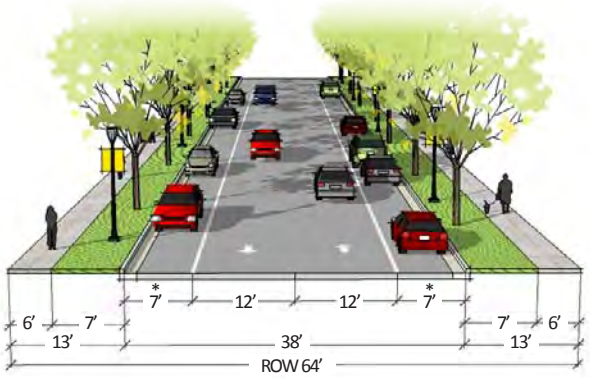
** Planting strip within the Town Center or where retail is provided shall be tree wells

\- R.O.W.s may vary based on existing conditions.

ST - 84 - 54 - T

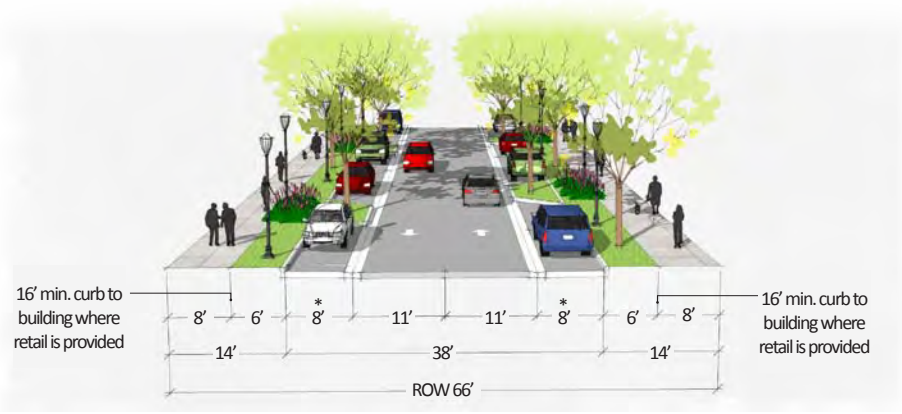
Note:
Section for transitway station may shift in location along the street.

Old/New Kenmore Ave.
ST - 64 - 38



Note:
* On-street parking dedicated to Seminary Towers
- R.O.W. based on existing condition

ST - 66 - 38

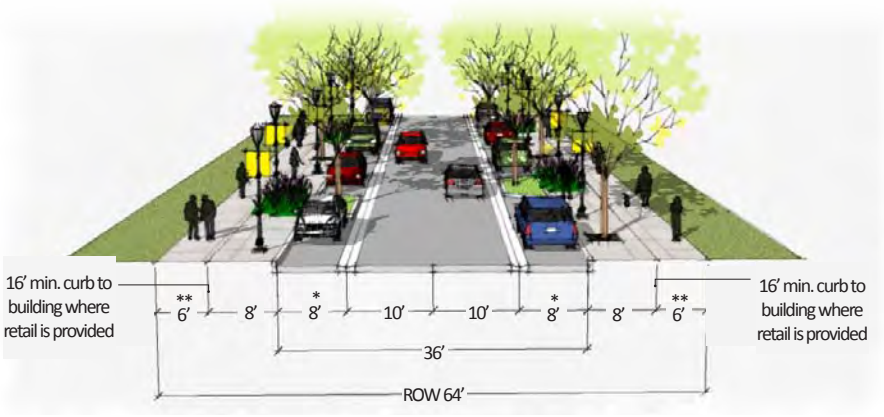


Notes:

*Optional mid-block bulbouts shown.

- There will be turn lanes at some intersections

ST - 64 - 36



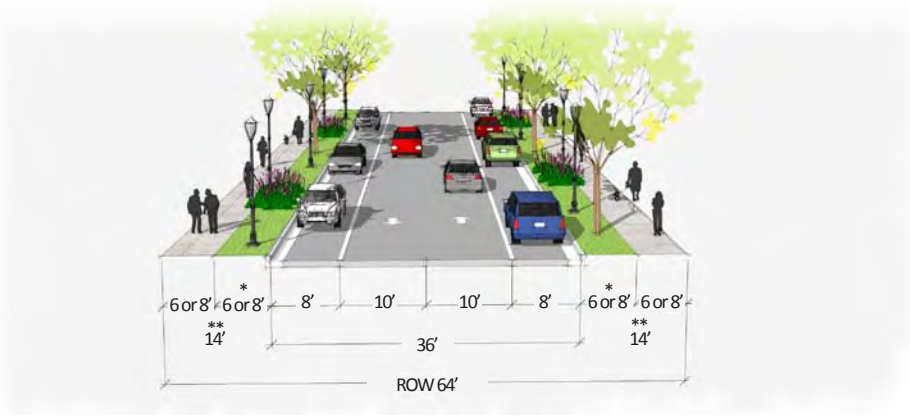
Notes:

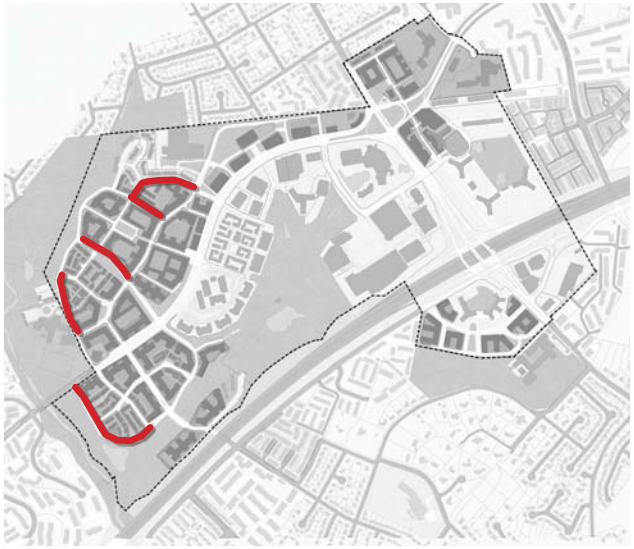
* Optional mid-block bulbouts shown.

** Sidewalks vary on the Southern Towers neighborhood. Refer to the Framework Diagram and/or for details.

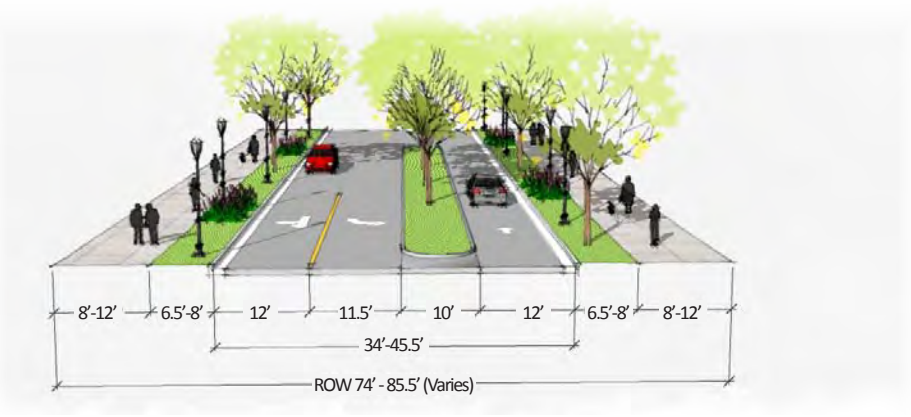
- There will be turn lanes at some intersections.

ST - 64 - 36





ST - 74-45.5 - 34-45.5



Notes:

* Planting strip at retail locations may be tree wells

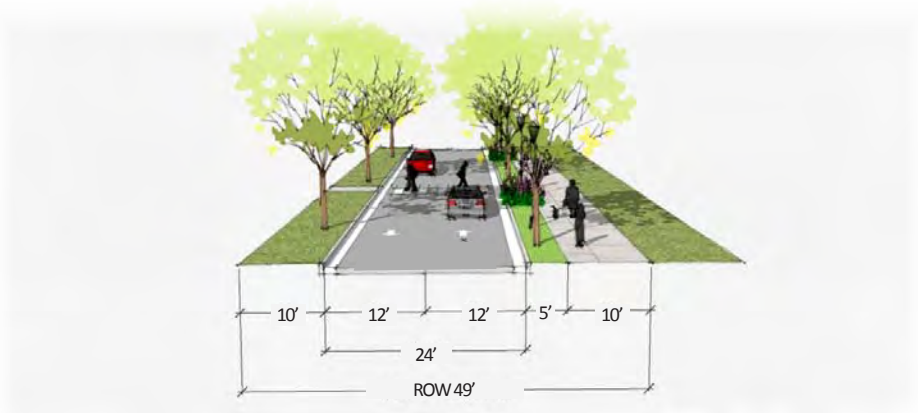
** Where 6 foot sidewalk is provided the landscape strip or the tree wells shall be increased to 8 feet. Where 6 foot landscape strip or tree well is provided the sidewalk shall be increased to 8 feet.

- Right-of-Ways may vary based on existing conditions.

Note:

The location and design of the streets within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

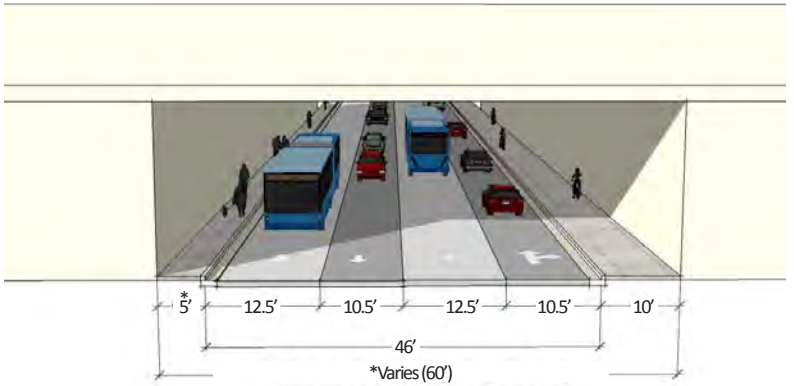
ST - 49 - 24



Note:

The location and design of the streets within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

ST - varies - 46

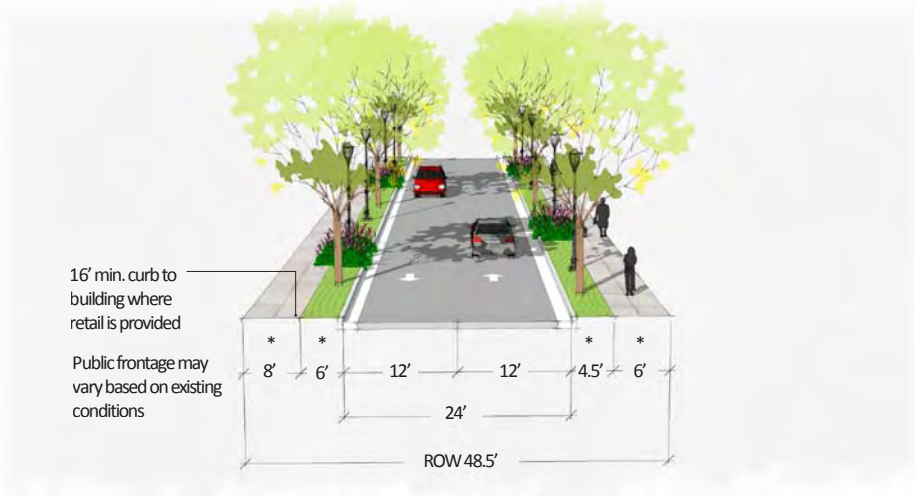


Note:

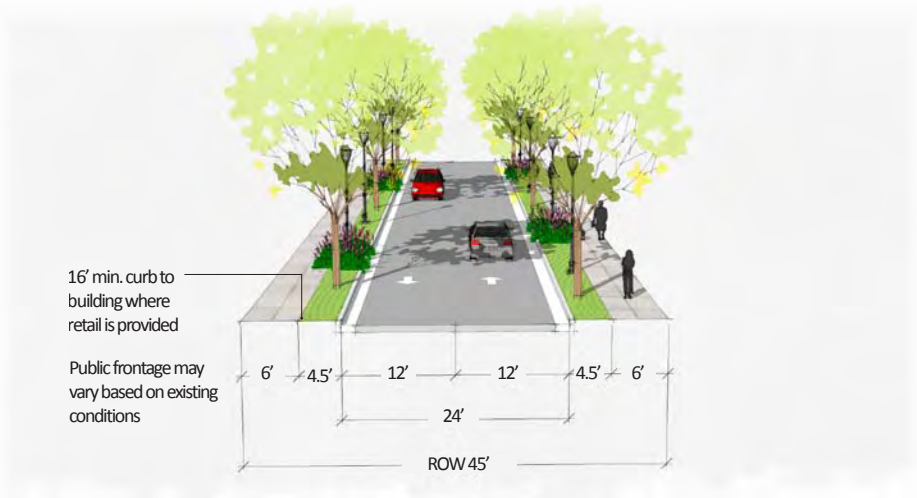
*Width of sidewalk varies based on existing width of bridge

7.12 Streets

ST - 48.5 - 24 - T

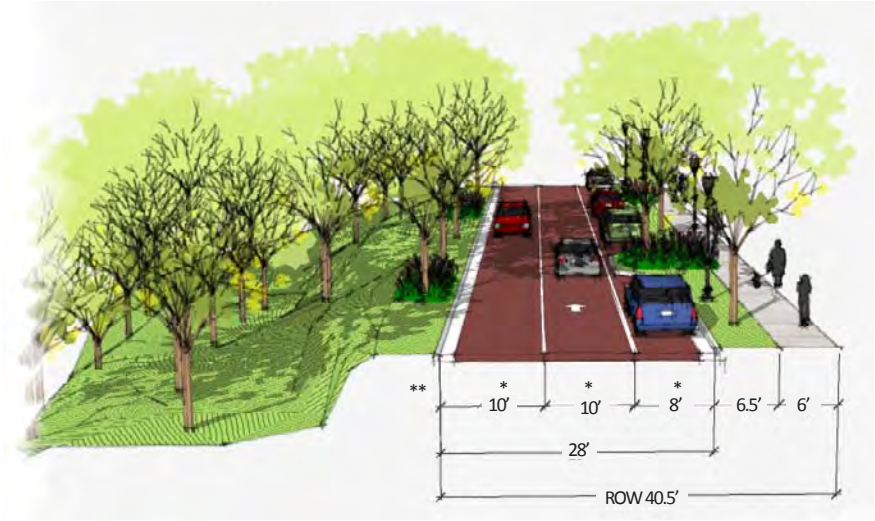


ST - 45 - 24 - T



Note:
* Public frontage (sidewalk/verge) may vary based on existing conditions

ST - 40.5 - 28



Notes:

- Street may be one or two way circulation as determined by the development review process.

* Pavement material should be pervious, unique in textured and appearance from typical streets. Optional landscape islands may be used.

**A swale curb type should be utilized along the Dora Kelley Nature Park frontage.

7.14 Streets

Chapter 8: Public Realm - Streetscape

The design of the public realm, including sidewalks and other pedestrian amenities is intended for the comfort of residents and visitors to the neighborhoods and can provide opportunities for gathering, enhanced pedestrian circulation, and visual interest. Selected Items of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

i. General Standards

(1) Street Furniture (such as: street lights, benches, bike racks, trash receptacles, newspaper boxes, etc.) shall comply with city standards and be selected from the City of Alexandria's pre-approved list.

a) Sidewalks

i. Standards

(1) Sidewalks shall be provided on each block and shall be continuous on each side of the street, which has adjacent development.

(2) New sidewalks shall be a minimum width of six feet clear. Greater sidewalk widths shall be provided as required by the street cross sections as shown herein, or where retail is provided.

(3) City maintained sidewalk materials shall be concrete. Brick sidewalks will not be allowed within the R.O.W. or public access easements maintained by the city.

(4) Tree wells and landscape strips shall be planted with appropriate ground cover plantings.

(5) Adequate pedestrian clearance shall be considered where transitway stops are located.

(6) Bulbouts shall be provided for each intersection-crosswalk, where parallel parking is provided.

(7) Curb Radii shall be limited to 15 feet where curbside parking is provided and 25 feet where curbside parking is not provided. See Illustrated definition for curb radius.

(8) Sidewalks shall align with one another and connect to open space trails and paths, providing an unbroken circulation system.

(9) Except in open spaces, sidewalks shall be placed adjacent to the street with openings in the sidewalk to accommodate tree wells and/or landscape strips as depicted in the street sections Chapter 7.

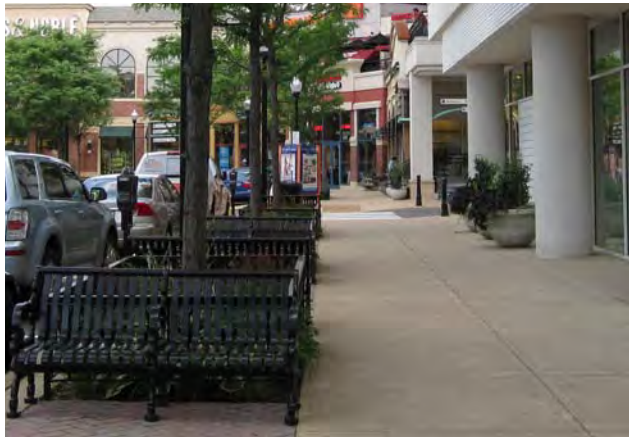
(10) Pedestrian paths through open spaces and mid-block passages shall serve as extensions to the street sidewalk system.

(11) If a local transitway stop is located on a bulbout, the bulbout shall be at minimum 30 feet in length to accommodate rear alighting.

ii. Guidelines

(1) Special paving and patterns are recommended for building entrances (excluding retail).

(2) Mid-block bulbouts / islands may be provided on North Beauregard St. and as generally depicted within the street cross-sections.



b) Benches

i. Standards

(1) Benches shall be provided for rest opportunities in areas of gathering or high pedestrian activity (such as along mixed-use and retail frontages), which shall meet city standards.

ii. Guidelines

(1) Benches should be provided where appropriate in locations based on the specific ground floor use and the location of bus stops and public open space.

c) Bike Racks

i. Standards

(1) Bike racks or storage areas shall also be provided in parking garages.

(2) Bicycle racks shall be capable of holding at least two bicycles.

(3) Bicycle racks shall be permanently anchored in a concrete footing to promote stability and security.

ii. Guidelines

(1) Bike racks should be placed in groups at convenient, safe, well lit paved areas in the building or curb zone.

d) Trash/Recycling Receptacles

i. Standards

(1) Waste receptacles shall be placed adjacent to building entrances, in selected locations along streets, sidewalks and trails, transitway stations, local transitway stops and in other locations determined by the property owners.

(2) A minimum of one waste receptacle shall be provided at each intersection in mixed-use areas.

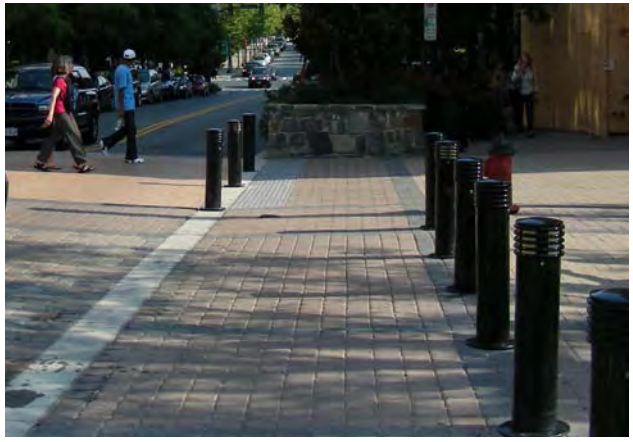
(3) Waste receptacles shall be provided as per city standards.

e) Bollards

i. Standards

(1) Bollards shall be at a height of 30 to 40 inches above grade, except in service areas where bollards shall be 30 to 48 inches in height, with a minimum diameter of eight inches.

(2) Bollards with lighting shall not exceed four feet in height and shall have a concealed light source.



f) Street Trees

i. Standards

(1) Tree well surface openings shall be a minimum of 4 x 10 feet.

(2) Continuity of street character shall be reinforced through the use of street trees. Contrasting species shall highlight special locations such as public parks and plazas.

(3) Trees shall be planted in continuous planting strips or tree wells according to City Street Standards and cross-sections shown in Chapter 7. Planting strips should be a minimum continuous width of four feet or wider as required within the street cross-section. Tree wells shall be provided adjacent to on-street parking, within the Required and optional Retail Areas, while in residential areas landscape strips should be provided. See illustrated definition in Chapter 10 - Definitions

(4) Street tree species selections shall contribute to street character through height, canopy, and foliage. Species shall be approved by the City.

(5) Trees within the median and street trees on N. Beauregard St. shall be four inches caliper at installation.

(6) A continuous spacing of street trees lining both sides of each street, 30 feet on center/average shall be provided.

(7) Trees adjacent to the transitway and local transit stops shall not interfere with transit operations. There should be adequate vertical clearance for trees and transit vehicles.

ii. Guidelines

(1) Street trees should predominately be large shade trees and should provide a sufficient diversity of tree species/genus/family to prevent catastrophic loss.

(2) Open space trees should follow the above stated diversity standards, and should be different from adjacent street trees.

g) Lighting

i. Standards

(1) Street lighting fixtures shall be single, black Dominion Virginia Power acorn lighting fixtures with a standard black finish. The street lights on North Beauregard St. shall be selected as part of the final design for North Beauregard St., and shall have a standard black finish or prevailing City standards. Other larger fixtures, if necessary, shall meet City standards.

(2) Street lights shall be designed to minimize light spillover. Where located next to residential uses, streetlights shall include shields as needed to prevent lighting from directly entering residential windows. Upward cast stray lights shall also be excluded or significantly limited through fixture reflection/refraction or shielding.

(3) Street lights shall be placed to avoid conflict with street trees and sidewalks, and shall be placed to be convenient to service.

i. Guidelines

(1) Allowance for future innovation in lighting should be considered.

h) Transit Stations and Stops

i. Standards

(1) Platforms at stations along the transitway shall be at minimum ten inches in height and rundowns/run-ups from the platform to the station area must be ADA compliant.

(2) All transitway stations shall be covered and include seating, a waste receptacle, and real time transit information.

(3) Where feasible, local transitway stops shall include a bus stop bench, bus shelter including a bench, or a covered area such as an awing with seating beneath.

(4) Bus stops shall be well illuminated.

i) Stormwater Management Ponds

i. Standards

(1) The stormwater management pond shall not be fenced or otherwise segregated. Public safety shall be provided through the modification of slopes, water levels, or other design solutions.

ii. Guidelines

(1) To the extent possible, the volume/size of the Level II Pond should be reduced through the utilization of advanced Low-Impact Development (LID techniques and similar Best Management Practices upstream of the Pond in order to maximize the available open space.)

Chapter 9: Neighborhoods Specific

This chapter contains specific standards for each neighborhood in the CDD #21 and #22 area. These provisions will ensure the plan goals for a mix of uses, interconnected street network, and variety of high-quality open space are realized with plan implementation.

Diagram 9 - Neighborhoods

a) Seminary Overlook

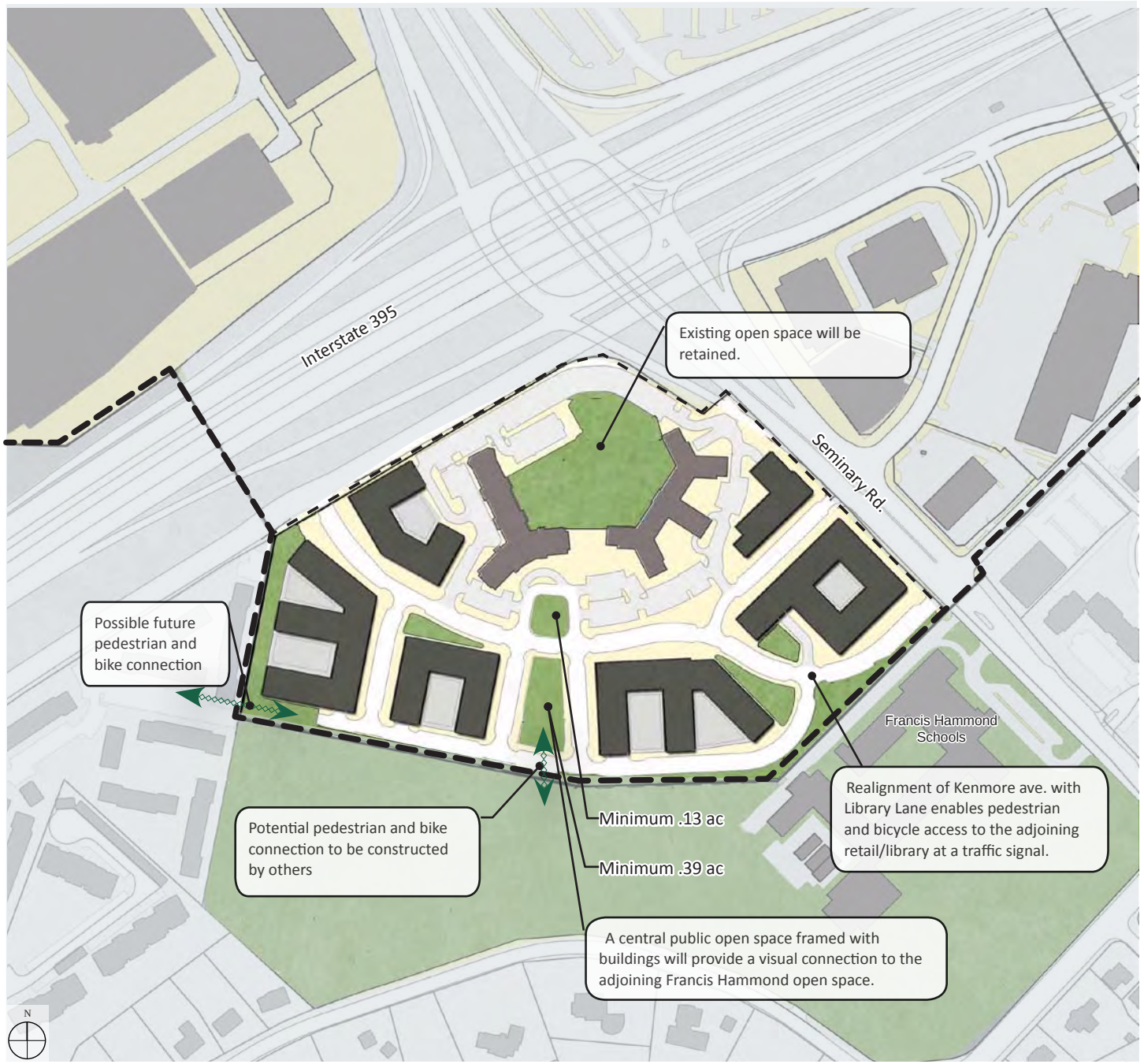


Diagram 9.a.1 Seminary Overlook Illustrative Plan

- BSAP Boundary
- Seminary Overlook Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Alley & Service Parking
- Streets
- Potential Pedestrian Connection

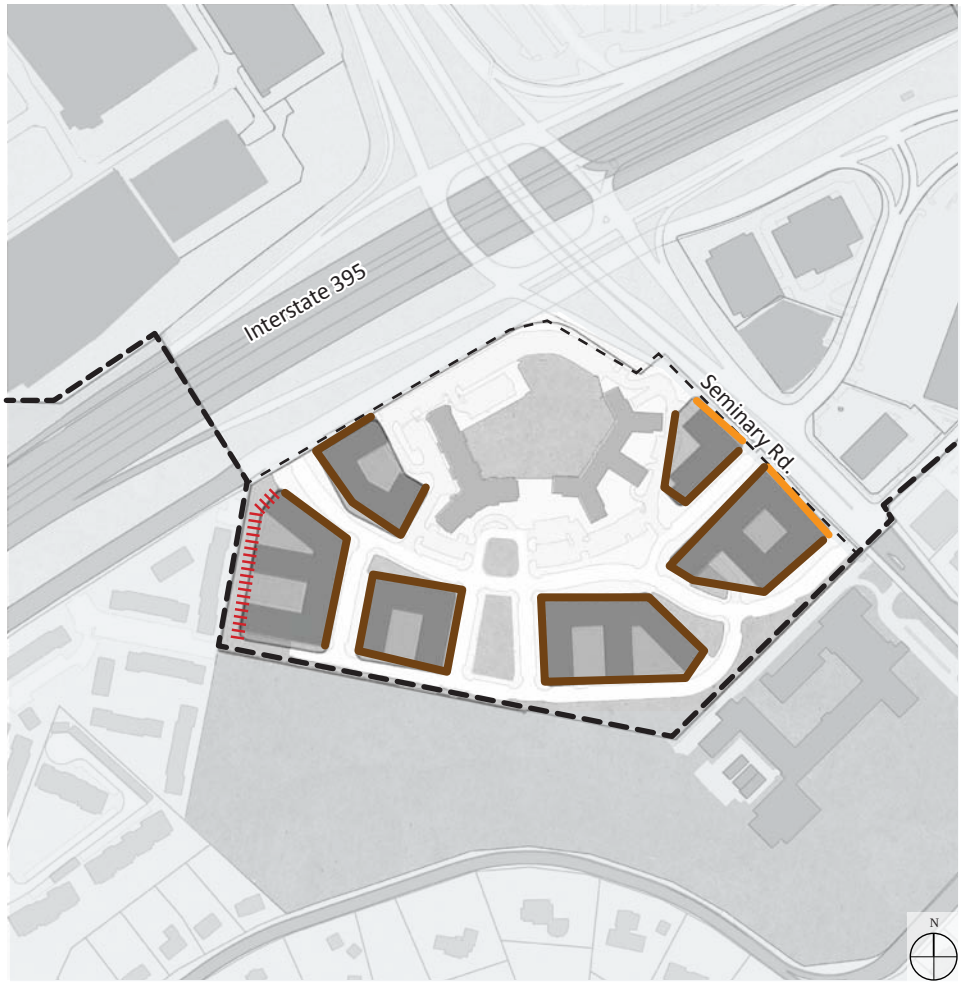


Diagram 9.a.2: Building Height Transitions and Setbacks

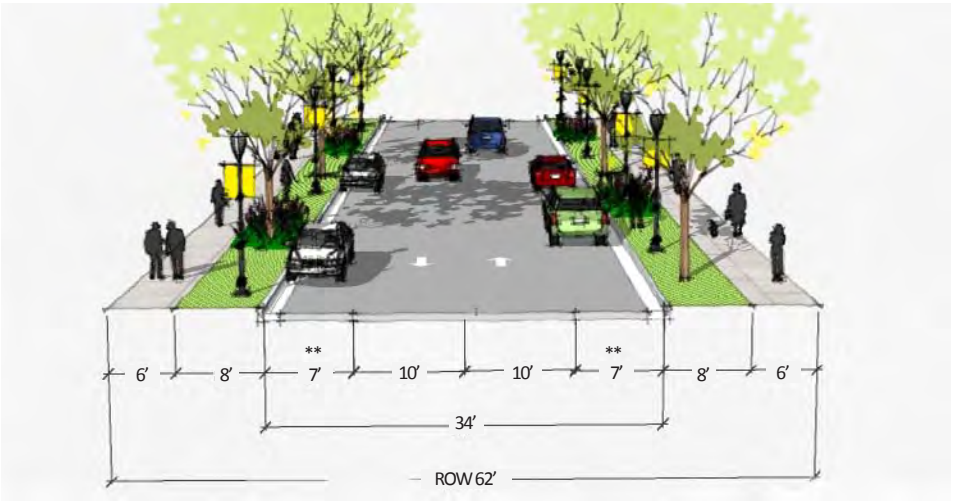
IIIIIIIII Required Building Transition (See Chapter 4, Section D)

Frontage Setback Seminary Rd. (20' min. from edge of curb to building)

Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.

Notes:
All other setbacks shall be by building use as described in Chapter 4, Section C.

ST - 62- 34



ST - 64 34

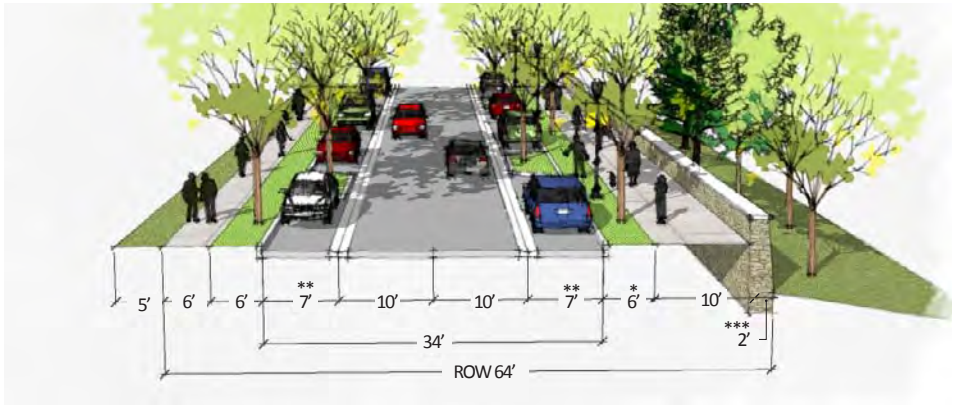
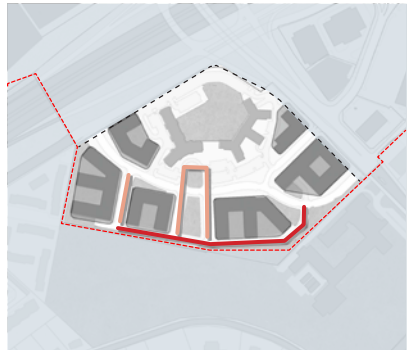


Diagram 9.b.3: Non-Framework Street Sections

ST - 62 -34

ST - 64 - 34

Notes:
* Planting strip at retail locations may be tree wells
** On-street parking dedicated to Seminary Towers
*** Wall depicted for illustrative purposes only
- R.O.W. based on existing condition
- Sections may be finalized during the DSUP process



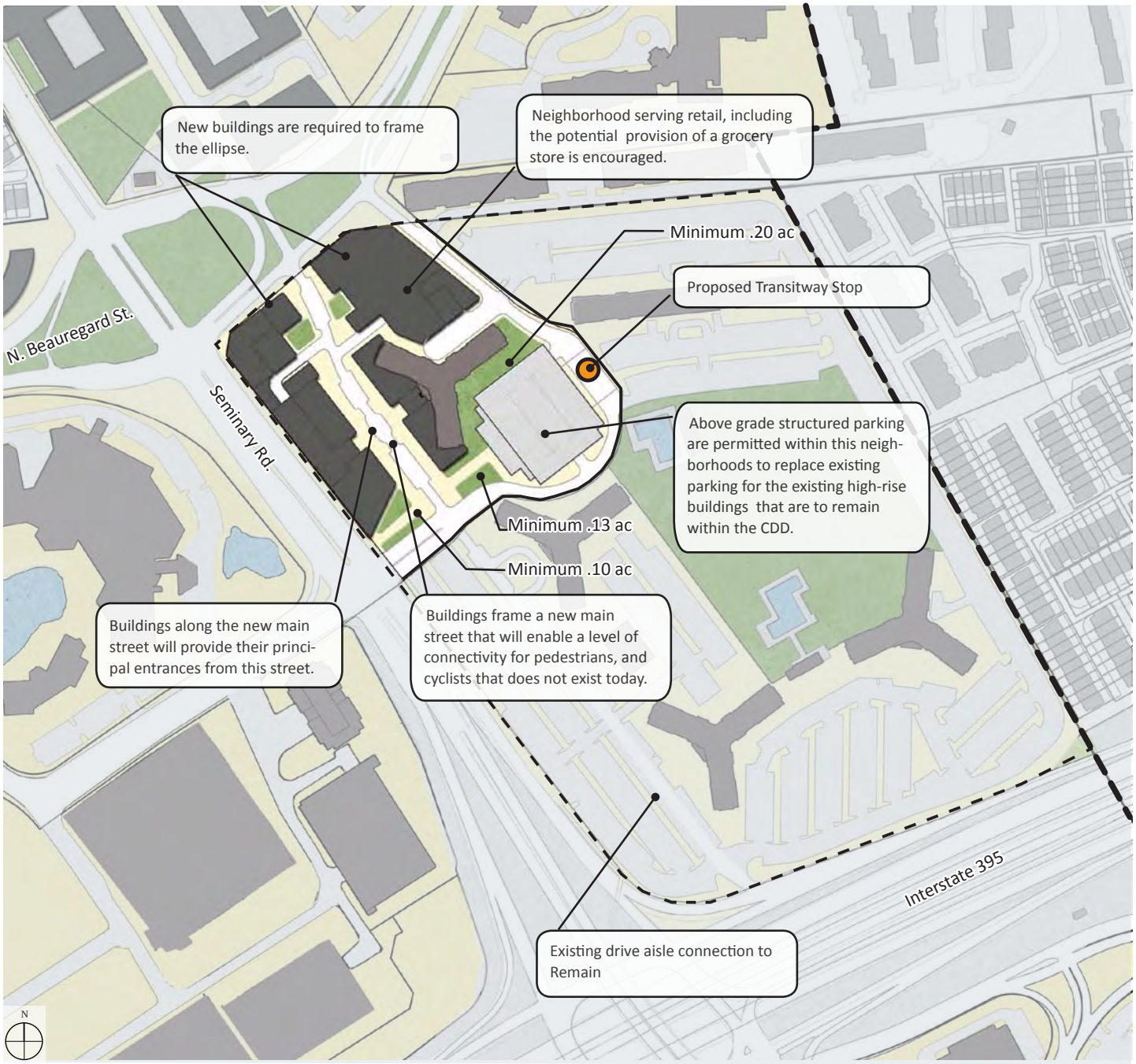
b) Southern Towers

Diagram 9.b.1: Southern Towers Illustrative Plan

- BSAP Boundary
- Southern Towers Boundary
- Southern Towers CDD #21 Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Stop

Notes:

Southern Towers has existing buildings, infrastructure, and amenities which will remain in operation during and after the new development. Additionally many of Southern Towers surface parking lots will remain outside the CDD. In some circumstances existing conditions may preclude the application of some of these standards.



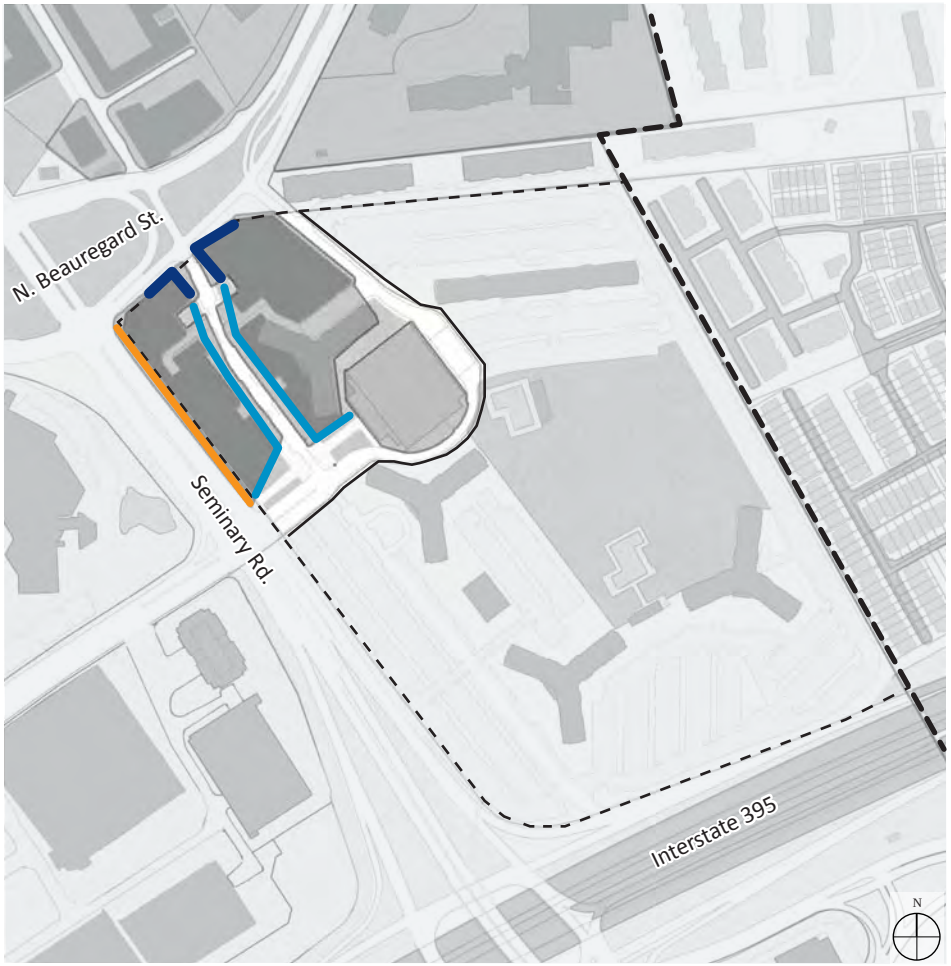


Diagram 9.b.2: Building Setbacks

- Frontage Setback Seminary Rd. (20 feet min. from edge of curb to building)
- Frontage Setback for Required Retail (16 feet - 25 feet from edge of curb to building)
- Frontage Setback for Optional Retail (16 feet - 25 feet from edge of curb to building)

Notes:
All other setbacks shall be by building use as described in Chapter 4, Section C.

All street section within Southern Towers neighborhood are framework streets and shown within Chapter 8 - Street Standards and Guidelines

c) Upland Park

Diagram 9.c.1: Uplands Park Illustrative Plan

- BSAP Boundary
- Upland Park Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Alley
- Streets

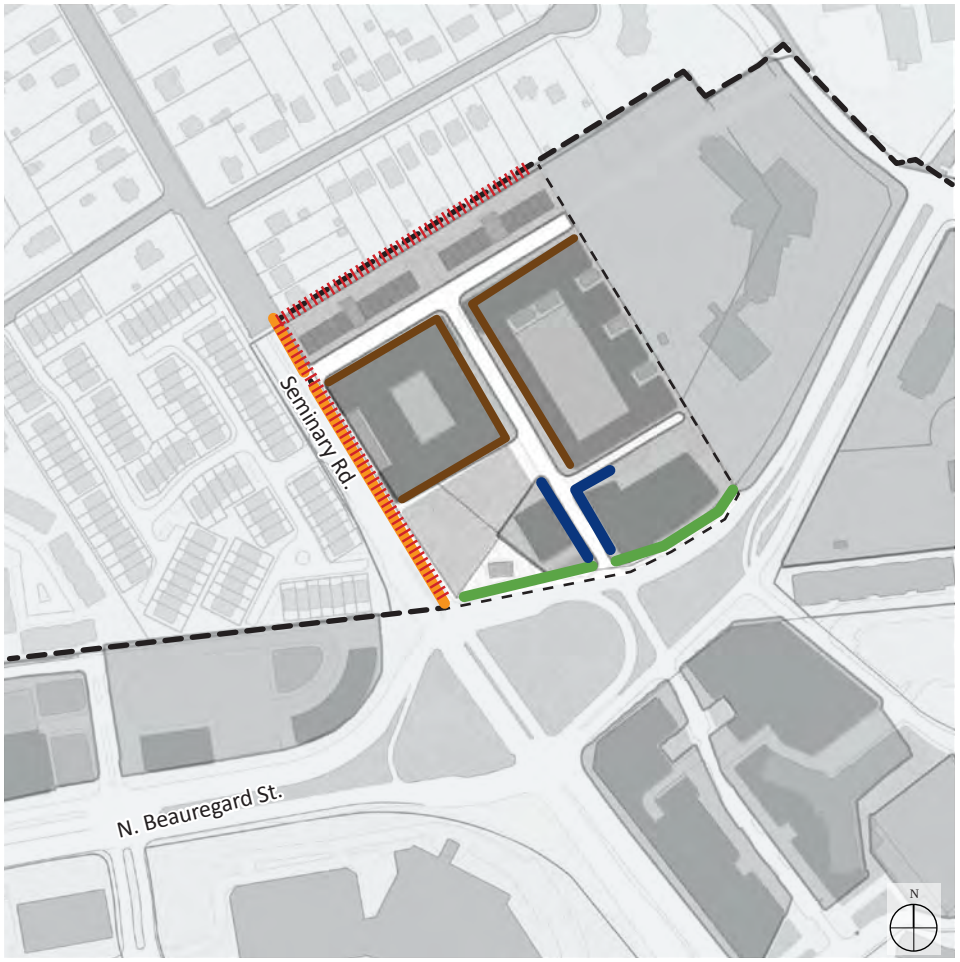


Diagram 9.c.2: Building Setbacks and Transitions

- Frontage Setback For Seminary Rd. (20' min. from edge of curb to building)
- Frontage Setback for N. Beauregard St. (10' min. from right-of-way to building)
- Frontage Setback for Retail (16 feet - 25 feet from edge of curb to building)
- Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.
- Required Building Transition (See Chapter 4, Section D)

Notes:
All other setbacks shall be by building use as described in Chapter 4, Section C.

All street section within Upland Park neighborhood are framework streets and shown within Chapter 8 - Street Standards and Guidelines

d) Adams

Diagram 9.d.1 Adams Illustrative Plan

- BSAP Boundary
- Adams Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Alley & Surface Parking
- Streets
- Proposed Transitway Stop
- Stop Potential Pedestrian Connection & Bicycle Connection
- Mid-Block Passage

Note:

① The specific design and location of the street alignments will be determined as part of the DSUP process.

The location and design of the streets within the Adams Neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

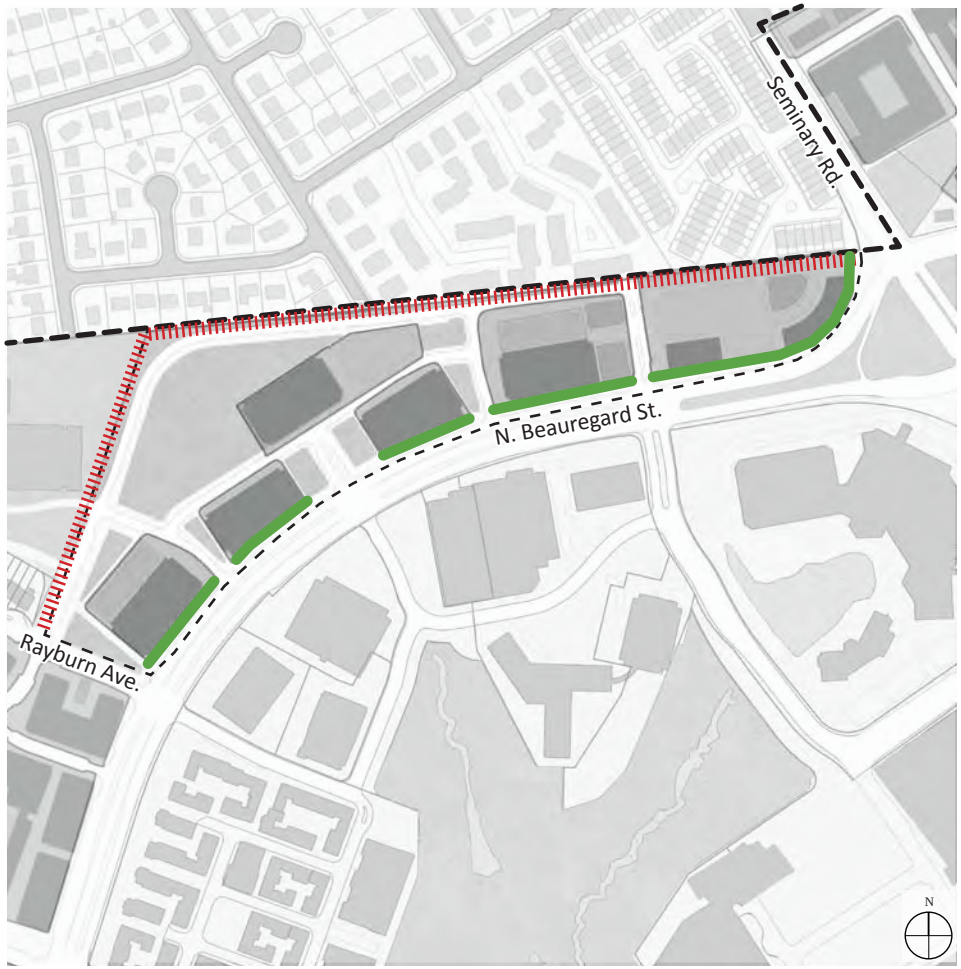


Diagram 9.d.2: Building Setbacks and Transitions

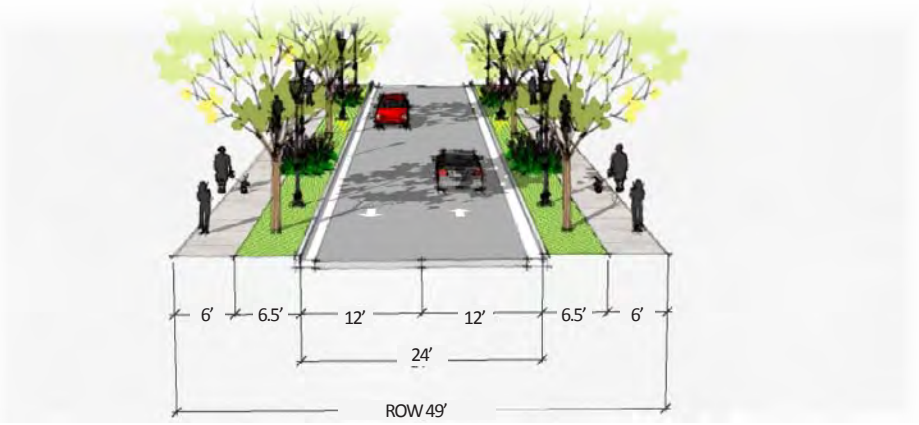
Frontage Setback for N. Beauregard St. (10' min. from right-of-way to building)

Required Building Transition (See Chapter 4, Section D) see CDD conditions for requirements within required building transitions.

Note:

A minimum building setback is not required within this location, however the building shall be setback to provide the open space depicted in diagram 9.d.1.

ST - 24 - 49



ST - 34 - 63-74

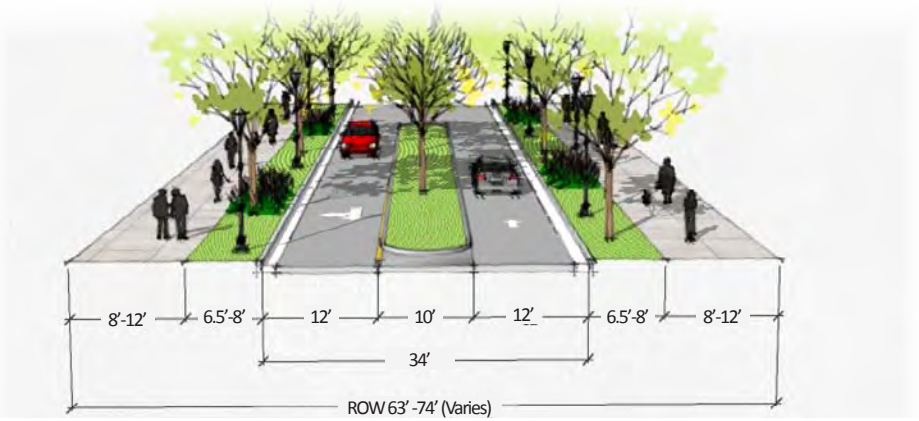


Diagram 9.d.3: Non-Framework Street Sections

ST - 34 - 63-74

ST - 24 - 49

Notes:

- Sections may be finalized during the DSUP process
- The location and design of the streets within the Adams neighborhood are subject to the CDD conditions and will be finalized in the DSUP approval.

e) Town Center

Diagram 9.e.1: Town Center Illustrative Plan

- BSAP Boundary
- Town Center Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Stop
- Mid-Block Passage

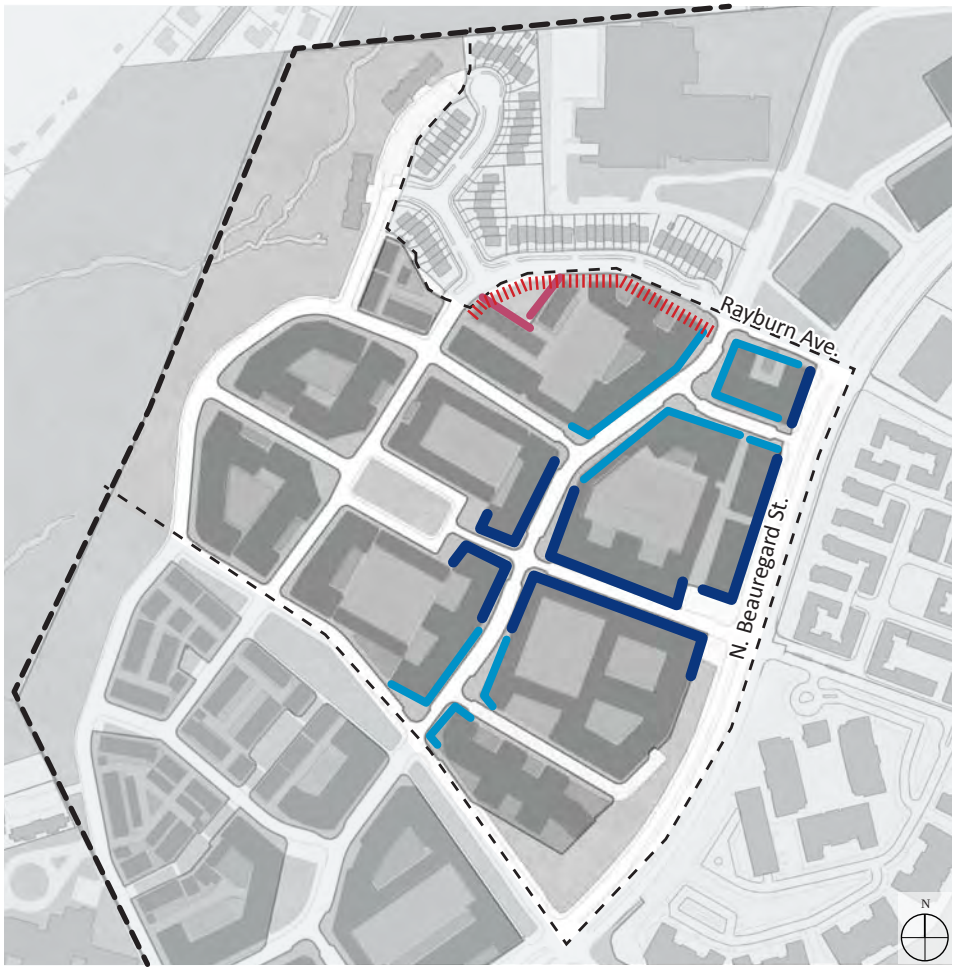


Diagram 9.e.2: Building Setbacks

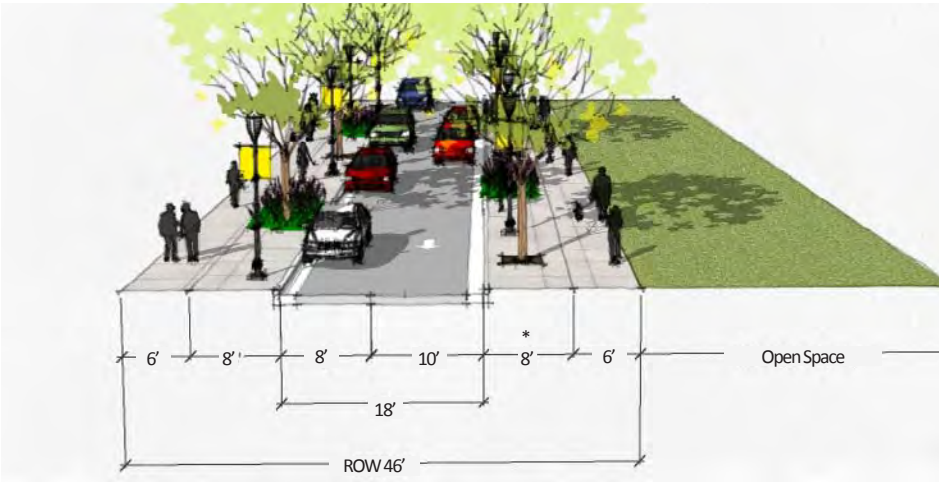
- Frontage Setback for Required Retail (16 feet - 25 feet from edge of curb to building)
- Frontage Setback for Optional Retail (16 feet - 25 feet from edge of curb to building)
- Frontage Setback frontage along Major Mid-Block Passages and Dedicated Open Space
- Required Building Transition (See Chapter 4, Section D)

Notes:

*Where townhouses are provided, they shall comply with setbacks requirements as set forth in Chapter 4, Section C.

All other setbacks shall be by building use as described in Chapter 4, Section C.

ST - 46 - 18



ST - 64 - 36

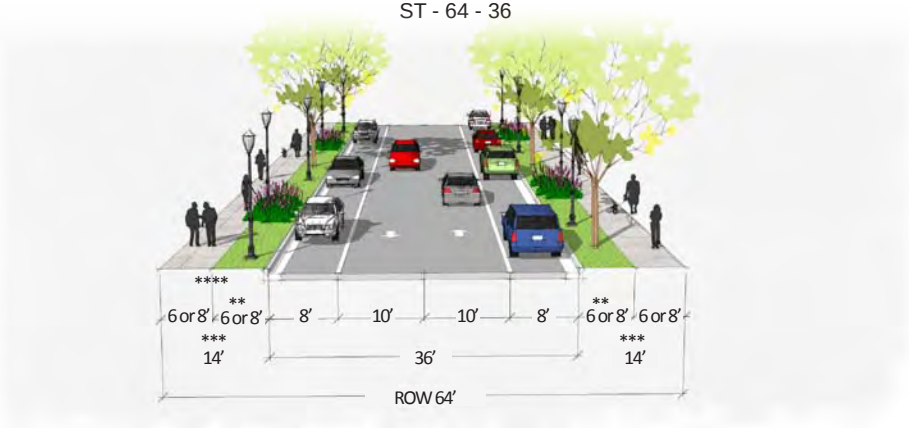


Diagram 9.e.3: Non-Framework Street Sections

- ST - 46 - 18
- ST - 64 - 36

Notes:

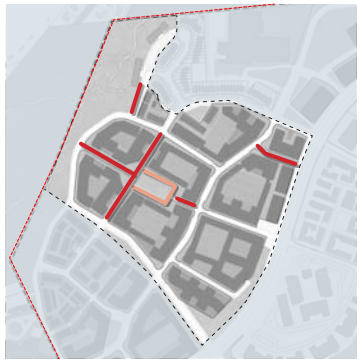
* The adjoining sidewalks will need to comply with all applicable City load rating requirements for fire truck as deemed necessary as part of the development review process.

** Planting strip at retail locations may be tree wells

*** Where 6 foot sidewalk is provided the landscape strip or the tree wells shall be increased to 8 feet. Where 6 foot landscape strip or tree well is provided the sidewalk shall be increased to 8 feet.

**** Along Dora Kelley Park the detail of the public frontage shall be continuous and as shown on pg. 7.14.

- R.O.W.'s may vary based on existing conditions.
- Sidewalks to be constructed of concrete
- Sections may be finalized during the DSUP process.



f) Garden District

Diagram 9.f.1: Garden District Illustrative Plan

- BSAP Boundary
- Garden District Boundary
- Proposed Buildings
- Fire Station
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Stop
- Major Mid-Block Passage

Diagram 9.f.2: Building Setbacks

- Frontage Setback for N. Beauregard St. (10' min. from right-of-way to building)
- Frontage Setback for Optional Retail (16 feet - 25 feet from edge of curb to building)
- Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.*
- Frontage Setback frontage along Major Mid-Block Passages and Dedicated Open Space

Notes:

*Where townhouses are provided, they shall comply with setbacks requirements as set forth in Chapter 4, Section C.

All other setbacks shall be by building use as described in Chapter 4, Section C.

ST - 64 - 36

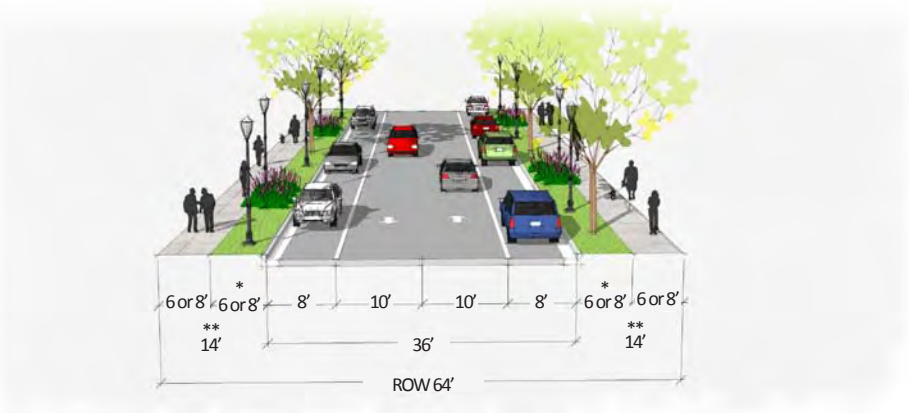


Diagram 9.f.3: Non-Framework Street Sections

ST - 64 - 36

Note:

* Planting strip at retail locations may be tree wells

** Where 6 foot sidewalk is provided the landscape strip or the tree wells shall be increased to 8 feet. Where 6 foot landscape strip or tree well is provided the sidewalk shall be increased to 8 feet.

\- R.O.W's may vary based on existing conditions.

\- Sections may be finalized during the DSUP process.

g) Greenway

Diagram 9.g.1: Greenway Framework

- BSAP Boundary
- Greenway Boundary
- Existing Buildings to Remain
- Proposed Buildings
- Open Space
- Parking Structure
- Streets
- Proposed Transitway Stop
- Required Pedestrian and Vehicular Connection
- Major Mid-block Passage
- Pedestrian Bridges: The specific design and location will be determined during the DSUP process.

Diagram 9.g.2: Building Setbacks and Transitions

- Frontage Setback for N. Beauregard St. (10' min. from right-of-way to building)
- Frontage Setback for Optional Retail (16 feet - 25 feet from edge of curb to building)
- Frontages shall have an average setback of 10 feet (from property line to building) for a minimum of 30% of the identified frontage for each building.*
- Frontage Setback frontage along Major Mid-Block Passages and Dedicated Open Space
- Required Building Transition (See Chapter 4, Section D)
- Recommended Courtyard Building

Notes:

*Where townhouses are provided, they shall comply with setbacks requirements as set forth in Chapter 4, Section C.

All other setbacks shall be by building use as described in Chapter 4, Section C.

ST - 64 - 36

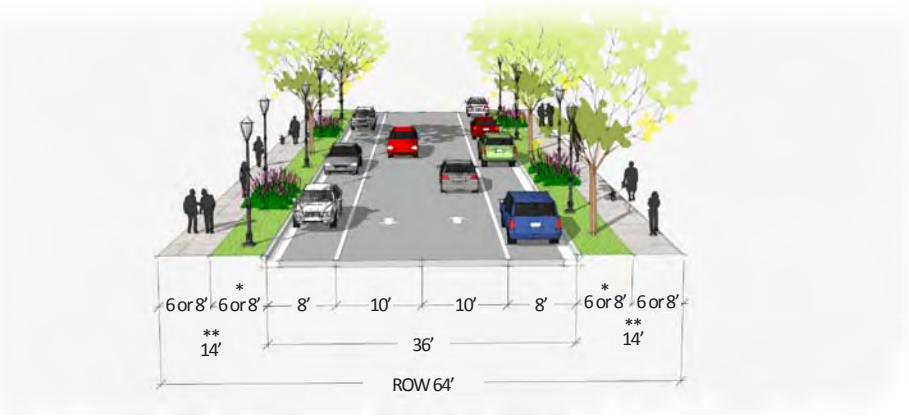


Diagram 9.g.3: Non-Framework Street Sections

ST - 64 - 36

Note:

* Planting strip at retail locations may be tree wells

** Where 6 foot sidewalk is provided the landscape strip or the tree wells shall be increased to 8 feet. Where 6 foot landscape strip or tree well is provided the sidewalk shall be increased to 8 feet.

- R.O.W.'s may vary based on existing conditions.
- Sections may be finalized during the DSUP process

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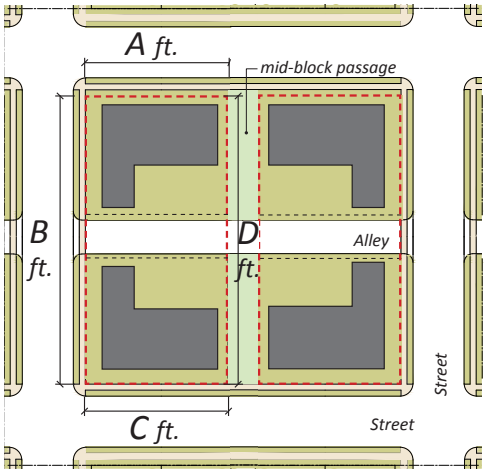
Chapter 10: Definitions

ILLUSTRATED DEFINITIONS - URBAN STANDARDS & GUIDELINES

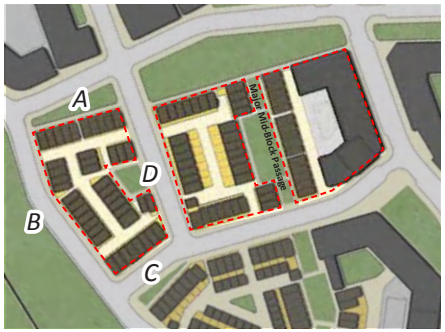
BLOCK PERIMETER



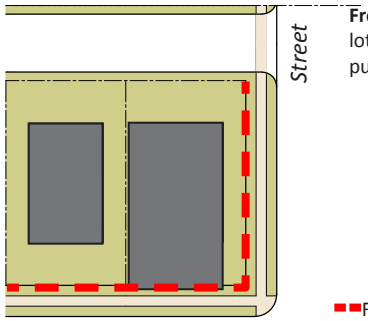
Block perimeter is measured as the right-of-way perimeter adjacent to public streets. If mid-block pedestrian passages are provided, the block perimeter shall be measured from public streets to the mid-block pedestrian passages. As shown in the illustration above.

- Block Perimeter
- Lot Line
- Building

IMAGE EXAMPLE



FRONTAGE LINE AND LOT LINE



Frontage Line: a lot line bordering a public right-of-way.

- Frontage Line
- Lot Line
- Building

Intentionally left blank

ILLUSTRATED DEFINITIONS - CONTINUED

STANDARD CORNER CURB DETAIL

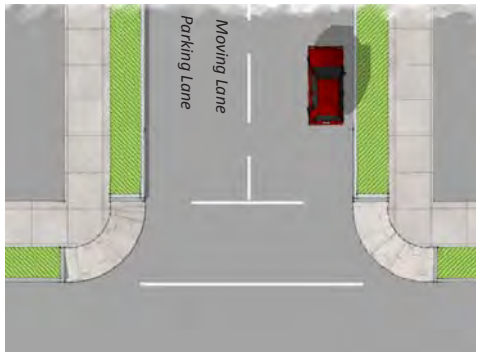


IMAGE EXAMPLE

CORNER CURB WITH BULB-OUT

IMAGE EXAMPLE

MID-BLOCK BULB-OUT

IMAGE EXAMPLE

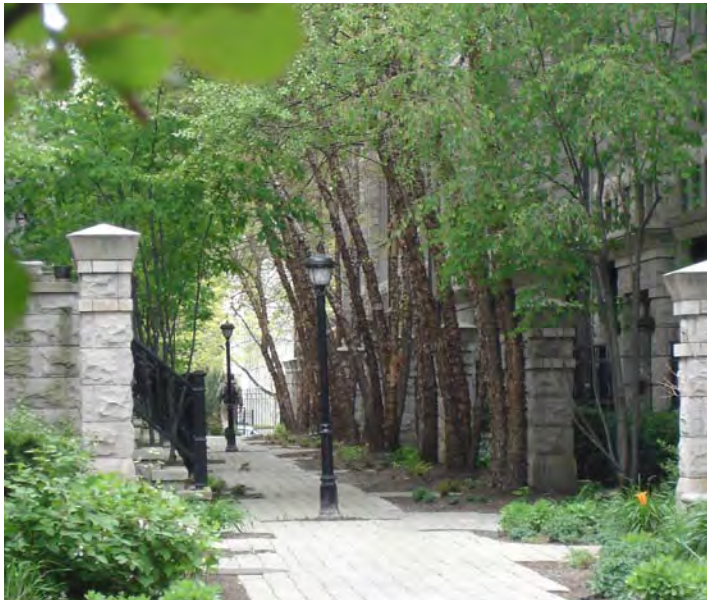
ILLUSTRATED DEFINITIONS - BUILDING HEIGHT TRANSITIONS

BUILDING STEPBACK	BUILDING SHOULDER
	
Image Example	Image Example
	

ILLUSTRATED DEFINITIONS - BUILDING HEIGHT TRANSITIONS

LANDSCAPE BUFFER

Image Example



COURTYARD

Image Example

Other definitions, not illustrated:

Active uses: Permitted uses designed to encourage human presence within the space and screen above-grade parking garages. Active uses do not include mechanical rooms, storage rooms and loading docks.

Alley: A narrow service access to the rear of buildings and provides service areas, parking access, and utility easements. Syn.: Rear Lane

Trail: A pedestrian way traversing an open space. Trails should connect directly with the sidewalk network at the urban edge. Syn.: Path, Walk.

Liner Building: a shallow building conceived specifically to mask a parking lot or a parking structure.

Chapter 11: Summary of Recommendations (Design Standards & Guidelines)

Chapter 1: Introduction

1.1 Intent of Standards and Guidelines

(1) These Design Standards and Guidelines (Standards and Guidelines) contain standards and guidelines that impact the design and character of development within CDD #21 and CDD #22. This document augments the Bearegard Small Area Plan (BSAP) and is intended to ensure the highest quality urban and architectural designs that affect the public realm. Their purpose is to shape high-quality public spaces and streetscapes with buildings and other physical features to create a strong sense of place that can become an amenity and model of sustainable growth for Alexandria. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals, requirements and this document.

(2) These Standards and Guidelines ensure high quality design within the CDD #21 and #22. Standards shall require a higher level of review and the expectation is that new development will be required to comply with these Standards. Any deviation from the standards contained herein shall be evaluated and determined through the Development Special Use Permit (DSUP) process. Guidelines are advisory and new development is encouraged to incorporate them as appropriate.

(3) These Standards and Guidelines are exclusively applicable to new development within CDD#21 and CDD#22. Existing buildings shall not be impacted by these Standards and Guidelines, unless a site plan or development special use permit is required due to building and /or site improvements.

(4) The provisions of these Standards, when in conflict with other codes and standards, shall take precedence for issues related to urban and architectural design; however, these provisions shall not supersede any existing Building Code, Fire Code and/or other standards which relate to life safety and/or health issues.

(5) Special Conditions for each neighborhood in Chapter 9 may supersede the Standards and Guidelines described in Chapters 4 - 8.

(6) The photographs provided throughout these Standards and Guidelines are intended to illustrate the design principles stated herein and are for illustrative purposes only. The illustrative plan, building footprints, blocks sizes and massing are also shown for illustrative purpose and meant to help demonstrate future development within the CDD #21 and #22 .

(7) The form of urban areas and compatibility of mixed-uses should be secured through regulating the form of buildings. These Standards and Guidelines do not apply to the interior of buildings.

1.2 Guiding Elements

This document is based on the following elements:

(1) Integrate Transit, Land Use and Urban Design;

(2) Create Seven Distinct Neighborhoods;

(3) Encourage Diversity of Uses and Housing;

(4) Integrate Urban Ecology -Sustainability;

(5) Provide an Interconnected Open Space Network;

(6) Ensure Compatibility with the Existing Neighborhoods; and

(7) Encourage Economic Sustainability.

1.3 Planning Principles

The intent and purpose of these Standards and Guidelines is to implement the following:

a) The Community

(1) Compact, pedestrian-oriented and mixed-use development will be the pattern of development.

(2) Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

(3) Interconnected networks of streets to disperse traffic and reduce the length of vehicle trips.

(4) A range of housing types, sizes and price levels should be provided to accommodate diverse ages and incomes.

(5) High building densities and a mix of land uses should be concentrated within walking distance of transitway stops.

(6) Civic, institutional, and commercial activity should be in centrally located areas, not isolated in remote single-use complexes.

(7) A range of parks, squares, playgrounds, and open space should be distributed within neighborhoods.

(8) At the time of development, green infrastructure strategy should use best practices consistent with city guidelines, storm water management standards, and green building policies.

b) The Block and the Building

(1) Buildings and the streetscape will define the streets, open spaces and civic spaces.

(2) Block structure should adequately accommodate automobiles while also addressing the needs of pedestrians and the use of public areas.

(3) The design of streets and buildings should contribute to safe, accessible environments, with active uses adjacent to the streets and open spaces. Architecture and landscape design should reflect local climate, topography, history, and building practice.

(4) Public gathering places should be distributed to locations that reinforce neighborhood identity.

Chapter 2: Neighborhoods - Not Applicable

Chapter 3: Plan Framework

3a) Illustrative Plan - Not Applicable

3b) Framework Streets - Not Applicable

3c) Street Hierarchy

i. Standards

(1) The streets shall be built according to the Framework Street classification type assigned to each street as specified in Diagram 3.c.

(2) Streets shall be constructed in the location depicted in the approved CDD #21 and #22 Plans and to their appropriate cross-section dimensions as shown in this Chapter 7.

(3) The street hierarchy designations are as described below and shall meet the following requirements:

(a) **"A" street:** Primary streets include the major streets within the CDD #21 and #22 that manage a great deal of vehicular and pedestrian activity, and may accommodate transit. They are considered high priority for public realm improvements.

(i) Curb cuts, entrances to parking garage and service bays shall be prohibited along N. Beauregard St. and Seminary Rd. All other curb cuts, entrances to parking garages and service bays shall also be prohibited, unless otherwise not feasible for individual buildings. "A" streets are subject to the highest quality of architecture and streetscape. Access to alleys (excluding N. Beauregard St. and Seminary Rd.) may be permitted as part of the DSUP process.

(ii) Buildings shall front the street;

(iii) Active uses, shall be located on street and open space frontages for each level of the building.

(iv) Buildings with frontage on both Seminary Rd. and the new internal street should have entrances on the internal streets.

(b) **"B" Street:** Secondary Streets include smaller, community-scaled streets that connect different neighborhoods together. A high quality of architecture and streetscape is required.

(i) Buildings shall front the street;

(ii) Active uses shall be located on street frontages and open space for each level of the building, except as required for parking screening in Chapter 7.

(iii) Minimize the number of curb cuts per block on each side of the street.

(c) **"C" Streets:** Tertiary Streets include local, residential streets within the communities. They are typically only one to two-blocks long and typically connect to the Secondary Streets.

(i) Curb cuts for internal alleys and service shall be located primarily on these streets.

(4) The street network shall be designed to prioritize connectivity.

(5) Pedestrian access shall be provided along sidewalks, as well as through pedestrian mid-block passages in locations depicted in the approved CDD #21 and #22 Plans.

ii. Guidelines

(1) Streets should be built to consider all modes of transportation and should be consistent with the Complete Streets Policy.

(2) Streets should terminate at other streets, forming a network.

(3) Where possible, streets should connect to surrounding communities or pedestrian connections should be provided as shown in Diagram 3.g.

(4) Transitway stops should be well integrated into the urban environment and should be safe and accessible for users.

3d) General Land Use Plan

i. Standards

(1) The Land Use Framework Plan assigns uses for certain blocks. Each block shall conform to the land uses specified, (Diagram 3.d) including all applicable provisions of the CDD zoning and concept plan.

(2) Affordable and workforce rental housing units shall be dispersed throughout the Plan area in neighborhoods containing residential units and shall include a mix of unit types, a mix of affordability levels and a mix of existing and new units, including accessible units.

(3) The neighborhoods shall be developed in the following manner:

(a) Seminary Overlook neighborhood shall be developed with residential uses.

(b) Southern Towers neighborhood shall be retail, hotel, office and /or multi-family residential uses.

(c) Upland Park neighborhood shall be office, retail, hotel and/or residential.

(d) Adams neighborhood shall be principally developed as office uses, with some retail and/or hotel uses.

(e) The Town Center has the greatest land use variety and shall be mixed use with retail, office, hotel and/or multi-family residential uses.

(f) Garden District shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.

(g) Greenway shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.

(h) Ground floor retail uses shall be provided in locations shown as Required Retail frontages on Diagram 3.d.

(4) Public open space shall be provided within each neighborhood as shown in Diagram 3.h, and should include types such as community gardens, passive open space, urban squares and neighborhood parks.

ii. Guidelines

(1) Ground floor retail uses may also be provided in locations other than those shown on Diagram 3.d (required and optional retail), however they must be approved as part of the DSUP process and must be deducted accordingly from the permitted floor area pursuant to the requirements of the CDD zoning.

(2) Retail uses are encouraged along Optional Retail Frontages.

(3) Facilities for flexible community functions should be considered as part of the DSUP process.

(4) Cultural and civic uses should be considered for each neighborhood to reinforce its distinct character as part of the DSUP process.

3e) Building Heights

i. Standards

(1) Each block shall conform to the building height specified in Diagram 3.e.2.

(2) New residential buildings taller than 100 feet shall have a clearly defined base, middle and top and shall use expression lines, changes in materials or articulations to distinguish these three building parts.

(3) The height of the interior parking structures shall be concealed from street view and shall not exceed the eave height of that building, and shall be subject to the applicable height requirements.

(4) Buildings shall be constructed to a minimum height of 40’ for the areas shown in Diagram 3.e.1. Minimum height requirements shall not apply to interim uses in accordance with the CDD plan.

ii. Guidelines

(1) Ceiling heights and depths for various uses should be flexible to encourage a broad range of uses within different building types.

(2) The cornice line of a townhouse should not exceed 35 feet, or three stories. An optional fourth floor is permitted above the cornice line, provided it does not exceed 45 feet and is incorporated into a roof or provides a building stepback.

(3) The cornice line of a stacked townhouse should not exceed 45 feet, or four stories. An optional fifth floor is permitted, provided it does not exceed 55 feet.

3f) Gateway Elements & Signature Facades

i. Standards

(1) Gateway elements and signature facades shall be provided at locations as depicted on Diagram 3.f.

(2) Signature facades shall provide a high level of design and materials, as described in Chapter 5 of this document.

(3) Gateway elements and signature facades shall be proportioned to the size and scale of the building.

(4) Required gateway element(s) shall provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

ii. Guidelines

(1) Signature facades should provide the highest level of design, and an innovative use of materials.

(2) Architectural features, such as towers, cupolas and lanterns should be used to used to address highly visible corners or terminated vistas.

(3) Gateway elements should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.

3g) Bicycle & Pedestrian Network

i. Standards

(1) The Bicycle and Pedestrian Network Plan assigns the different types of routes proposed in the CDD #21 and #22 . Mid-block passages and on and off-street bicycle facilities and trails shall be provided as shown in Diagram 3.g.

(2) The various bicycle facilities shall be coordinated with the City's Transportation Master Plan, and Bicycle and Pedestrian Mobility Plan.

(3) Three different bicycle facilities are proposed. These types include:

(a) On-road Bicycle Facilities (lane) shall provide a five-foot bike lane.

(b) On-road Bicycle Facilities (sharrow) shall provide a 14-foot sharrow (shared bicycle and vehicular lane).

(c) Off-road Bicycle Facilities shall be included in a minimum 10-foot multi-use trail.

(d) Mid-block passages shall include landscaping and connect directly with the urban sidewalk network.

(e) Proposed off-street trails shall connect to existing trails where feasible to create a complete and enhanced trail network.

ii. Guidelines

(1) Enhanced street crosswalks should be provided at mid-block locations where mid-block passages intersect with streets.

(2) Proposed trails for pedestrian use should be a minimum of 6 feet wide. They should preserve the integrity of Holmes Run and Dora Kelley Nature Park. Trails should be made of pervious materials and be kept to a minimum scale to fulfill their promenade purpose.

(3) Non-vehicular connections to surrounding communities outside the Small Area Plan should be provided as shown on Diagram 3.g so as to enhance overall regional connectivity.

(4) Adequate bicycle parking should be provided within public and private open spaces in accordance with Alexandria's Bicycle Parking Standards

(5) Placement for future bike share should be considered in near high activity, retail and/or transit locations.

(6) Transitway stops and stations should be fully accessible via sidewalks or paved trails. Effort should be made to provide direct connections between transitway stops and building entries where feasible.

(7) Consideration of a future trail connection between the Upland Park neighborhood and the Alexandria Campus of the Northern Virginia Community College will be considered as part of the redevelopment within the Upland Park neighborhood and adjoining sites. The site configuration within the Upland Park neighborhood should not preclude a future trail connection to the community college.

3h) Public Open Space

i. Standards

(1) Each neighborhood shall provide public open spaces as shown on Diagram 3.h. The specific design and location of the open spaces, as well as their general programming, shall be further detailed during the DSUP process.

(2) Each neighborhood shall distribute public open space in such a manner to ensure residents are within a five-minute walk from one.

(3) Open spaces shall be accessible and designed to invite people of all ages and mobility.

(4) Defined Open Spaces shall be visible with a minimum of one side bordering a street unless constrained by natural conditions. Defined Open Spaces shall be entered directly from a street.

(5) Adjacent existing community parks shall be linked to the proposed Open Space Network.

(6) Accessory buildings and semi-enclosed structures (such as a cafe, a gazebo or pavilion) may be built within an open space but shall not exceed 25% of the total area. If approved as part of the DSUP process, such buildings and structures shall not be deducted from the maximum square footage.

(7) A range of open space types, each with their own character and scale shall be provided within each neighborhood. Each open space type will be determined during the DSUP process and designed for their principal intended character and function as set forth in Table 3.h.1.

(8) Major mid-block pedestrian passages shall be required as depicted in Diagram 3.h and shall generally be 30 to 60 feet wide.

(9) Walls within Defined Open Spaces shall be constructed of brick, stone or concrete. Fences shall be built of painted metal and/or wood.

(10) Plants within Open Spaces shall require minimal maintenance and be horticulturally acclimatized to the region.

(11) Open spaces shall contain benches, trash receptacles and bike racks, in keeping with the scale of the space.

(12) Furnishings within public open space shall meet all applicable City standards.

(13) Paving within Greenways shall consist of pervious materials.

ii. Guidelines

(1) The distribution of open space throughout the plan area should be comprised of a mix of passive and active uses.

(2) Pavement within Defined Open Spaces should consist of the following pervious and non-pervious materials such as: scored concrete, concrete pavers, brick, stone or gravel.

(3) Public Open Spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.

(4) Materials within open spaces should be selected with consideration of their durability and maintenance. Their quality should reflect the importance of the space as a civic space.

(5) Open spaces should not be fenced, with the exception of playgrounds, pools and dog parks.

(6) Landscape plantings should be consistent with the City's Landscape policy recommendations.

Chapter 4: Urban Design

4a) Blocks

i. Standards

(1) Block sizes shall have a maximum perimeter of 1,600 feet. The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and ensure the opportunity for blocks to accommodate uses that otherwise meet the urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public access easements) Block size is further illustrated in Chapter 10 - Definitions.

(2) Where mid-block pedestrian passages of 30 to 60 feet are provided, (see illustrative definitions in Chapter 10) the block perimeter shall be measured from public right-of-ways (dedicated or public access easements) to the mid-block pedestrian connections. Under this provision, the mid-block pedestrian passages shall be continually open to the public and connect two public streets.

(3) Other mid-block pedestrian passages in mixed-use and commercial areas, as depicted in Chapter 9, shall be allowed to be a minimum of 15 feet wide.

ii. Guidelines

(1) Where possible, mid-block passages should be provided to ensure permeability of blocks.

(2) Other mid-block passages for residential locations should be a minimum of 20 feet wide. They may be softscaped or hardscaped and should be well lit for security and comfort purposes.

4b) Building Character & Massing

i. Standards

(1) Buildings shall provide architectural scaling and material elements to reduce the appearance of the height and length of building facades through the use of changes in wall plane, height, and materials.

(2) Large-scale buildings shall be architecturally differentiated through the use of color and materials within each block.

(3) Buildings shall incorporate a variety of materials, fenestration, patterns and colors to ensure the articulation of the street wall.

(4) The articulation of multi-family building courtyards shall maintain a minimum width:height ratio of 1:3 in at least one dimension, in order to avoid light well conditions. Courtyards should be wider where possible.

(5) HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from adjoining streets and or open spaces. Through-wall units or vents shall be prohibited along street frontages and open spaces, unless recessed within a balcony.

ii. Guidelines

(1) A variety of heights is encouraged within the neighborhoods

(2) Uninterrupted facades should be discouraged. Long buildings (over 250 feet long), should be broken down to a scale comparable to that of the buildings on the rest of the block face. This can be accomplished by articulating the building in plan or elevation.

(3) The design and façade treatment of mixed-use buildings should differentiate commercial from residential uses with distinguishing expression lines (such as cornices, projections, banding, etc.), changes in fenestration, façade articulation and/or material changes.

(4) Mixed-use buildings should be articulated with architectural projections, such as terraces, awnings, canopies and bay windows in order to provide variation to the building massing.

(5) Buildings should allow for live-work and comparable ground floor uses to occur where possible.

(6) Balconies may be indented (as loggias) or cantilevered, excluding where retail is provided. Where appropriate, cantilevered balconies should be integrated within and add to the overall architectural design and aesthetic appearance of the building utilizing complementary materials and scale.

4c) Building Frontages and Setbacks - Building Streetwall

i. Standards

(1) Building with retail frontages shall provide a minimum of 85% of the building streetwall along the property line. Exceptions shall include:

(a) Along North Beauregard St. where additional setbacks are required as shown in street sections in Chapter 7.

(b) Storefronts that provide seating areas may be permitted.

(2) Office and hotel buildings shall provide a minimum of 80% of the building streetwall along the property line.

(3) Multi-family buildings shall provide an average setback of 10 feet from the property line for a minimum of 30% of the total frontage of each building. See streetwall definition and illustration in Chapter 10 - Definitions.

(4) Townhouses and stacked townhouses shall provide the following minimum frontage setbacks:

(a) Townhouses with frontages along major mid-block passages and/or public open spaces may be built to the property line.

(b) All other townhouses and stacked townhouses shall provide a minimum five foot setback from the property line.

(5) Corner townhouses and stacked townhouses shall provide a continuous street wall along side streets. Garden walls connecting the principal building to the garage shall maintain the streetwall.

(6) With the exception of utility rooms, building mechanical equipment, utilities boxes and meters and trash storage shall be located on building roofs, below grade, or in alleys where possible. Where otherwise provided, they shall be adequately screened with landscaping walls or integrated as part of the design of the building. Bathroom and dryer vents shall be permitted to vent through walls.

ii. Guidelines

(1) In the Greenway, Garden, Upland Park and Seminary Overlook neighborhoods setbacks for front yards and courtyards are encouraged.

(2) Larger front setbacks for residential buildings are encouraged within the Garden and Greenway Neighborhoods.

(3) Multi-family buildings should provide building breaks in the form of courtyards and front yards as landscape amenities.

(4) Eroded building corners are generally discouraged.

(5) Townhouses and stacked townhouses may provide side yards and gardens.

4d) Building Height and Height Transitions

i. Standards

(1) Building heights and height transitions shall be required at locations shown on Neighborhood Specific Standards and Guidelines (Chapter 9).

(2) Buildings adjacent to the required building transition areas (as shown in Chapter 9) shall utilize approaches such as building stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those defined and illustrated in Chapter 10 - Definitions. Transitions may be required at other locations if deemed necessary as part of the development review process.

(3) The height of residential buildings on major mid-block passages identified on Diagram 3.h shall be limited to a height of 45 to 55 feet.

ii. Guidelines

(1) Building setbacks may include landscaping shoulders, decks, and landscaping.

(2) A variety of building heights is encouraged.

4e) Building Orientation and Entries

i. Standards

(1) Building orientation shall provide a complementary façade to the building it faces across a street, open space or mid-block pedestrian passages, such that the front of a building faces the front or side of buildings, except in instances when it faces existing buildings.

(2) Buildings shall have their principal pedestrian entrance along a street, open space or mid-block passage with the exceptions of visible entrances off a courtyard.

(3) Building entries shall be given prominence on the street frontage and sized appropriately for the scale of the building.

(4) Building entries for mixed-use buildings shall distinguish entrances for residential and commercial uses.

(5) Multifamily, office and hotels shall provide prominent entries through canopies, change-in-color materials or wall plane.

(6) Entries for multifamily buildings shall provide protection from the elements with canopies, marquees, recesses or roof overhangs.

ii. Guidelines

(1) Building entries to retail and residential mixed-uses should be provided on interval of 80 feet on average, with the exception of large-scale retail buildings, hotels or site constraints.

(2) Townhouse entries should include special details, such as changes in plane, color, materials or front stoops and railings, to enhance the distinction of each unit.

(3) Building entries where adjacent to off-street multi-use paths should be set back to minimize pedestrian and bicyclist conflicts.

(4) Pedestrian entrances for underground parking structures should not be from an alley, where possible.

4f) Residential Uses at Grade

i. Standards

(1) Ground floor residential uses shall have a finished floor height above average sidewalk grade of a minimum 12 inches if setback a minimum of 5 feet. All other ground floor residential uses shall have a finished floor height above average sidewalk grade of a minimum 18 inches. Exceptions shall be allowed for ADA/FHA compliance. See illustrated definitions in Chapter 10 - Definitions.

(2) Residential buildings with ground-floor units shall provide landscaping, walls, fences, stoops or similar elements to provide an attractive and private frontage to the building.

ii. Guidelines

(1) Stoops, porches and direct individual entries should be encouraged for ground-floor residential units.

4g) Garden Walls, Retaining Walls and Fences

i. Standards

(1) Garden walls and fences shall be built to a minimum height of two feet and a maximum height of three and a half feet along street frontages. Rear walls and fences shall be built to a maximum height of six feet.

(2) Garden walls and fences shall minimize visual monotony through changes in plane, height, texture and material.

(3) Garden walls and fences shall provide complete enclosure by connecting with other walls, fences, hedges or buildings.

(4) Garden walls and fences materials:

(a) Materials for walls shall be brick, stucco, metal and/or stone.

(b) Gates in garden walls, if any, shall be painted wood or metal.

(c) Garden walls at frontages shall match the principal building.

(d) Where fencing is provided within the front or side yards, decorative metal fencing shall be used. Fences in rear yards shall be wood or metal.

ii. Guidelines

(1) Garden walls and fences should be articulated to match, or be complementary to, the building's architectural style and materials.

(2) Variations in garden wall and fence designs should be strongly encouraged between adjacent properties.

(3) Where retaining walls are needed, the height, length and visual impacts of the walls should have pedestrian scale elements.

(4) Retaining walls where visible from an adjoining street should include a brick or stone veneer, and should include pattern changes or similar design measures to relieve visual monotony of longer walls.

(5) Vegetated walls should be considered for wall sections above six feet in height.

5a) Retail Uses & Storefronts

i. Standards

(1) Ground floor retail uses shall be provided in locations shown as required retail frontages on Diagram 3.d for an average depth of 45 feet for each block.

(2) Corner retail storefronts shall extend at least 45 feet on average in depth along the side street and/or open space, and shall also be expressed in the architecture. Depth shall be measured from the primary entrance for corner retail entrances.

(3) Required retail frontage setbacks shall not exceed 25 feet from back of curb.

(4) Required retail shall provide a minimum of 18 feet of height from floor to floor.

(5) Storefront windows shall be used frequently to enliven the sidewalks.

(6) On required retail frontages (Diagram 3.d), shall provide a solid to void ratio of a maximum of 40% solid and a minimum of 60% void. Large format retail uses (defined as uses exceeding 20,000 square feet) shall be allowed to reduce the minimum void requirement to 40%, the remainder of the frontage shall be required to include windows, murals, artwork, or other compatible architectural treatments.

(7) Special consideration shall be given to the scale and configuration of large format retail buildings to ensure they are in keeping with the massing and urban character of buildings.

(8) Retail frontages shall be architecturally articulated through the varied use of materials, colors, display windows, entrances, awnings and signage.

(9) High-quality, durable materials are especially critical at street level within reach of pedestrians. The materials for the retail storefronts shall consist of stone, brick, concrete, metal, glass, and wood. Construction detail and finish shall adhere to craftsman standards.

(10) Opaque, smoked, and reflective glass on storefront windows shall be prohibited unless used as accent materials.

(11) Window groupings, material changes, or columns on the principal facade to accentuate individual storefronts and denote a smaller increment of building bays shall utilize pedestrian-scaled design on the ground floor of larger buildings.

(12) Various door and storefront configurations shall be permitted, including, but not limited to: protruding, inverted and flush entry ways.

(13) Storefront awnings shall be appropriate to the style of the building and storefront. Other standards include:

(a) Awning and canopies shall be durable and resistant to fade.

(b) Awnings and canopies shall be a woven fabric or other material that conveys the aesthetic of the natural material of canvas, metal, glass etc.

(c) Backlit awnings shall be prohibited.

(d) Awnings and canopies shall have a minimum depth of three feet and provide at least eight feet of clearance above the sidewalk.

(14) The design of the retail storefronts shall be administratively approved by the Director of Planning and Zoning and subject to the standards herein.

ii. Guidelines

(1) Retail frontages should be designed to create a comfortable, yet highly animated pedestrian environment.

(2) Storefronts should be predominantly glass to provide views into the store.

(3) Storefront colors should reflect a store's unique identity and be complementary to the entire building colors.

(4) Street-level retail and restaurant use as are encouraged to use operable windows and doors which can allow them to open onto sidewalk areas. Outdoor patios should be encouraged to activate street frontages. Operable windows are encouraged where feasible and appropriate.

(5) Recessed storefront doors should be encouraged as they provide shelter and do not impede pedestrian movement.

(6) Awnings and canopies:

(a) Storefronts longer than 20 feet should provide awnings, canopies and/or other architectural embellishments.

(b) Storefront awnings may be retractable or fixed.

(c) Awnings and canopies should be mounted above display window, but below the cornice line or second story window sills.

(d) Structural supports for awnings should be finished and painted to match or complement the awning fabric.

(e) Awnings and/or canopies should be placed on buildings near local transitway stops.

(f) Street Cart Vendors should be permitted within retail areas of the plan, subject to city standards.

5b)Signage

i. Standards

(1) Signage shall be designed to be integral and compatible with the storefront.

(2) Each retail tenant shall install a minimum of one sign for each retail street frontage. In addition, each retail tenant shall provide a second pedestrian oriented sign such as a projecting sign, blade, or window sign. Corner retail tenants shall install a minimum of two signs, one on each street frontage.

(3) Retail tenants shall be allowed a maximum of one square feet per linear foot of tenant storefront or 50 square feet, whichever is greater. The Director of Planning and Zoning may approve signage for retail uses up to two square feet per linear foot of frontage for exceptional design.

(4) Signs shall be in the form of a window sign, a band sign, a blade sign, a nameplate sign, a marquee sign, a painted dimensional sign, flat sign, illuminated sign, fabricated dimension sign or awnings.

(5) Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

(6) Illuminated retail and residential signs shall be limited to a maximum height of 35 feet above the grade of the adjoining sidewalk. Illuminated office and hotel signs shall be permitted a maximum of 50 feet above the grade of the adjoining sidewalk and illuminated office and hotel signs shall be permitted above 35 feet subject to the criteria listed below:

(a) Illuminated signage shall be appropriate in scale, design, color and compatible with the building;

(b) Illuminated signage may not be internally illuminated with neon gas;

(c) Illuminated signage may not be illuminated between 10:30 pm and 6:30 am.; and

(d) Does not have an adverse impact on the adjoining residential use(s) or park(s)

(7) Sign illumination by bare floodlight, blinking or flashing bulbs shall be prohibited.

(8) Blade signs shall be attached perpendicular to the building façade and may extend from the frontage line as long as it does not interfere with pedestrian flow.

(9) Freestanding signs other than traffic/directional and wayfinding signs shall be prohibited with the exception of sandwich boards, which are permitted on the sidewalk, but shall be removed by the end of business each day.

(10) Materials shall be durable natural materials such as cast, polished or painted metal; glazed and ceramic tile; etched, cut or stained glass; cast stone and carved natural stone. Fixed lightweight metal and glass structures are acceptable.

(11) Box signs, signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics, freestanding signs, vinyl plastic awnings shall be prohibited.

(12) High-pressure sodium vapor (yellow orange) lighting shall be prohibited for exterior use including buildings, parking facilities, service areas, signage, etc. Such lighting shall be prohibited inside parking garages or building entries where it would be visible from the outside.

ii. Guidelines

(1) For any building or project, exterior light fixtures- their design, size, finish and location should be compatible with, and appropriate for, the building architecture, materials and colors.

(2) Signage illumination should be designed and located to control light trespass such that it accommodates public safety without creating glare. Other illumination Guidelines include:

(a) Illuminated signage should be externally illuminated, except signage within storefront glazing. However, back-lit, halo-lit and reverse channel letters should be permitted.

(b) Decorative bracketed lighting complementary to the storefront is encouraged for blade signs.

(c) Neon signs may be considered based on creativity and the overall compatibility and character of the tenant storefront design.

(d) Blade signs externally illuminated with decorative bracketed lighting complementary to the storefront should be permitted.

5c) Other Signage

i. Standards for banners

(1) Banners for specific community-oriented events such as festivals or holidays may be approved for a defined period of time at the discretion of the Director of Planning and Zoning and Transportation and Environmental Services. Banners for seasonal or recurring events may be installed on a regular basis if so approved.

(2) The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

ii. Standards for Wayfinding

(1) A Comprehensive wayfinding system shall be provided within the CDD #21 and #22 . It shall be consistent with the City's wayfinding program and requirements.

5d) Building Fenestration

i. Standards

(1) Window and door placement shall provide a high degree of transparency at the lower levels of the building, maximize visibility of pedestrian active uses, provide a human-scaled architectural pattern along the street and establish a pattern of individual windows and exterior openings within building facades that provides a greater variety of scale through material variation, detail and surface relief.

(2) Office and retail buildings shall provide a minimum solid to void ratio of 60%/40%.

(3) Multi-family residential buildings shall provide a minimum solid to void ratio of 70%/30%.

(4) Townhouses and stacked townhouses shall provide a minimum solid to void ratio of 75%/25%

(5) Mirrored, reflective or darkly-tinted glass is prohibited. Frosted and/or etched glass shall be permitted as accent glazing.

(6) Within a building, window types shall be complementary and minimize the use of different window styles.

(7) Doors for residential uses shall be vertical in proportion (taller than they are wide).

(8) Doors shall be constructed of wood or metal, and may be entirely glazed in glass.

(9) Permitted window finish materials include wood, pvc wood-board, aluminum, copper, steel or vinyl.

(10) The above standards shall exclude garage doors, or doors not visible from a street or public space.

(11) Mullions visible from public streets or open spaces shall be exterior on the window. Exclusions are permitted for windows on interior courtyards and facades not visible from the adjoining street or open space.

(12) Permitted dormer types include gable, hipped, shed, and eyebrow.

(13) When used, shutters shall be appropriately sized to cover the window opening.

(14) In masonry construction, a header and sill is required for windows not located in a storefront.

(15) Bay windows on townhouses and stacked townhouses shall not exceed a depth of three feet (measured perpendicular to the wall face) and a minimum underside clearance of nine feet.

ii. Guidelines

(1) Window glazing and patterning should be consistent or complementary throughout the building.

(2) Buildings should provide a general vertical fenestration pattern, except where horizontal expressions are used as an accent or to emphasize a curvilinear facade.

(3) Multiple rhythm of window openings are encouraged for larger buildings.

(4) Windows should be grouped to establish rhythms and hierarchies at important places on the facade.

(5) Transparent glass should contain a minimum 60% light transmittance factor.

(6) Front entry doors should be distinctive in order to enhance a building façade.

(7) Permitted configurations for doors should be casement and french. Sliding doors should only be permitted in interior courtyard or in rear yards where not visible from an adjoining street or open space.

(8) Windows openings should reveal their thickness within the building wall, when appropriate to the building material used.

(9) Where stylistically appropriate, windows should include mullions or muntins to create shadow lines.

(10) Residential units should maximize operable windows.

(11) Windows should reflect a rhythm, scale and proportion compatible with the overall building design.

(12) Simulated or true-divided lights are encouraged on the ground floor.

(13) Bay windows should be visually supported.

(14) Headers should span openings in masonry construction and appear to visually carry the wall load above. They should be slightly wider than the opening they span.

(15) Window openings in masonry construction should have a sill that is rectangular in form that gently slopes slightly away from the opening to shed water.

(16) Sills should be slightly wider than the window opening.

5e) Building Materials

i. Standards

(1) Building materials shall be used to express their specific purpose and express the tectonic nature of the materials (i.e.:heavier materials should support lighter materials).

(2) Building materials for each facade shall consist of the following: brick, stucco, wood, metal, stone, cementitious siding or cementitious panels or architectural precast concrete. Trim materials shall consist of stone, cast stone, metal, wood, or similar durable materials.

(3) Other innovative and new materials not listed here and not prohibited shall be considered as part of the DSUP Process.

(4) Sides and rears of townhouses that are visible from an adjoining street and/or open space shall be designed in a compatible manner utilizing a similar architectural treatment as the primary facade.

(5) Masonry walls, whether load-bearing or veneer, shall be of brick, natural stone, or cast stone.

(6) Vinyl and aluminum siding is prohibited. Decorative and/or split-face CMU shall only be permitted as accent material.

(7) (EIFS) shall only be permitted as accent material above the first floor.

(8) The base of the building (generally the first two stories) has the greatest effect on pedestrian activity and therefore shall be constructed of materials of the highest quality and durability.

(9) Permitted roofing materials shall include metal standing seam, wood shingle, slate, synthetic slate, low profile metal tile, architectural asphalt shingles for townhouses and stacked townhouses and/or flat roof membranes. Recycled products are highly encouraged.

(10) Railings shall be constructed of wood, metal, iron, stone or glass.

(11) Gutters shall be copper, steel, or aluminum and shall be painted or galvanized (except for copper). Downspouts shall match gutters in material and finish.

ii. Guidelines

(1) Where multiple exterior materials are used in a single building, they should be combined on each facade horizontally or on a different plane, with heavier (physically or aesthetically) materials below the lighter. The change in material should occur at the floor or sill level.

(2) Masonry

(a) Headers and sills should meet the following guidelines:

(i) Headers and sills should be comprised of a variety of materials including brick, stone, cast stone, terra-cotta and metal.

(ii) Headers should include ornate moldings and pediments, where appropriate.

(3) Siding

(a) Siding types should include: horizontal lap, of wood or composition board (such as Hardiplank); vertical board and batten of wood or composition board (such as Hardiplank); wood shingles.

(b) Siding types should incorporate vertical corner boards at least 3" in width on outside building corners, if appropriate to the architectural style of the building.

(4) Chimneys should be constructed of masonry.

(5) Railings should be factory finished or painted (except in the case of stone) to match other trim elements.

5f) Building Roofs and Tops

i. Standards

(1) New buildings taller than 100 feet in height shall articulate their top in a manner that creates a distinctive and deliberate building top roof form interest and recognize their visibility from outside the project area.

(2) Permitted roof types shall include gable, hip, mansard, and flat. Applied mansard roofs shall not be permitted.

(3) Rooftop equipment shall be concealed by a parapet and/or screened architecturally, employing building materials and design treatment consistent with the exterior facades of the building. Where not visible from an adjoining street and/or open space, the screening requirements may be waived. Where screening is provided, it shall be integral to the building and designed to minimize its overall impact.

(4) Rooftop penetrations such as vents and flues shall be placed to limit their visibility from the street and designed in material and color to match the roof, when possible.

(5) Flat roofs shall be enclosed by parapets.

(6) The architectural design of parapets shall be consistent to the rest of the building to minimize negative aesthetics impact upon the view from adjacent buildings and from street level.

(7) Roof top projections for signature facades and gateway locations shall be permitted to exceed the height limits by up to 18 feet.

(8) Penthouses and mechanical equipment shall be permitted to exceed the height limits by up to 18 feet.

ii. Guidelines

(1) Pitched Roofs should be sloped no less than 5:12, with the exception of shed roofs or minor roofs on porches and stoops which may have a pitch of no less than 2:12.

(2) Pitched roofs should be symmetrically sloped.

(3) Parapets on flat roofs should be a minimum of two feet in height above the roof, or as needed to conceal mechanical equipment (whichever is taller).

(4) Cornices should extend a minimum of six inches from the building wall.

(5) The design of rooftop gardens should be integrated with the architecture and serve as an extension of each building's common area.

5g) Building Elements (porches, stoops, chimneys, columns)

i. Standards

(1) Building projections shall meet the following requirements:

(a) Second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of nine feet. Exceptions shall include Juliette balconies.

(2) If Chimneys are provided they shall be built as part of the side exterior building walls and be flush with the wall and shall be brick.

(3) Porches, where provided, shall have a minimum depth of six feet.

ii. Guidelines

(1) Building projections should meet the following requirements:

(a) Porches

(i) Side and rear porches may be screened; however, if screened, architectural expression (columns, railings, etc.) should occur on the outside of the screen.

(b) Stoops:

(i) Stoops should match the architectural language of the primary building and use similar materials and details.

(ii) Stoops should have a minimum depth of four feet and a minimum finished stoop height of 18 inches above the sidewalk.

(iii) Stoop stairs should run to the front or to the side.

(c) Columns:

(i) Columns should be arranged such that they appear to support the weight of the building above.

(ii) Columns should use spans of a width that is appropriate for the material used.

(d) Marquees should have a minimum depth of 5 feet (measured perpendicular to the wall face) and a minimum underside clearance of 9 feet.

(2) Architectural accents such as railings, molding and trim should match the architectural character and detailing of the primary structure.

(3) A cornice or other horizontal banding elements are encouraged to highlight the separation of uses in mixed-use buildings.

(4) Caps should protect the top of masonry structures exposed to the weather including: garden walls, stair treads, parapets and freestanding piers.

6a) Structured Parking Configuration and Access

i. Standards:

(1) Parking garage entrances shall be minimized and comply with the street hierarchy requirements.

(2) At least one level of the below grade parking shall be provided below the above grade parking structure.

(3) Above-grade parking structures shall comply with the following requirements:

(a) Frontages along "A" Streets: Active uses for each level, for the entire length of the street or park or frontage shall be required to screen above-grade parking structures for a minimum depth of 30 feet, for an average of 45 feet for retail.

(b) Frontages along "B" Streets: Parking structures entirely surrounded by "A" and "B" streets (i.e.: do not have alley or "C "street frontages) shall be screened as follows: up to two "B" street frontages within a neighborhood may be screened with architectural treatment compatible to the building, so long as the ground floor is screened with an active use. The remainder of all other frontages shall provide active uses, for each level for the entire length of the street or park frontage.

(c) Frontages along "C" Streets and alleys: Active uses shall not be required, but parking structures shall be architecturally screened for each level, for the entire length of the street or park frontage.

(4) The requirements regarding above-grade structured parking herein shall not apply within the Adams neighborhood, due to the potential reconfiguration, relocation of the streets, open space and/or buildings referenced within the applicable CDD conditions. The screening of any above-grade structured parking within the Adams neighborhood shall be evaluated based on the location, configuration of streets, open spaces and buildings as part of the first development special use permit within the Adams neighborhood. The type, design, amount and location of the screening for the neighborhood shall be determined as part of the first development special use permit within the Adams neighborhood. The type, design and location of the screening shall be consistent with the intent of the screening requirements herein.

(5) Above grade structured parking is permitted within the Southern Towers and Seminary Overlook neighborhoods to replace existing parking for the existing high-rise buildings that are to remain within the CDD conditions and that are impacted by development in accordance with the CDD, but shall be architecturally screened.

(6) Where parking structures are permitted to be architecturally screened (as defined herein), the screening shall be provided for each level for the entire length of each street or park frontage. The architectural screening shall consist of the following:

(a) The design and materials shall be similar to the adjoining buildings, including the fenestration.

(b) Screens, panels and comparable elements shall be limited to accent elements

(7) Parking for multi-family buildings may be provided half a story below the average street grade and shall be counted as one level below-grade parking, if embedded into the topography for more than half its height and if it does not extend above grade for more than three feet. That portion above grade shall be architecturally treated. See Diagram 6.a

(8) Internal elements such as pipes, fans, lights shall be concealed from public view. Where possible, ramping should be internalized.

(9) The height of the interior parking structures shall be concealed from street view, and shall be subject to the applicable height requirements.

6b) Access to Off-Street Parking

i. Standards:

(1) Parking shall be implemented so as to provide a safe and convenient access to and from public frontage.

(2) Parking for townhouses and stacked townhouses (urban loft) shall be accessed from an alley.

ii. Guidelines:

(1) Where rear alley access is unavailable, excluding townhouses and stacked tonwhouses, parking may be accessed by driveways directly from the street. Generally, parking entrances should not face public open spaces.

(2) Vehicular entrances to parking lots, parking structures and loading areas directly facing the street frontages should be no wider than 26 feet of pavement. Exceptions may be permitted if entrances are combined to serve for multiple-uses.

6c) Surface Parking Lot Configuration

i. Standards:

(1) Surface parking lots are permitted for existing uses to remain, Community Facilities, Public Buildings, and for interim parking needs during construction phasing.

(2) Surface parking lots for new development other than parallel on-street parking and surface parking for interim uses or public buildings shall be prohibited.

ii. Guidelines:

(1) Lining interim surface parking lots with a minimum 10 foot landscape buffer along the street frontage is strongly encouraged.

6d) Vehicular On-street Parking Configuration

i. Standards:

(1) On-street parking shall be required as generally depicted in the street cross sections, unless spatially limited by topography, BRT lanes, indicated in Chapter 7- Street Standards and Guidelines, Chapter 9 in Neighborhood Specific Standards or other existing conditions.

6e) Bicycle Parking

i. Standards

(1) Bicycle racks to be provided from the City of Alexandria's pre-approved types.

(2) Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet of a building's entrance. Refer to Chapter 8 for more detail on the location/design of bicycle parking in the public realm.

(3) Short and long term bicycle facilities shall be placed throughout the plan. Locations to be determined during the DSUP approval process

Chapter 7: Streets

7a) Street Assembly

(1) Selected terminology of the streetscape assembly are defined and illustrated in Chapter 10 - Definitions

(2) The urban landscape is characterized by a set of interdependent elements that create a sense of place. These include street types, building types, frontage types, and the form and disposition of landscape and lighting. Streets provide both the major part of public open space as well as moving lanes for vehicles, bicycles and transit.

(3) A street is associated with a particular type of movement, and is endowed with two attributes: movement type and character. The movement type of the street refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the super-elevation of the pavement. The character of the street refers to its suitability as a setting for pedestrian activities and is physically manifested by the associated frontage types as determined by location.

(4) The primary function of streets is to provide access to private lots and open spaces. In accordance with the intent of these Standards and Guidelines, primary and secondary streets must be designed to support several modes of transportation: motor vehicles, public transportation, pedestrians and bicycles.

(5) Consideration shall be given to functional and aesthetic goals such as: the scale of streets, the placement of landscaping to provide visual interest, the definition of outdoor spaces, and enhancements which ensure a pedestrian-scaled environment.

(6) This chapter provides detailed dimensional requirements for the creation of context sensitive streets within the CDD #21 and #22. To the extent possible, the street pattern should follow the terrain.

(7) Intersections by schools shall be designed to minimize crossing distance for pedestrians.

7b) Street Components

(1) The required right-of-way and/or public access easement for each street is depicted in the street sections.

(2) Tree wells shall be provided for all required retail areas. The remaining streets shall generally provide landscape strips as generally depicted in the attached cross-sections.

Chapter 8: Public Realm - Streetscape

i. General Standards

(1) Street Furniture (such as: street lights, benches, bike racks, trash receptacles, newspaper boxes, etc.) shall comply with city standards and be selected from the City of Alexandria's pre-approved list.

8a) Sidewalks

i. Standards

(1) Sidewalks shall be provided on each block and shall be continuous on each side of the street, which has adjacent development.

(2) New sidewalks shall be a minimum width of six feet clear. Greater sidewalk widths shall be provided as required by the street cross sections as shown herein, or where retail is provided.

(3) City maintained sidewalk materials shall be concrete. Brick sidewalks will not be allowed within the R.O.W. or public access easements maintained by the city.

(4) Tree wells and landscape strips shall be planted with appropriate ground cover plantings.

(5) Adequate pedestrian clearance shall be considered where transitway stops are located.

(6) Bulbouts shall be provided for each intersection-crosswalk, where parallel parking is provided.

(7) Curb Radii shall be limited to 15 feet where curbside parking is provided and 25 feet where curbside parking is not provided. See Illustrated definition for curb radius.

(8) Sidewalks shall align with one another and connect to open space trails and paths, providing an unbroken circulation system.

(9) Except in open spaces, sidewalks shall be placed adjacent to the street with openings in the sidewalk to accommodate tree wells and/or landscape strips as depicted in the street sections Chapter 7.

(10) Pedestrian paths through open spaces and mid-block passages shall serve as extensions to the street sidewalk system.

(11) If a local transitway stop is located on a bulbout, the bulbout shall be at minimum 30 feet in length to accommodate rear alighting.

ii. Guidelines

(1) Special paving and patterns are recommended for building entrances (excluding retail).

(2) Mid-block bulbouts / islands may be provided on North Beauregard St. and as generally depicted within the street cross-sections.

8b) Benches

i. Standards

(1) Benches shall be provided for rest opportunities in areas of gathering or high pedestrian activity (such as along mixed-use and retail frontages), which shall meet city standards.

ii. Guidelines

(1) Benches should be provided where appropriate in locations based on the specific ground floor use and the location of bus stops and public open space.

8c) Bike Racks

i. Standards

(1) Bike racks or storage areas shall also be provided in parking garages.

(2) Bicycle racks shall be capable of holding at least two bicycles.

(3) Bicycle racks shall be permanently anchored in a concrete footing to promote stability and security.

ii. Guidelines

(1) Bike racks should be placed in groups at convenient, safe, well lit paved areas in the building or curb zone.

8d) Trash/Recycling Receptacles

i. Standards

(1) Waste receptacles shall be placed adjacent to building entrances, in selected locations along streets, sidewalks and trails, transitway stations, local transitway stops and in other locations determined by the property owners.

(2) A minimum of one waste receptacle shall be provided at each intersection in mixed-use areas.

(3) Waste receptacles shall be provided as per city standards.

8e) Bollards

i. Standards

(1) Bollards shall be at a height of 30 to 40 inches above grade, except in service areas where bollards shall be 30 to 48 inches in height, with a minimum diameter of eight inches.

(2) Bollards with lighting shall not exceed four feet in height and shall have a concealed light source.

8f) Street Trees

i. Standards

(1) Tree well surface openings shall be a minimum of 4 x 10 feet.

(2) Continuity of street character shall be reinforced through the use of street trees. Contrasting species shall highlight special locations such as public parks and plazas.

(3) Trees shall be planted in continuous planting strips or tree wells according to City Street Standards and cross-sections shown in Chapter 7. Planting strips should be a minimum continuous width of four feet or wider as required within the street cross-section. Tree wells shall be provided adjacent to on-street parking, within the Required and optional Retail Areas, while in residential areas landscape strips should be provided. See illustrated definition in Chapter 10 - Definitions

(4) Street tree species selections shall contribute to street character through height, canopy, and foliage. Species shall be approved by the City.

(5) Trees within the median and street trees on N. Beauregard St. shall be four inches caliper at installation.

(6) A continuous spacing of street trees lining both sides of each street, 30 feet on center/average shall be provided.

(7) Trees adjacent to the transitway and local transit stops shall not interfere with transit operations. There should be adequate vertical clearance for trees and transit vehicles.

ii. Guidelines

(1) Street trees should predominately be large shade trees and should provide a sufficient diversity of tree species/genus/family to prevent catastrophic loss.

(2) Open space trees should follow the above stated diversity standards, and should be different from adjacent street trees.

8g) Lighting

i. Standards

(1) Street lighting fixtures shall be single, black Dominion Virginia Power acorn lighting fixtures with a standard black finish. The street lights on North Beauregard St. shall be selected as part of the final design for North Beauregard St., and shall have a standard black finish or prevailing City standards. Other larger fixtures, if necessary, shall meet City standards.

(2) Street lights shall be designed to minimize light spillover. Where located next to residential uses, streetlights shall include shields as needed to prevent lighting from directly entering residential windows. Upward cast stray lights shall also be excluded or significantly limited through fixture reflection/ refraction or shielding.

(3) Street lights shall be placed to avoid conflict with street trees and sidewalks, and shall be placed to be convenient to service.

i. Guidelines

(1) Allowance for future innovation in lighting should be considered.

8h)Transit Stations and Stops

i. Standards

(1) Platforms at stations along the transitway shall be at minimum ten inches in height and rundowns/run-ups from the platform to the station area must be ADA compliant.

(2) All transitway stations shall be covered and include seating, a waste receptacle, and real time transit information.

(3) Where feasible, local transitway stops shall include a bus stop bench, bus shelter including a bench, or a covered area such as an awing with seating beneath.

(4) Bus stops shall be well illuminated.

8i) Stormwater Management Ponds

i. Standards

(1) The stormwater management pond shall not be fenced or otherwise segregated. Public safety shall be provided through the modification of slopes, water levels, or other design solutions.

ii. Guidelines

(1) To the extent possible, the volume/size of the Level II Pond should be reduced through the utilization of advanced Low-Impact Development (LID techniques and similar Best Management Practices upstream of the Pond in order to maximize the available open space.)