

REVISED DRAFT OCTOBER 1, 2015

OAKVILLE TRIANGLE & ROUTE 1

Corridor Vision Plan and Urban Design Standards & Guidelines

City of Alexandria, VA



TABLE OF CONTENTS

1 VISION PLAN

- A. PLAN PRINCIPLES
- B. PLAN RECOMMENDATIONS
- C. PLAN IMPLEMENTATION

2 URBAN DESIGN STANDARDS AND GUIDELINES

- A. ROLE OF THE STANDARDS
- B. GENERAL STANDARDS

3 PLAN DISTRICTS

- A. DISTRICT 1
- B. OAKVILLE TRIANGLE
- C. DISTRICT 3
- D. DISTRICT 4
- E. ROUTE 1 FRONTAGE

4 PLAN FRAMEWORK

- A. FRAMEWORK - STREET HIERARCHY
- B. BIKE PEDESTRIAN NETWORK
- C. BLOCKS
- D. ZONING
- E. LAND USE
- F. FUELING/ CHARGING STATIONS
- G. BUILDING HEIGHTS
- H. OPEN SPACE
- I. GATEWAY ELEMENTS

5 URBAN DESIGN

- A. BUILDING STREETWALL
- B. BUILDING HEIGHTS-VARIETY
- C. BUILDING MASSING
- D. BUILDING TRANSITIONS
- E. CHARACTER
- F. BUILDING TYPES
 - i. Townhouses
 - ii. Multi-family
 - iii. Office and Hotel

G. FUELING/CHARGING STATIONS

- H. BUILDING ENTRIES
- I. BUILDING ROOFS
- J. WALLS/FENCES
- K. PUBLIC REALM - STREETSCAPE
- L. REAR OF BUILDINGS - ALLEYS

6 GROUND FLOOR USES 87

- A. RETAIL USE
- B. RETAIL USE REQUIREMENTS
- C. RETAIL STOREFRONTS
- D. MAKER USE
- E. MAKER USE REQUIREMENTS
- F. MAKER USE STOREFRONTS

7 SIGNAGE 95

 STREETS	101
A. ROUTE 1 STREETScape	
B. FANNON STREET	
C. PARK ROAD	
D. SWANN AVENUE	
E. OAKVILLE STREET (FANNON STREET TO CALVERT AVENUE)	
F. CALVERT AVENUE	
G. OAKVILLE STREET (CALVERT AVENUE TO EAST GLEBE ROAD)	
H. ROUTE 1 AND EAST GLEBE ROAD INTERSECTION	
 SUMMARY OF RECOMMENDATIONS & DESIGN STANDARDS	119
 APPENDIX	137

ACKNOWLEDGMENTS

CITY COUNCIL

Mayor William D. Euille
Vice Mayor Allison Silberberg
Councilman John T. Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin Wilson

PLANNING COMMISSION

Mary Lyman, Chair
David Brown
Stewart Dunn, Jr.
Stephen Koenig
Mindy Lyle
Nathan Macek
Maria Wasowski

ADVISORY GROUP

Maria Wasowski, Chair
Pat Miller, Business Representative
Ben Flood, Del Ray Citizens Association Representative
Kory Mertz, Lynhaven Citizens Association Representative
Patricia Harris, Potomac Yard Representative
Frank Fannon, At-Large Representative
David Fromm, At-Large Representative
Rodrigo Letonja, At-Large Representative
Peter Pocock, At-Large Representative

FORMER MEMBERS

Andrew Dubinsky, Lynhaven Citizens Association Representative
Natasha Behbahany, Potomac Yard Representative

CITY MANAGERS OFFICE

Mark Jinks, City Manager
Emily Baker, Acting Deputy City Manager

OFFICE OF HOUSING

Helen McIlvaine, Acting Director
Eric Keeler, Division Chief
Tamara Jovovic, Housing Analyst

PLANNING AND ZONING

Karl Moritz, Director
Jeffrey Farner, Deputy Director
Thomas Canfield, NCARB, City Architect
Carrie Beach, Division Chief
Robert Kerns, Division Chief
Gary Wagner, Principal Planner
James Roberts, Urban Planner
Richard Lawrence, AICP, Urban Planner
Katherine Carraway, Urban Planner

RECREATION, PARKS AND CULTURAL ACTIVITIES

James Spengler, Director
Laura Durham, Open Space Coordinator
Dana Wedeles, Park Planner

TRANSPORTATION AND ENVIRONMENTAL SERVICES

Yon Lambert, Director
Carrie Sanders, Acting Deputy Director
Steve Sindiong, Principal Planner
Ravindra Raut, Civil Engineer

FORMER STAFF

Amy Friedlander
C. Juliana Villabona
Sandra Marks, Deputy Director

INTENTIONALLY LEFT BLANK

1

VISION PLAN





VISION

The Plan envisions a future Oakville Triangle/Route 1 Corridor that is compatible with the fabric of existing neighborhoods, features an enhanced Mount Jefferson Park/Trail, and a blend of new and existing open spaces and land uses unified by an attractive urban streetscape. High quality architecture and urban design celebrate the area's industrial heritage, and new development includes a diversity of residential, office, hotel, and regional and neighborhood-serving retail uses, as well as an emerging "maker" economy. New development capitalizes on nearby transit by concentrating height at transit stops and in close proximity to the future Potomac Yard Metrorail Station, while ensuring compatibility with surrounding neighborhoods. As an inclusive neighborhood, the area provides housing options affordable to a range of incomes and welcoming to different household types. Residents, workers, and visitors walk and bike within the Plan area and to adjoining neighborhoods.

PLAN PRINCIPLES

- COMPATIBILITY WITH EXISTING NEIGHBORHOODS
- MOUNT JEFFERSON PARK ENHANCEMENT
- IMPROVED AND EXPANDED OPEN SPACES
- URBAN FORM AND DESIGN EXCELLENCE
- DEVELOPMENT NEAR TRANSIT
- TRANSPORTATION OPTIONS
- MIX OF USES, RETAIL AND MAKER SPACES
- DIVERSITY OF HOUSING OPTIONS

Create a high-quality built environment, streetscapes, and open spaces that foster a strong identity for the Plan area that is compatible with the adjoining neighborhoods of Del Ray, Lynhaven, and Potomac Yard, and Mount Jefferson Park. Create visual interest with a variety of building heights and facades along Route 1.

At the sensitive edges of the Plan area adjacent to low scale residential uses, step the new buildings down in height to provide appropriate scale and height transitions to the existing neighborhoods. Use building materials and design that are compatible with the character of the adjoining neighborhoods.

RECOMMENDATIONS:

- 1.1 Establish Design Standards and Guidelines to support the expectation of high quality architecture and to ensure compatibility with the adjoining neighborhoods.
- 1.2 Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 26 & 27, and 28.)

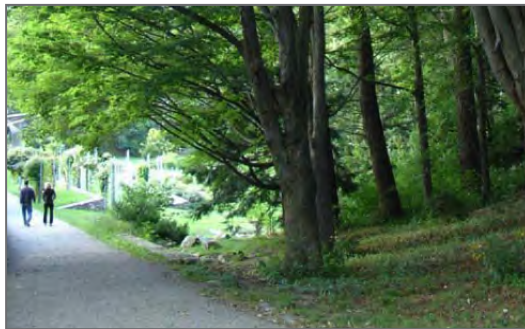


MOUNT JEFFERSON PARK ENHANCEMENT

Enhance the existing character of the Mount Jefferson Park as a natural urban retreat, while addressing issues of stormwater management, invasive plants, and improvements to the dog exercise area. Preserve the unique history of the trail by retaining the topography that recalls its former use as a rail line. Expand the trail and create a natural buffer along the edges to maintain its character as a place “set-apart,” while also opening up the trail for increased community accessibility and safety with more activity and “eyes on the park.”

RECOMMENDATIONS:

- 1.3** Require that the redevelopment of the Oakville Triangle site fund the final design and implementation of the approved Plan for Mount Jefferson Park.



IMPROVED AND EXPANDED OPEN SPACES

New development will be required to provide usable ground level public open spaces, including, but not limited to, three new public open spaces within Oakville Triangle to build on and visually connect to the Mount Jefferson Park, as well as expansion of the existing Ruby Tucker Park to create a larger public open space in the northern portion of the Plan area. A new hardscape plaza in Oakville Triangle will provide a central public gathering space for daily enjoyment and special events for residents and visitors, new and old. In addition, larger projects will provide rooftop amenity space to ensure adequate opportunity for new residents’ access to the outdoors, designed to be compatible with and to minimize light and noise impacts on the adjoining neighborhoods.



RECOMMENDATIONS:

- 1.4** Require new development to provide ground level open space (publicly accessible where feasible) and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.
- 1.5** Expand Ruby Tucker Park within the City’s existing right of way on Lynhaven Drive.
- 1.6** The existing right-of-way located on Bellefonte Avenue and Route 1 will remain as right-of-way but will be used as open space and streetscape improvements. The City will explore acquiring the vacant property on Bellefonte Avenue, adjacent to Route 1, for open space.



Figure 1: Mount Jefferson Park Concept Plan



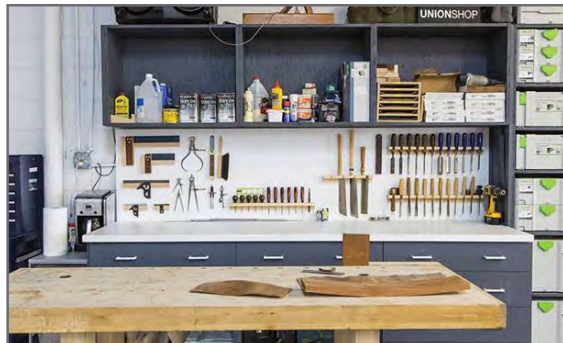
URBAN FORM AND DESIGN EXCELLENCE

Redevelopment will exhibit excellence in building and urban design, and a variety of building heights, setbacks and high-quality building materials in compliance with the Oakville Triangle and Route 1 Urban Design Standards and Guidelines. New development is encouraged to incorporate aspects of the railroad and industrial heritage of the Plan area as well as identifiable characteristics of the adjacent neighborhoods, strengthening the connection to the surrounding community. The Plan recommends a unified streetscape

for Route 1, with wider sidewalks, street trees lining the pedestrian realm, and underground utilities to address the current lack of accessibility and visual clutter.

RECOMMENDATIONS:

- 1.7** Ensure high quality design and architecture and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design. Encourage uses that will activate the streetscape.
- 1.8** Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.9** With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide implementation.



DEVELOPMENT NEAR TRANSIT

Create an urban mixed-use environment that minimizes dependency on the automobile and prioritizes walking, biking, and transit use. Focus taller building heights at the transit stops along Route 1 to encourage use of the Route 1 Transitway and future Potomac Yard Metrorail Station. Taller building heights will require appropriate scale transitions to the adjoining neighborhoods.

RECOMMENDATIONS:

- 1.10** Concentrate taller building heights at the locations of transit stations at Swann Avenue/Route 1 and East Glebe Road/Route 1, subject to the standards for required height transitions to the adjoining neighborhoods.

TRANSPORTATION OPTIONS AND CONNECTIVITY

A comprehensive transportation study examined the transportation impacts within the Plan area and immediate surroundings. The planning-level analysis assumed full build out by the year 2027.

The analysis assumed increases in traffic attributed to regional growth and other approved development anticipated by 2027, such as in North and South Potomac Yard. The analysis also assumed planned transportation improvements, including the Potomac Yard Metrorail station and intersection improvements at Route 1/East Reed Avenue, and assumes a significant number of trips accommodated by transit, walking or biking, given that Route 1 is a transit-oriented corridor with easy access to the Potomac Yard Metrorail station and Route 1 Transitway.

The study showed that with the construction of all the Plan's recommended transportation improvements, including new roadway connectivity, improved pedestrian and bicycle facilities in and through the Plan area, and mix of land uses which result in a greater shift to other modes such as walking and using transit, the transportation network operates more efficiently in the 2027 Development Scenario than the 2027 Baseline (No development) Scenario.

The Plan's comprehensive transportation strategy recommends a variety of multi-modal improvements. New blocks and connections enhance the road network within the Plan area including an extension of Oakville Street connecting the Oakville Triangle property to the south with East Glebe Road to the north. A new

Figure 2: Metro Proximity and Adjoining Transit Stops



traffic signal at Montrose Avenue and Route 1 improves east west connectivity and will be coordinated with improvements to the intersection of East Glebe Road/Montrose Avenue/Ashby Street and associated traffic calming strategies on Montrose Avenue. New sidewalks, trails, and bike facilities, including the planned pedestrian-bicycle connection between Stewart Avenue and Swann Avenue, will connect current residents with new neighborhoods and transit facilities. A new signalized pedestrian connection across Route 1 between East Custis Avenue and East Glebe Road will improve access between Oakville Triangle and Potomac Yard including the Potomac Yard Metrorail Station.

In addition, improvements are needed at the intersection at East Glebe Road and Route 1, an important intersection in the Plan area and the City as a whole. Improvements are recommended in a phased approach in coordination with the adjoining property owners.

Parking will be reviewed with each development application for compliance with City standards or applicable requirements, including the recently amended standards for residential development that take walkability and proximity to transit, among other factors, into account, as well as sensitivity to existing neighborhoods. Shared parking is strongly encouraged during the development review process.

RECOMMENDATIONS:

- 1.11** A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.
- 1.12** A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).
- 1.13** A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station. The bike lane within the central urban plaza within the Oakville Triangle site will be designed as a shared space.
- 1.14** An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.
- 1.15** Improvements to the Route 1/East Glebe Road intersection.
- 1.16** A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/Ashby Street.
- 1.17** An additional signalized pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access between Oakville Triangle and Del Ray/Lynhaven and the future Potomac Yard Metrorail station.
- 1.18** An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.
- 1.19** Bicycle parking and opportunities for bike sharing.
- 1.20** Enhanced parking management, including performance parking, smart parking technology, and shared parking.
- 1.21** Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.

A MIX OF USES, RETAIL AND MAKER SPACES

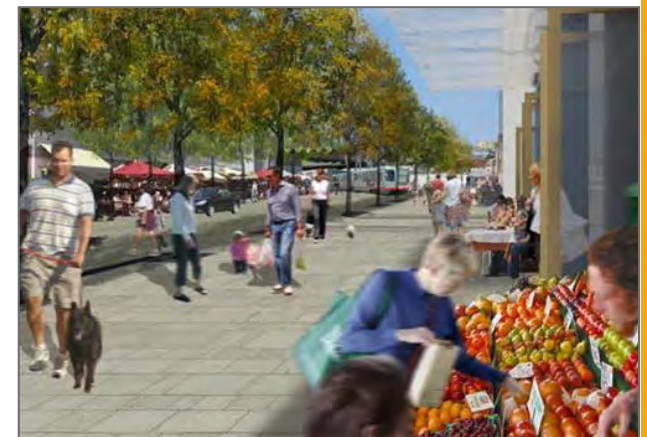
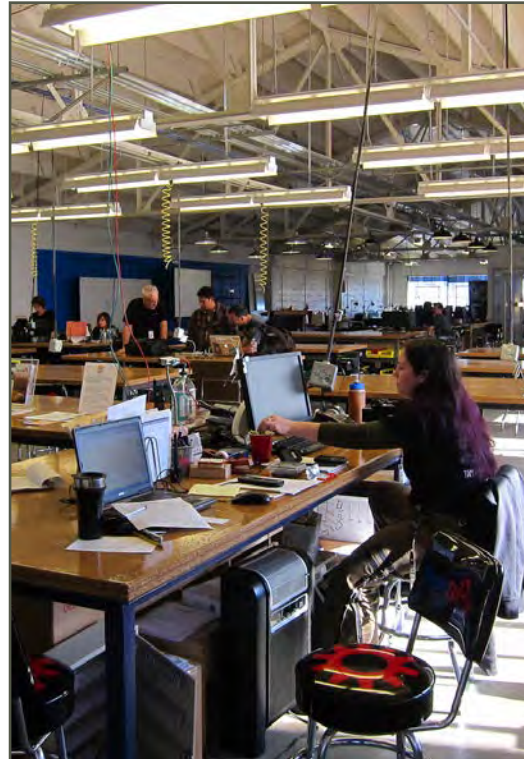
Create an urban mixed-use environment that facilitates a range of activity throughout the day and evening, during the week and on weekends, including residential, hotel, office, retail, and maker uses.

Oakville Triangle and the Route 1 Corridor are home to many neighborhood-serving businesses. The Plan encourages the inclusion of space within areas of the new redevelopment for these types of businesses to locate, retaining this important quality of life feature for local residents. In addition, these spaces will be suited to the emerging “maker” industry, a growing segment of the economy that features craft manufacturing

and repair type uses. Designated blocks of the Plan area will include first floor space to encourage these uses. Parking, loading, refuse, and noise abatement will be addressed in the design of the buildings to be compatible with the adjoining residential neighborhoods.

RECOMMENDATIONS:

- 1.22** Require a mix of land uses as depicted in Figure 25 and taller first floors heights where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings as part of the development review process.



DIVERSITY OF HOUSING OPTIONS

Develop with housing options affordable to a range of incomes and welcoming to different household types—including young professionals, families, seniors, and workers who are critical to the economic competitiveness and sustainability of the area. Oakville Triangle, North and South Potomac Yard, and the Route 1 Corridor host (and will continue to attract) a wide variety of employers. The success of these businesses, in part, relies on the availability of a diverse workforce. Providing affordable and life stage-appropriate housing in close proximity to jobs and transit will help improve workers' and residents' quality of life, reduce congestion, and strengthen retail and the City's economic base.

RECOMMENDATIONS:

- 1.23** Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.
- 1.24** Ensure a minimum of 65 affordable units within the Oakville Triangle site.
- 1.25** Explore the provision of potential ARHA replacement units in the Plan area.
- 1.26** Encourage universal design to allow residents to age-in-place.
- 1.27** Encourage a variety of housing types within the Plan area.



PLAN RECOMMENDATIONS

- 1.1** Establish Design Standards and Guidelines to support the expectation of high quality architecture and to ensure compatibility with the adjoining neighborhoods.
- 1.2** Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 26 & 27, and 28.)
- 1.3** Require that the redevelopment of the Oakville Triangle site fund the final design and implementation of the approved Plan for Mount Jefferson Park.
- 1.4** Require new development to provide ground level open space (publicly accessible where feasible) and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.
- 1.5** Expand Ruby Tucker Park within the City's existing right of way on Lynhaven Drive.
- 1.6** The existing right-of-way located on Bellefonte Avenue and Route 1 will remain as right-of-way but will be used as open space and streetscape improvements. The City will explore acquiring the vacant property on Bellefonte Avenue, adjacent to Route 1, for open space.
- 1.7** Ensure high quality design and architecture and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design. Encourage uses that will activate the streetscape.
- 1.8** Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.9** With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide implementation.
- 1.10** Concentrate taller building heights at the locations of transit stations at Swann Avenue/Route 1 and East Glebe Road/Route 1, subject to the standards for required height transitions to the adjoining neighborhoods.
- 1.11** A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.
- 1.12** A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).
- 1.13** A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station. The bike lane within the central urban plaza within the Oakville Triangle site will be designed as a shared space.
- 1.14** An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.
- 1.15** Improvements to the Route 1/East Glebe Road intersection.
- 1.16** A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/Ashby Street.

- 1.17** An additional signalized pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access between Oakville Triangle and Del Ray/Lynhaven and the future Potomac Yard Metrorail station.
- 1.18** An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.
- 1.19** Bicycle parking and opportunities for bike sharing.
- 1.20** Enhanced parking management, including performance parking, smart parking technology, and shared parking.
- 1.21** Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.
- 1.22** Require a mix of land uses as depicted in Figure 25 and taller first floors heights where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings as part of the development review process.
- 1.23** Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.
- 1.24** Ensure a minimum of 65 affordable units within the Oakville Triangle site.
- 1.25** Explore the provision of potential ARHA replacement units in the Plan area.
- 1.26** Encourage universal design to allow residents to age-in-place.
- 1.27** Encourage a variety of housing types within the Plan area.

IMPLEMENTATION

The Plan establishes a 20 year vision to enable the City to coordinate short-term and future growth in the Oakville Triangle-Route 1 Corridor. In addition to setting a framework for the type, scale and compatibility of anticipated development, the short-term and long-term vision for the area also establishes a plan for amenities and improvements.

There are a number of public benefits that have been identified as necessary to mitigate impacts, enhance the livability in the Plan area, in adjacent neighborhoods, and in the Alexandria community at large. These are:

- Implementation of the Mount Jefferson Park Plan;
- Phased improvements to the Glebe Road/Route 1 intersection. This will be done in consultation with the adjoining property owners;
- Streetscaping and undergrounding utilities for the Route 1 frontage;
- Expansion of the Ruby Tucker Park;
- Pedestrian Signal on Route 1 between East Custis Avenue and East Glebe Road;
- On-site affordable housing; and
- Installation of traffic signal at Montrose Avenue and Route 1 and improvements to Montrose Avenue and East Glebe Road.

The cost of the above public benefits has been estimated at a planning level basis. In order to fund these improvements, the Plan identifies three sources of funding. The specific allocation of the funding and phasing will be established as part of the CDD zoning and associated approvals.

1. TYPICAL REDEVELOPMENT CONDITIONS

Improvements are typically required as part of any development special use permit (DSUP) as part of redevelopment. These generally include elements such as:

- Underground utilities (property frontage);
- Community meeting space within the new multi-family, hotel, or office buildings;
- On-site ground level open space (public or private);
- Street and related improvements such as sidewalks, street right-of-way-necessary to serve the needs of the site;
- Public art under the City's Voluntary Art Contribution policy;
- Higher quality architecture and streetscape;

- Affordable housing under the City's Voluntary Affordable Housing Contribution policy and/or pursuant to the Housing Master Plan;
- Underground parking where specified;
- Capital Bikeshare; and
- Transportation Management Plan.

2. DEVELOPER CONTRIBUTIONS

As with other Small Area Plans, redevelopment sites that receive a rezoning will contribute to community improvements that mitigate the impact of the new development. The City anticipates that a portion of the property/site value increase as a result of proposed rezoning within the Plan area will come back to the City in the form of developer contributions to fund or directly implement plan area improvements related to the impact of the new development beyond those typically required as part of the DSUP process, such as the improvements to Mt. Jefferson Park. Developer contributions will be determined based on value increase and will be established as part of the Coordinated Development District (CDD) zoning and associated approvals for the Plan area.

3. NET NEW TAX REVENUE

It is proposed that a maximum of 20% of the incremental (or net new) real estate tax revenues generated by the real estate value growth in this Plan area pay for a portion of the desired public benefits. Net new tax revenue is the City tax revenue over what would have been generated under existing zoning. This is a pay-as-you-go financing plan that will not require the use of any current City General Fund revenues. It does assume, however, that the development build out would occur.

PHASING AND SEQUENCING PUBLIC BENEFITS

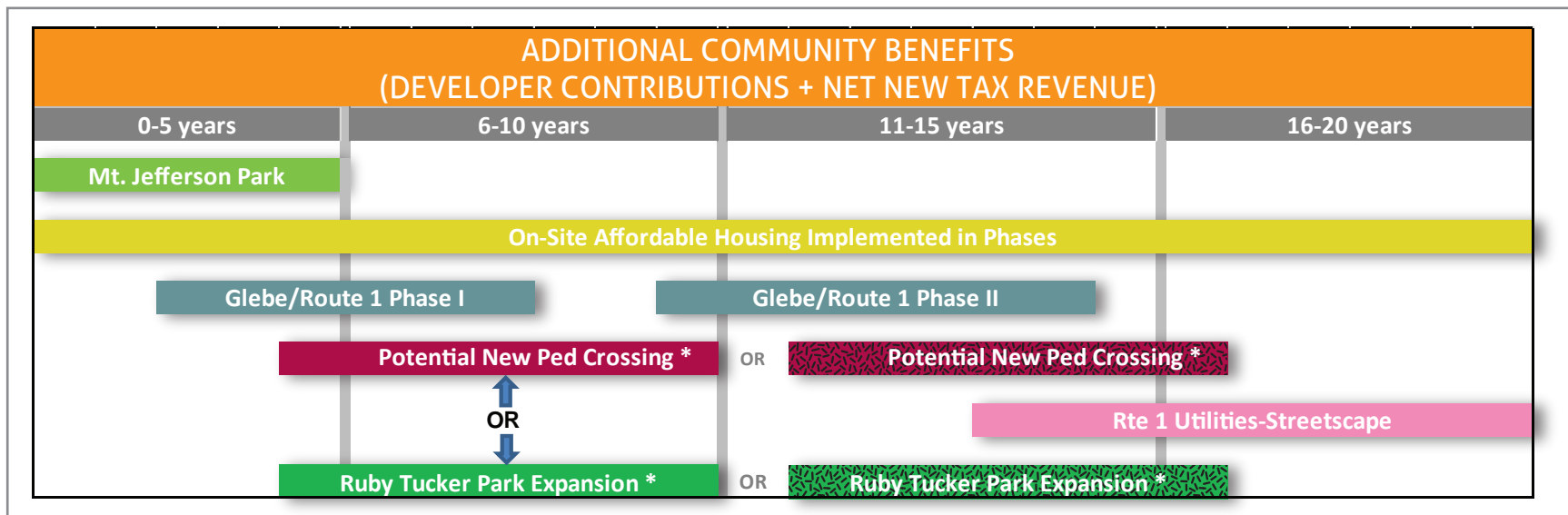
Equally important in the discussion of funding the public benefits is the phasing and sequencing of the benefits to establish which improvements need to occur first and which can occur more gradually over the life of the plan. Chart 1 shows the general phasing of the benefits over the life of the Plan. Some transportation infrastructure will be required before certain development thresholds are met, and these conditions will be detailed in the CDD zoning and associated approvals for the Plan area. It is currently projected that the Ruby Tucker Park expansion will happen in the mid- to long- term, however, If and when the redevelopment site adjacent to the park comes in sooner, the City will work with the developer to implement the open

space expansion at that time. The Park will be designed in consultation with the community.

Because of the complex, urban infill redevelopment efforts contemplated in the Plan, and due to real estate demand driven market absorption rates which will set practical limits as to how much new development can occur each year, this Plan could take about 20-30 years to fully implement. Real estate development cycles and market demand will determine the actual rate of build out.

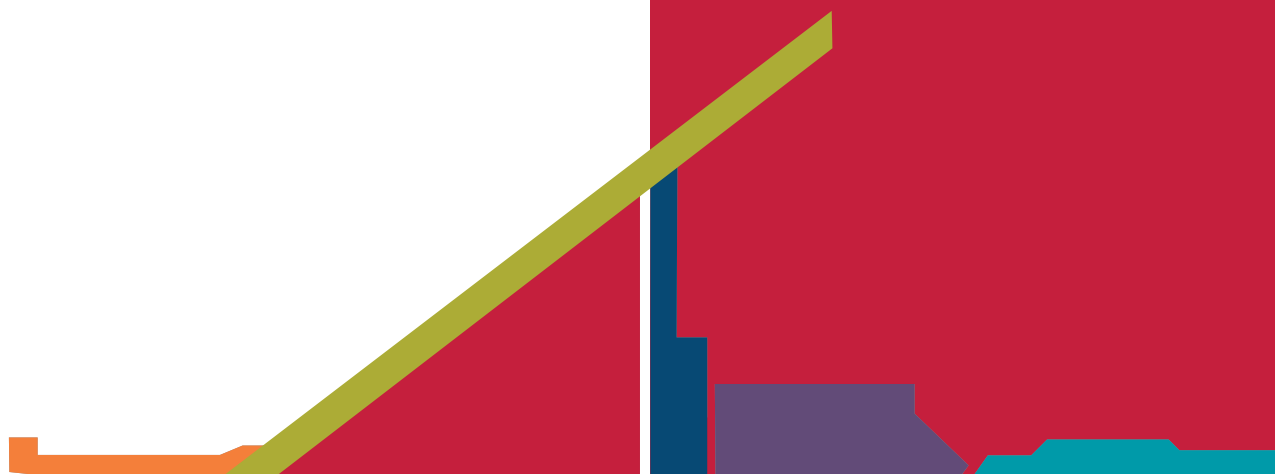
The Plan establishes the broad categories that need to be implemented. The specific requirements for phasing and implementation will be established as part of the CDD zoning and associated for the Plan area.

Chart 1: Public Benefits Phasing



2

OVERVIEW - URBAN DESIGN STANDARDS AND GUIDELINES



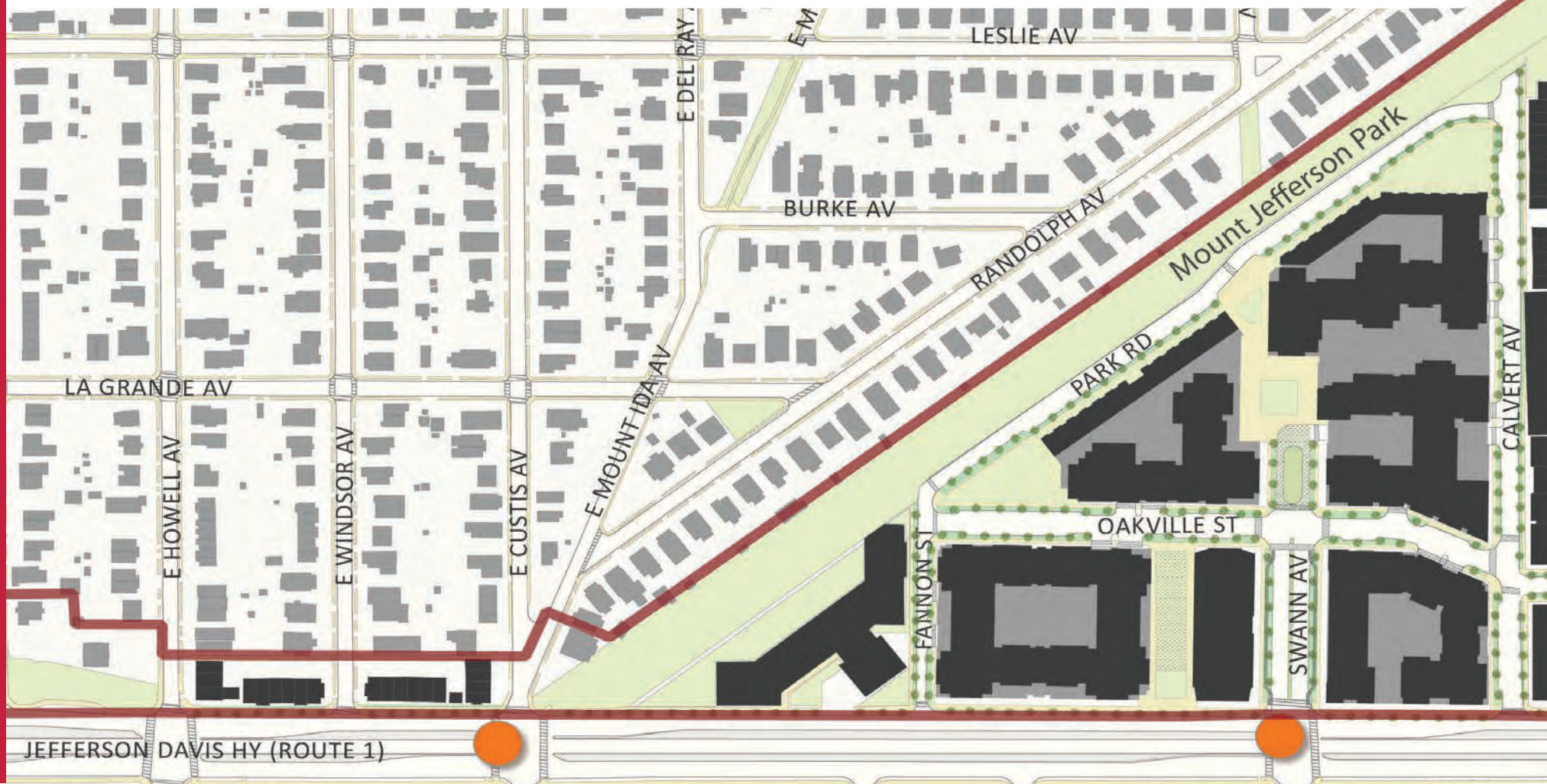
I. ROLE OF THE STANDARDS AND GUIDELINES

The Design Standards & Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the Plan area to implement the Vision Plan. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals,

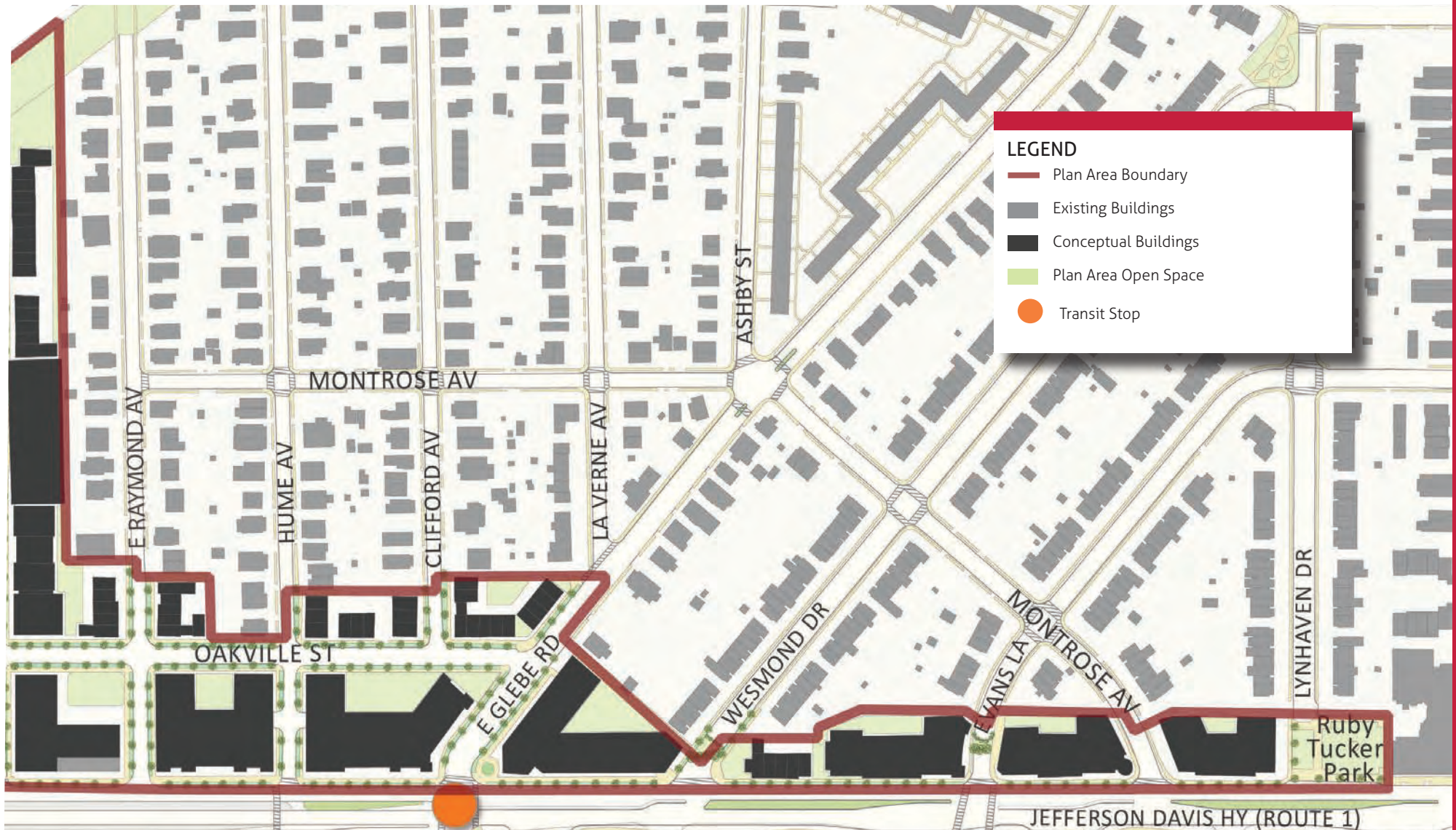
zoning requirements, existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, and this document. Projects are required to comply with all Design Standards, graphics, and figures referenced herein to ensure that the built environment exhibits the

highest standards of design. Projects are also strongly encouraged to comply with the applicable Guidelines referenced herein.

Figure 3 : Illustrative Plan



Note: Figure 3 is for illustrative purposes only. The final design and configuration of buildings and open spaces shall be designed as part of the development review process including compliance with these Standards and applicable requirements and City policies.



GENERAL STANDARDS

- 2.1** Projects are required to comply with all applicable Design Standards herein, and comply with the applicable approvals, zoning requirements, and existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, etc. These Standards and Guidelines ensure [high quality design and architecture](#) within the Plan Area. 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.
- 2.2** Provide taller building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.
- 2.3** Improve and enhance the Route 1 frontage by locating the utilities below grade and providing a 25 ft. setback-streetscape for the buildings adjacent to Route 1.

OPEN SPACE

- 2.4** Improve Mount Jefferson Park consistent with the Plan approved by the Parks and Recreation and Planning Commissions including the at-grade trail extension at the southern end of the Park.
- 2.5** Provide a central public urban plaza within Oakville Triangle that includes usable amenities that help to meet the recreational needs of new residents.
- 2.6** Provide five new ground level public green spaces adjacent to Mount Jefferson Park.
- 2.7** Expand the existing Ruby Tucker Park.

STREETS

- 2.8** Develop a generally orthogonal street grid pattern, including the introduction of several new streets.

- 2.9** Provide a hierarchy of streets that identify the character and function of each street.
- 2.10** Provide on-street parallel parking where feasible for the new streets (excluding Route 1).
- 2.11** New streets are designed to be low speed, local serving, pedestrian-oriented to encourage bicycle and transit use.
- 2.12** New streets should accommodate stormwater management.
- 2.13** Where possible, new streets should include safe, separate, lanes for bicycle traffic as recommended in the Transportation Master Plan.

PUBLIC REALM

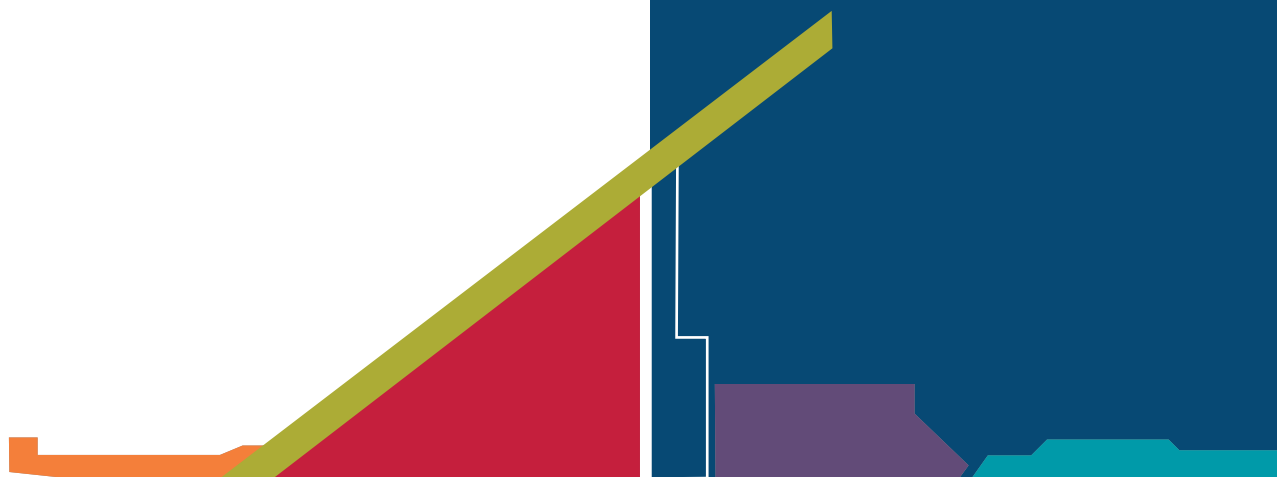
- 2.14** Create pedestrian-oriented streetscapes.
- 2.15** Incorporate the provision of safe, efficient, and convenient pedestrian and bicycle circulation systems that connect neighborhoods, transit, and open spaces.
- 2.16** Provide careful attention to sidewalk design and detailing to support the walkability and sustainability of the Plan area.

BUILDINGS

- 2.17** Create an urban building scale and relationship between buildings, streets and open spaces that ensure and maximize walkability, create compact development and maximize the use of transit.
- 2.18** Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.
- 2.19** Provide appropriate transitions to the existing single-family homes and townhouses to the west of the Plan area through scale transitions, setbacks and landscape buffers.
- 2.20** [Provide high quality architecture](#) and appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

3

PLAN DISTRICTS



I. DISTRICTS

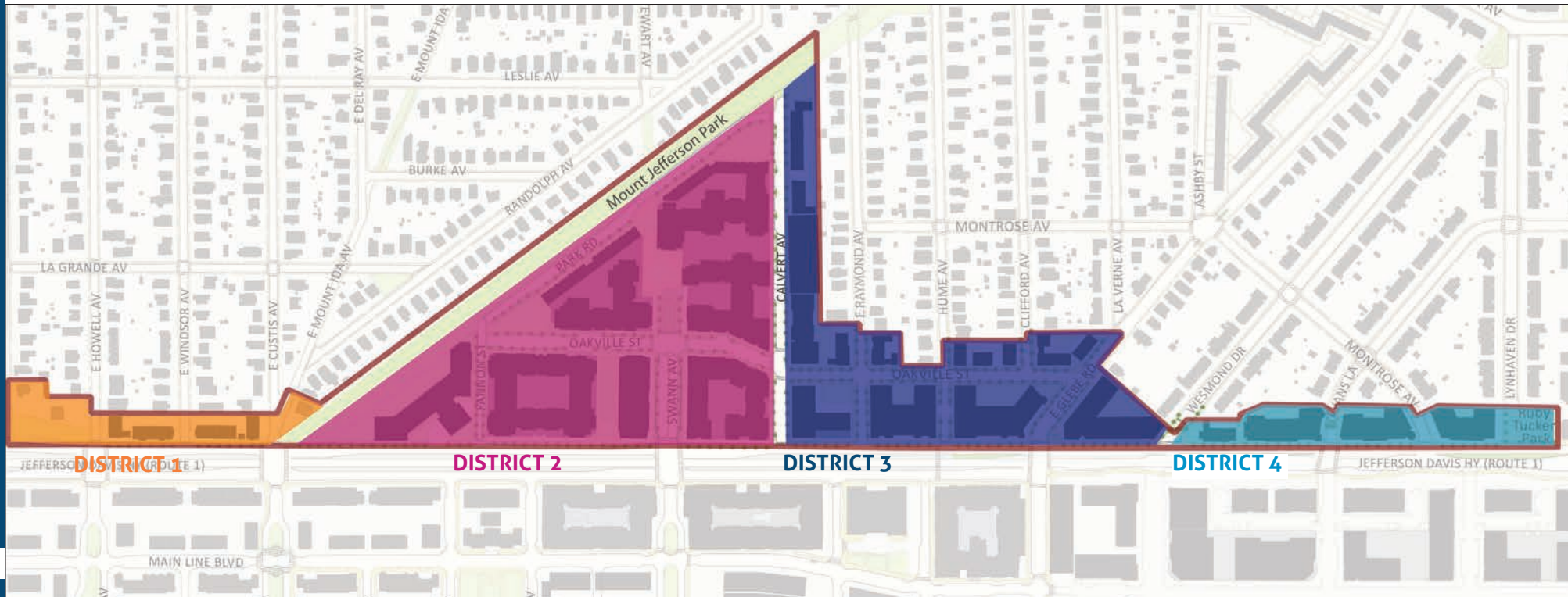
A defining element of Alexandria is its unique and distinct neighborhoods. The districts identified in the Plan are intended to appear and function as extensions of the adjoining unique neighborhoods of Del Ray, Lynhaven and Potomac Yard. The Plan districts are based on the depths of blocks, overall size, existing buildings and adjoining uses such as the Mount Jefferson Park.

The districts are delineated for planning purposes and serve as the basic structure for the design standards.

**“ WE MUST NOT BUILD HOUSING
WE MUST BUILD COMMUNITIES.”**

- MIKE BURTON

Figure 4: Plan Districts



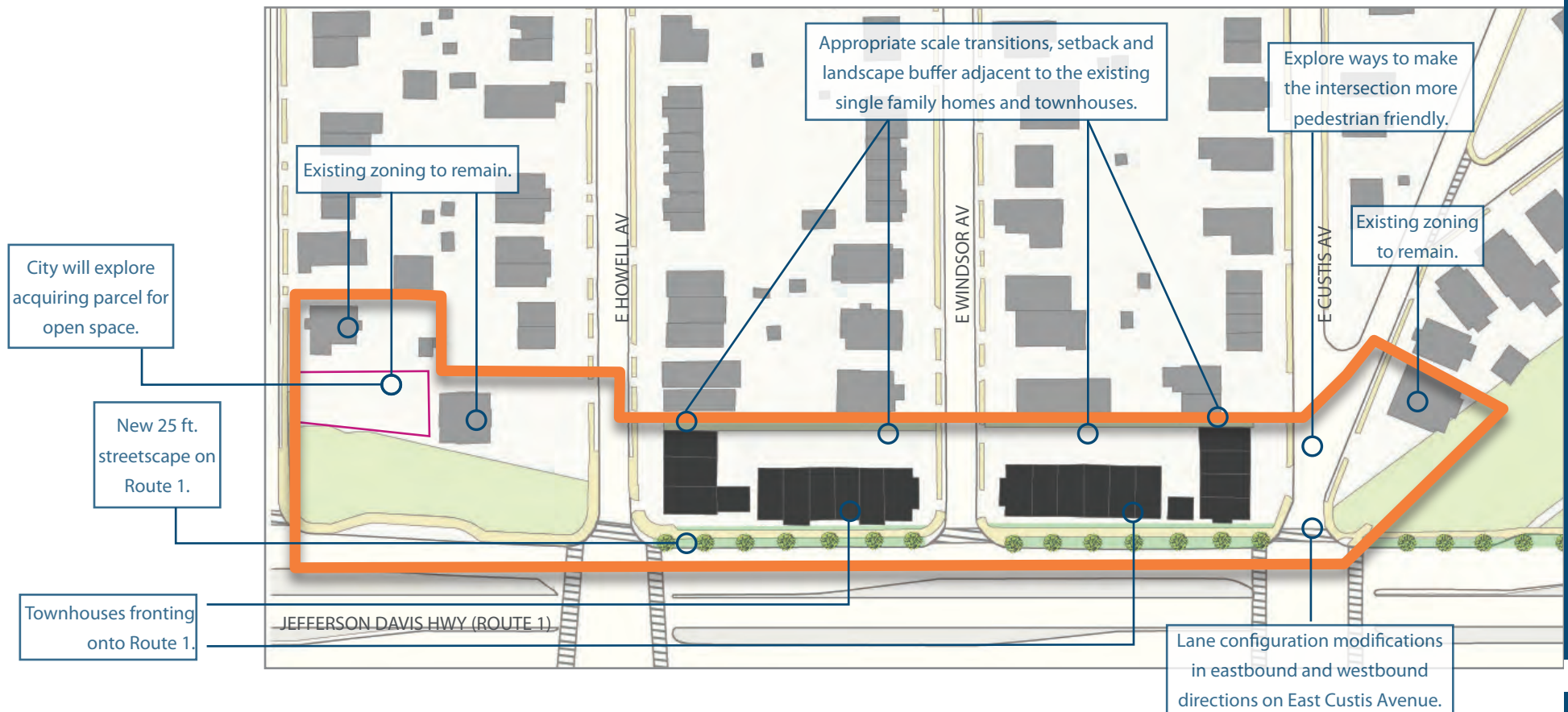
A. DISTRICT 1

Because of its shallow depth and limited length, there are limitations on the building types that can be located within this district. In addition, the adjoining single-family homes and townhouses are located immediately to the west, making appropriate height and scale transitions an important component of redevelopment for this district. The Plan recommends townhouses for this district. The townhouses will need to provide a variety of building heights, scale transitions and

appropriate setbacks to the adjoining single-family homes and townhouses to the west as required herein. The townhouses will also be required to provide a landscape buffer-setback adjacent to the existing homes to the west. The townhouses will be comparable in scale to the adjoining townhouse units within Potomac Yard.

As further described in the Land Use Section in Chapter 4, this district has the potential to incorporate “maker space” in the first floor spaces.

Figure 5: District 1 Illustrative Plan



DISTRICT 1 CHARACTER (ILLUSTRATIVE EXAMPLES)

TOWNHOUSES



ROUTE 1 STREETSCAPE

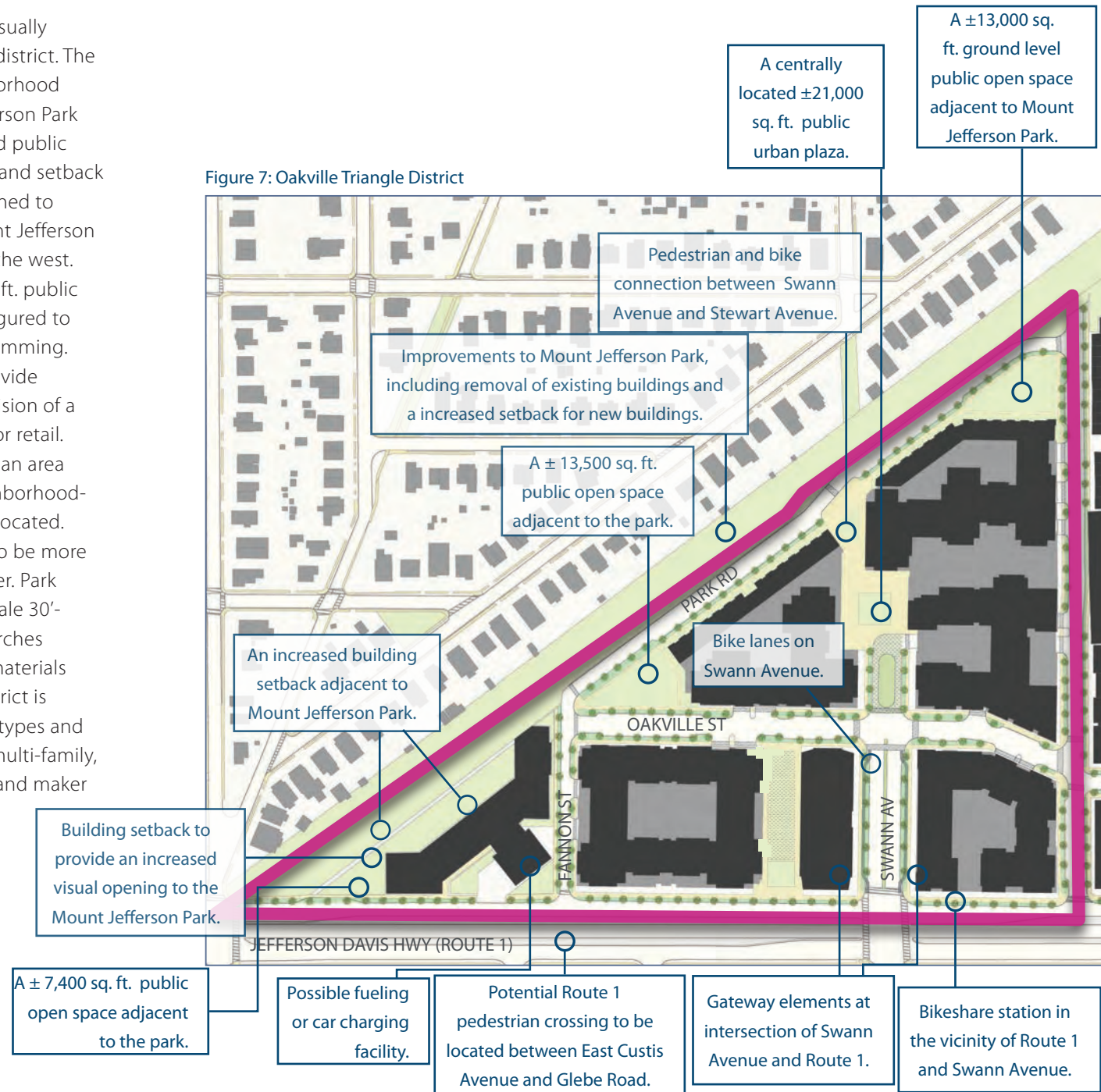


Figure 6: View Looking South, Route 1 and
Custis Ave (Adjacent to Mount Jefferson Park)

B. DISTRICT 2 - OAKVILLE TRIANGLE

Establishing the street grid will visually unify this approximately 15-acre district. The defining elements of this neighborhood will be the adjoining Mount Jefferson Park frontage and the centrally located public urban plaza. The building height and setback of the buildings have been designed to step down to the adjoining Mount Jefferson Park and single-family homes to the west. The centrally located $\pm 21,000$ sq. ft. public open space will need to be configured to accommodate events and programming. Swann Avenue is intended to provide retail shopping through the provision of a significant amount of ground floor retail. Calvert Avenue is intended to be an area where some of the existing neighborhood-serving or “maker uses” could be located. Calvert Avenue is also intended to be more “industrial” in design and character. Park Road is intended to be smaller scale 30’-45’ tall townhouses with front porches and architectural elements and materials compatible with Del Ray. The district is intended to be a mix of building types and uses ranging from townhouses, multi-family, office, hotel buildings, and retail and maker space.

Figure 7: Oakville Triangle District



OAKVILLE TRIANGLE CHARACTER (ILLUSTRATIVE EXAMPLES)

OAKVILLE
TRIANGLE -
SWANN
AVENUE



PARK ROAD

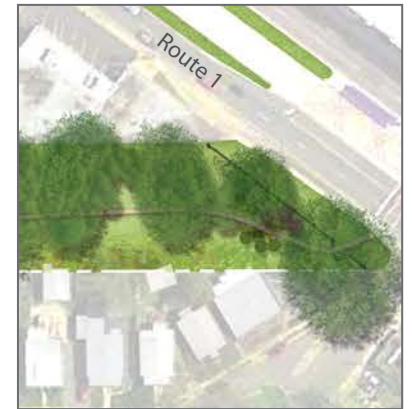


CALVERT
AVENUE



DISTRICT 2 - OAKVILLE TRIANGLE - MOUNT JEFFERSON PARK IMPROVEMENTS

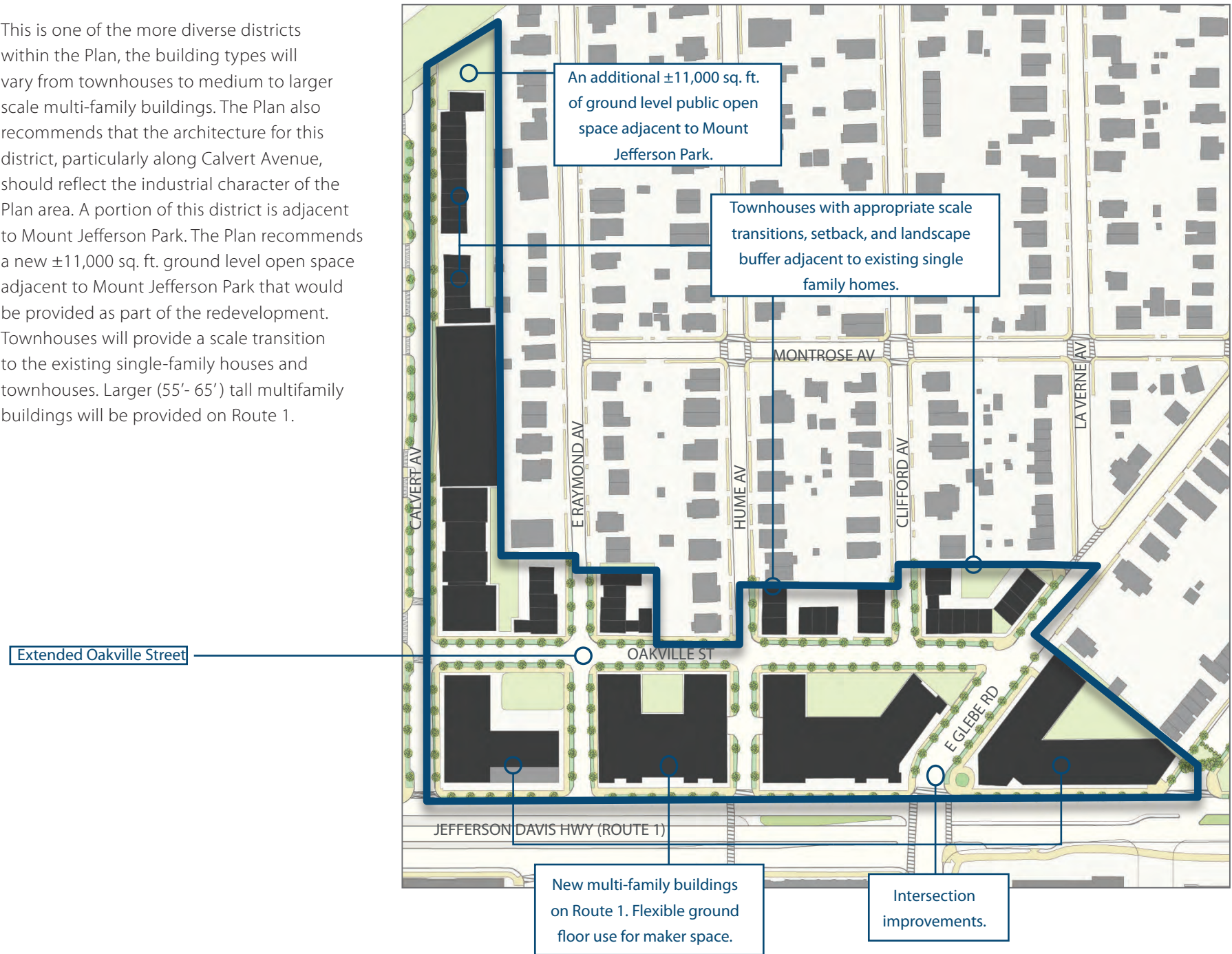
MOUNT
JEFFERSON
PARK



C. DISTRICT 3

This is one of the more diverse districts within the Plan, the building types will vary from townhouses to medium to larger scale multi-family buildings. The Plan also recommends that the architecture for this district, particularly along Calvert Avenue, should reflect the industrial character of the Plan area. A portion of this district is adjacent to Mount Jefferson Park. The Plan recommends a new $\pm 11,000$ sq. ft. ground level open space adjacent to Mount Jefferson Park that would be provided as part of the redevelopment. Townhouses will provide a scale transition to the existing single-family houses and townhouses. Larger (55'- 65') tall multifamily buildings will be provided on Route 1.

Figure 8: Plan District 3 Illustrative Plan



DISTRICT 3

The building types will range from multi-family buildings on Route 1 and a portion of Calvert Avenue and predominantly townhouses adjacent to existing neighborhoods. The Plan also permits office uses at the intersection of Route 1 and East Glebe Road, where taller heights are permitted due to the proximity to the transit stop on Route 1, and the Potomac Yard Metrorail station. On Calvert Avenue, the majority of the ground floor uses are spaces where some of the existing types of uses could be located. Flexible ground floor uses for maker type uses are recommended for the Route 1 and East Glebe Road frontages.

This district will include an extended Oakville Street connecting Calvert Avenue to East Glebe Road. As part of the redevelopment, an analysis will be conducted to determine appropriate design for the new intersection of Oakville Street and East Glebe Road. A reconfiguration of the intersection of East Glebe Road and Route 1 is recommended as part of the Plan. Similar to the other districts, appropriate scale transitions and setbacks will need to be provided adjacent to the existing single-family homes and townhouses to the west.

Figure 9: East Glebe-Route 1 Intersection, Conceptual Design



Figure 10: View of Proposed Oakville Street Extension, Looking South



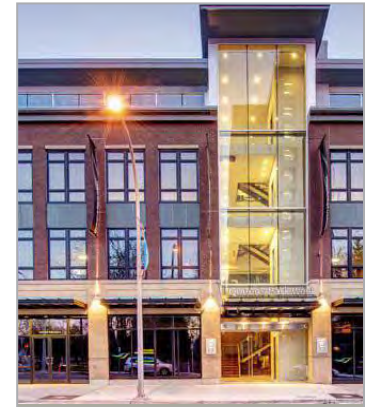
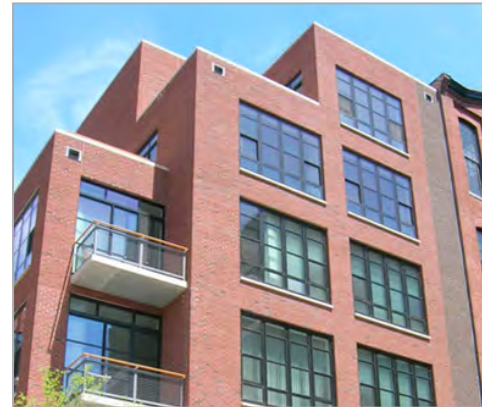
DISTRICT 3 CHARACTER (ILLUSTRATIVE EXAMPLES)

OAKVILLE STREET EXTENDED



Figure 11: View of Proposed Oakville Street, Looking South

ROUTE 1 FRONTAGE

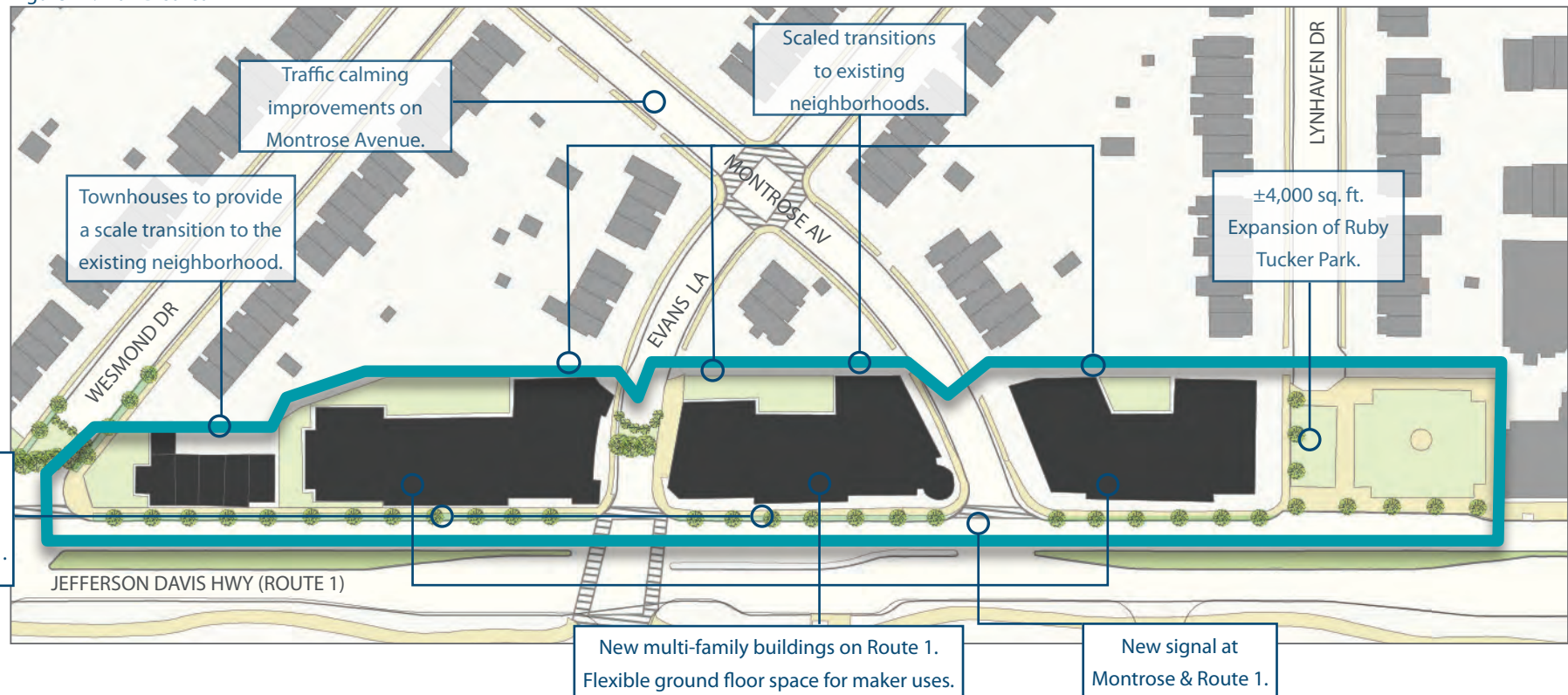


D. DISTRICT 4

The lots/blocks within this district are relatively shallow, creating challenges for redevelopment. In addition, the townhouses within Lynhaven are located immediately to the west of this district making appropriate height and scale transitions an important component of redevelopment. The Plan recommends townhouses for the shallow parcels and medium-scale multi-family buildings for the larger parcels, requiring setbacks and height and scale transitions to the existing townhouses. Flexible ground floor space for maker uses are recommended

along the Route 1 frontage. The Plan also recommends expanding the existing $\pm 10,450$ sq. ft. Ruby Tucker Park by approximately $\pm 4,000$ sq. ft., using the existing Lynhaven Drive right-of-way.

Figure 12: Plan District 4

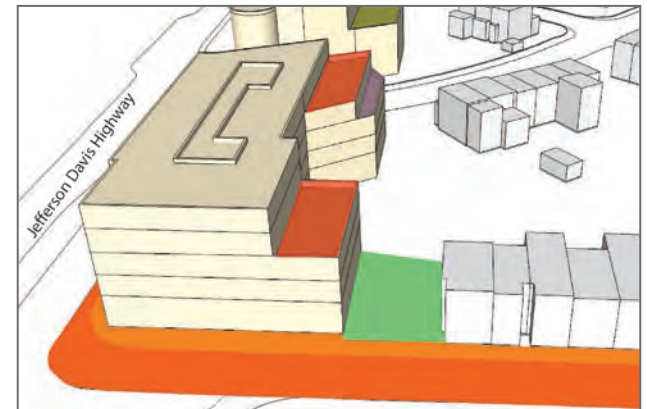
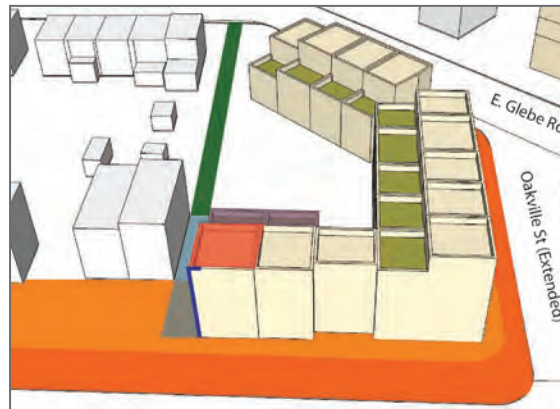


DISTRICT 4 NEIGHBORHOOD CHARACTER (ILLUSTRATIVE EXAMPLES)

ROUTE 1



SCALE
TRANSITIONS



EXPANDED
RUBY TUCKER
PARK



Figure 13: Ruby Tucker Expansion
(Route 1 Looking South)

Note: Design of open space is for illustrative purposes only.

E. ROUTE 1 FRONTAGE

The Route 1 frontage is a visually prominent gateway for the City, and serves as a “front door” across all Districts within the Plan area. The Plan recommends enhancements to the Route 1 frontage, including a 25 ft. streetscape, continual street trees, below grade utilities across all Districts, enhanced building requirements and an improved entrance to the Mount Jefferson Park. The heights on Route 1 are intended to provide a variety of heights ranging from 45 ft. to 100 ft. at Swann Avenue.

The Plan calls for access management on Route 1, restricting curb cuts, and requiring access to new buildings from side streets.

Figure 14: Illustrative of Route 1 Frontage Streetscape improvements and underground utilities



Figure 15 Route 1 Streetscape Cross-Section (Commercial)

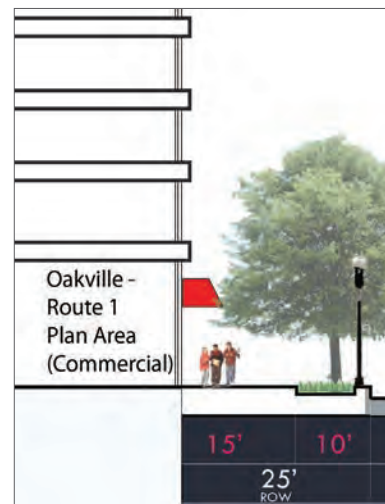


Figure 16A: Route 1 Streetscape Cross-Section (Residential- Townhouse)

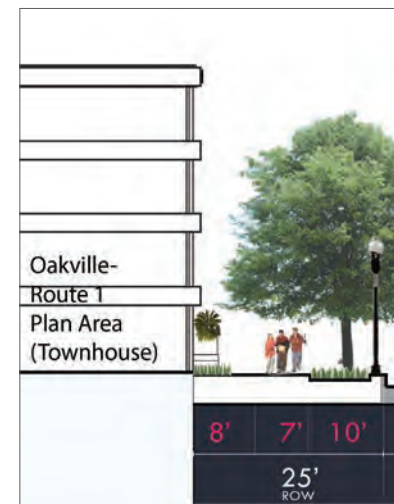


Figure 16B: Route 1 Streetscape Cross-Section (Residential- Multifamily)

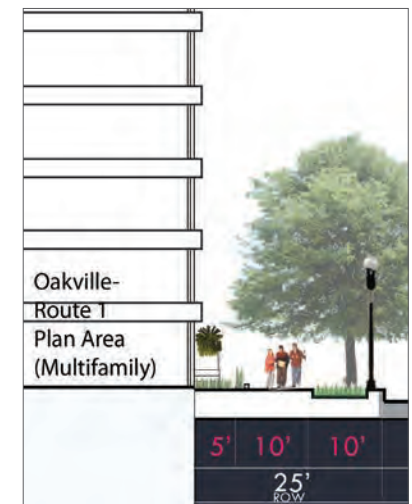
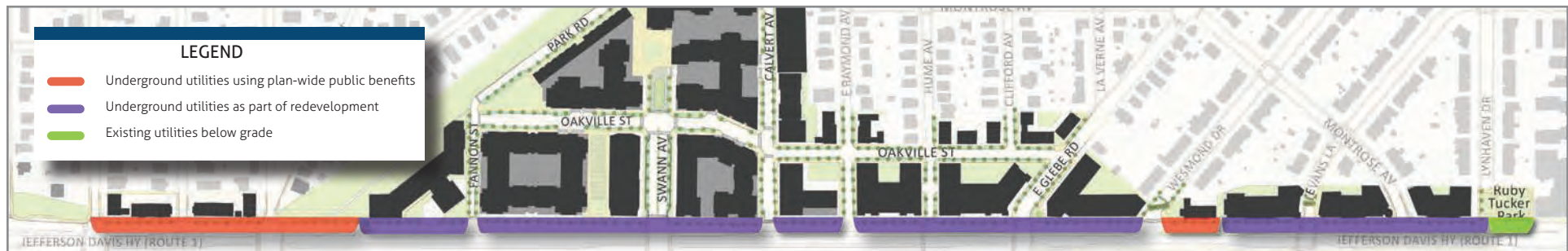


Figure 17: Route 1 Streetscape Improvements



INTENTIONALLY LEFT BLANK

4

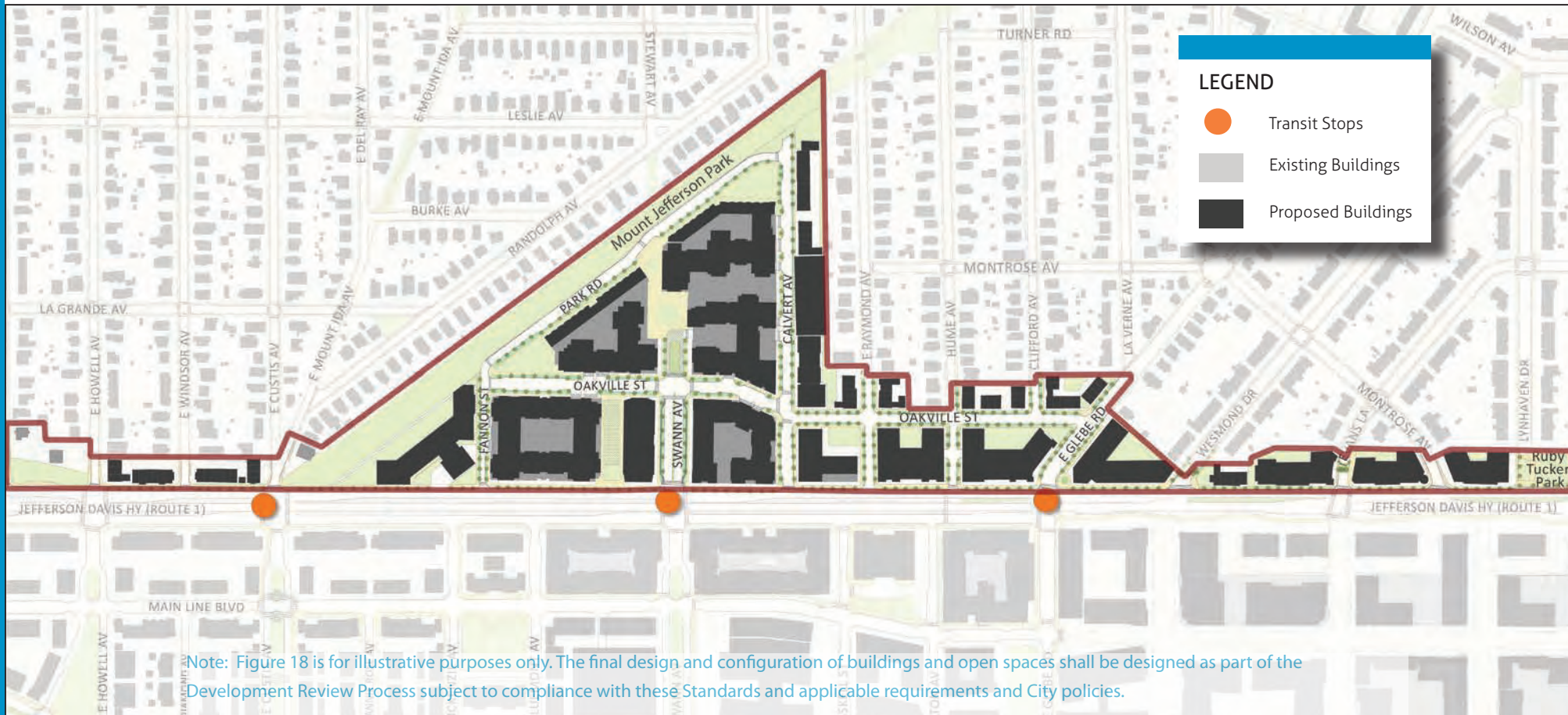
PLAN FRAMEWORK



ILLUSTRATIVE PLAN

The Plan creates a framework for streets, blocks, zoning, heights, and open spaces, which function as the foundation for the Plan area.

Figure 18: Illustrative Plan



A. FRAMEWORK STREETS

Figure 19 depicts the framework streets, or the streets that are required to be constructed and/or reconfigured as part of the redevelopment. The graphic also depicts the East Glebe Road and Route 1 intersection improvements.

Figure 19: Framework Streets



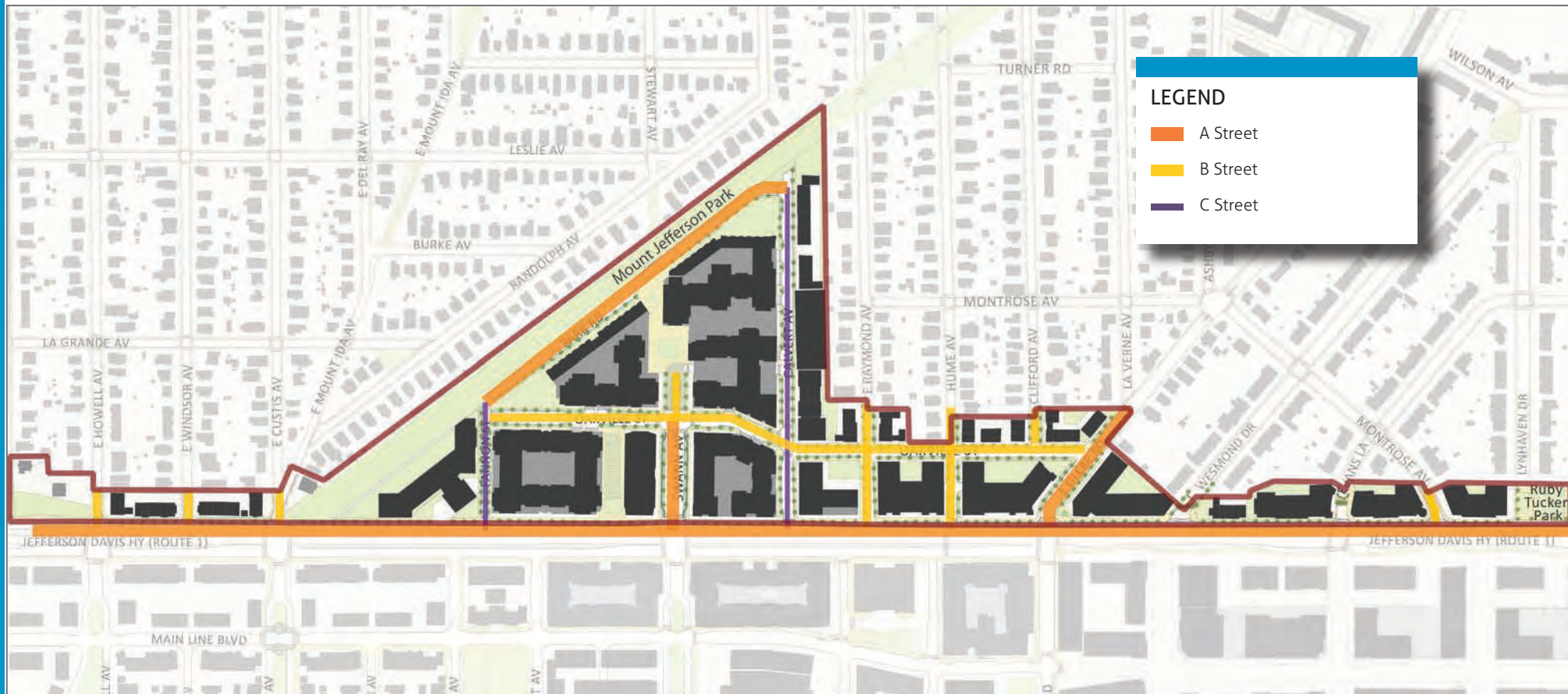
STREET HIERARCHY

In addition, a street hierarchy has been created to identify the character and function of each street. “A” streets are the most prominent, and create an “address” for the important buildings in each district. “B” streets connect “A” streets to each other and to service streets, and provide pedestrian and vehicular circulation for each of the neighborhoods. “C” streets

provide access and service entry to alleys. “C” streets are the least public in nature of all of the streets and, therefore, the least restrictive in design. The “C” streets allow the “A” and “B” street frontages to function as more public primary streets.

A hierarchy of streets is required to maintain a high-quality street environment and address a variety of needs – from the most prominent pedestrian and vehicle streets, to streets that provide service and access.

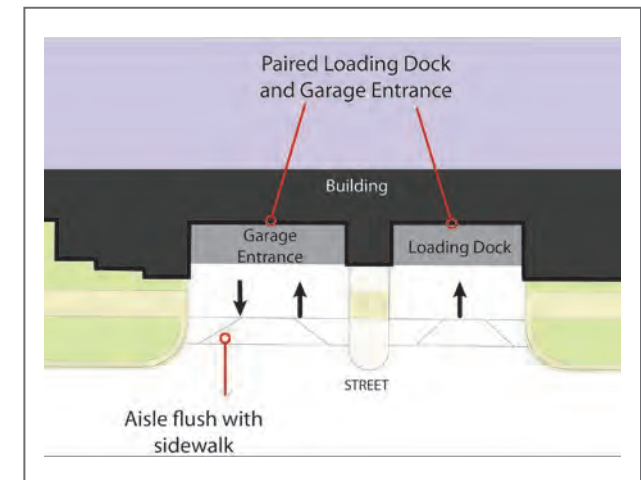
Figure 20A: Street Hierarchy



FRAMEWORK STREETS STANDARDS

- 4.1** The intersection of Glebe Road and Route 1 will need to be reconfigured as generally depicted within the attached cross-sections. The timing and phasing of the improvements will be established as part of the CDD zoning for the Plan area.
- 4.2** A hierarchy of streets, as depicted in Figure 20A, is required to maintain a high-quality street environment and address a variety of needs and functions.
- 4.3** The streets are required to be constructed in the locations generally depicted in Figure 19 and in the dimensions configured in the street cross sections required herein.
- 4.4** "A" Streets: Curb cuts, entrances to parking garages and service bays are prohibited.
- i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building.
 - iii.** The higher quality of architectural façade and streetscape treatment shall be used within the street hierarchy.
- 4.5** "B" Streets
- i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building
 - iii.** A maximum of one curb cut per block face shall be permitted on each side of the street. To the extent possible, curb cuts should be aligned with curb cuts on the opposite side of the street. Offset curbs may be permitted, where it is deemed necessary.
 - iv.** Main building and pedestrian entrances shall be located along "B" street frontages unless adjacent to an "A" street. A high quality of architectural façade treatment is required.
- 4.6** "C" Streets
- v.** Curb cuts for internal alleys and service shall be located on these streets, unless it can be determined that it is infeasible to do so.
- 4.7** Curb cuts shall be limited to the minimum necessary in number and width.
- 4.8** Residential entrances are encouraged on all streets. Where ground floor retail is provided or required, residential lobby entrances should be minimized but are not prohibited. The final location of residential entrances where retail is provided will be determined as part of the development review process.

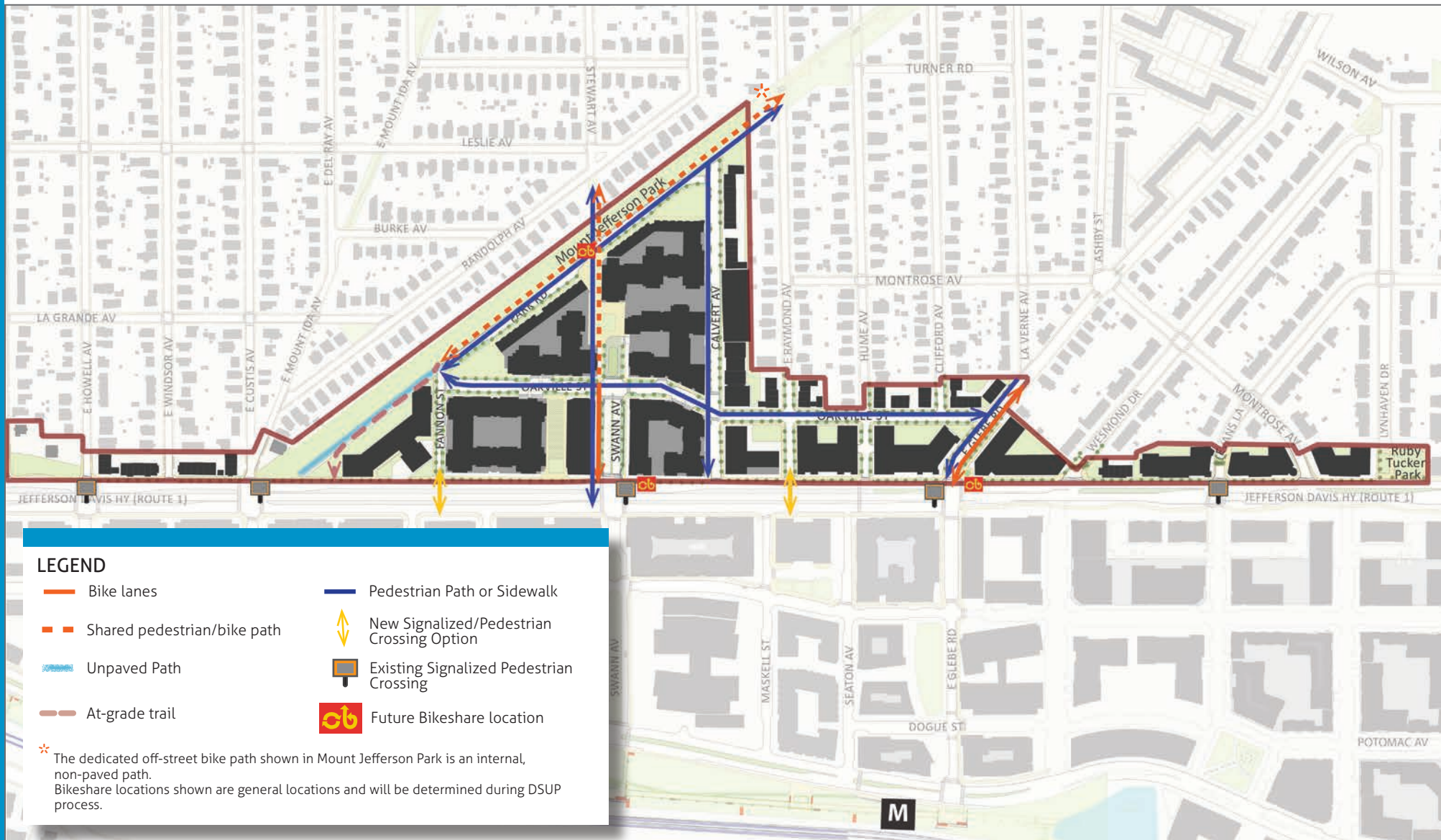
Figure 20B: Curb-Cut Diagram



Paired loading and garage entrances shall provide a drive aisle flush with the sidewalk. For purposes of the Standards, Figure 20B, constitutes one curb-cut.

B. BIKE AND PEDESTRIAN CIRCULATION

Figure 21: Pedestrian and Bike Circulation



A basic foundation of the Plan is to provide safe attractive and well connected pedestrian environment. The requirements for streetscapes and streets create a pedestrian-oriented neighborhood, encouraging walking and transit use. The pedestrian areas will range in width from 25 ft. on Route 1 to 11 feet on the residential streets. There will also be new connections to the Mount Jefferson Park, to make the park more accessible and safe for all users.

In addition to pedestrian circulation, the bicycle network will be expanded for improved connectivity and safety including portions of Mount Jefferson Park, East Glebe Road, and Swann Avenue. The goal is to provide better connectivity with the Plan area, as well as to adjoining Del Ray, Lynhaven, Potomac Yard, and Potomac Yard Metrorail Station.

BIKE AND PEDESTRIAN NETWORK STANDARDS

- 4.9** The bike and pedestrian network as generally depicted in Figure 21 shall be implemented as part of the redevelopment within the Plan area.
- 4.10** A signalized pedestrian only crossing shall be provided as generally depicted in Figure 21.
- 4.11** The bike and pedestrian areas will be implemented consistent with the attached street cross-sections and the design of the Mount Jefferson Park Plan.

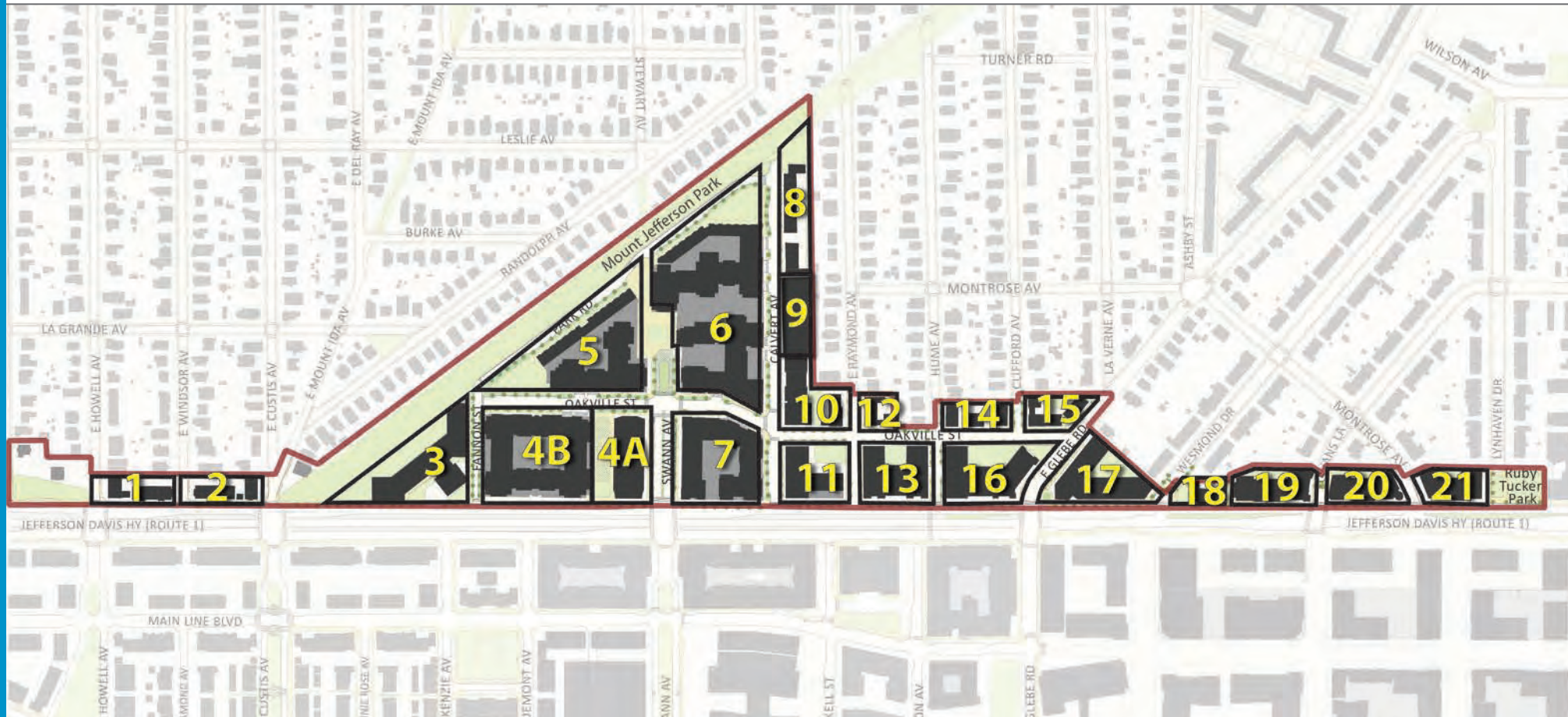


C. BLOCKS

One of the tools to ensure the Plan Area will develop as urban and pedestrian oriented is to require urban, human scaled blocks. Based on the required framework streets, the block sizes are roughly the size of blocks within the surrounding communities of Lynhaven, Del Ray, and Potomac Yard.

It is likely that it will take approximately 20-30 years to fully implement the vision of the Plan. During this time-frame, it may be considered more expeditious or cheaper to create larger “megablocks.” However this document requires that development occur according to the required framework streets and existing streets, which establish blocks within the Plan area.

Figure 22: Development Blocks in Plan Area



D. ZONING

A Coordinated Development District (CDD) is recommended for the Plan Area to implement the Plan. This approach is similar to the zoning used for the adjoining North Potomac Yard and South Potomac Yard. As depicted in Figure 24, the Plan does not propose CDD zoning for some of the properties due to their size and shape. For these properties the existing CSL zoning will be retained.

Figure 23: Existing Zoning

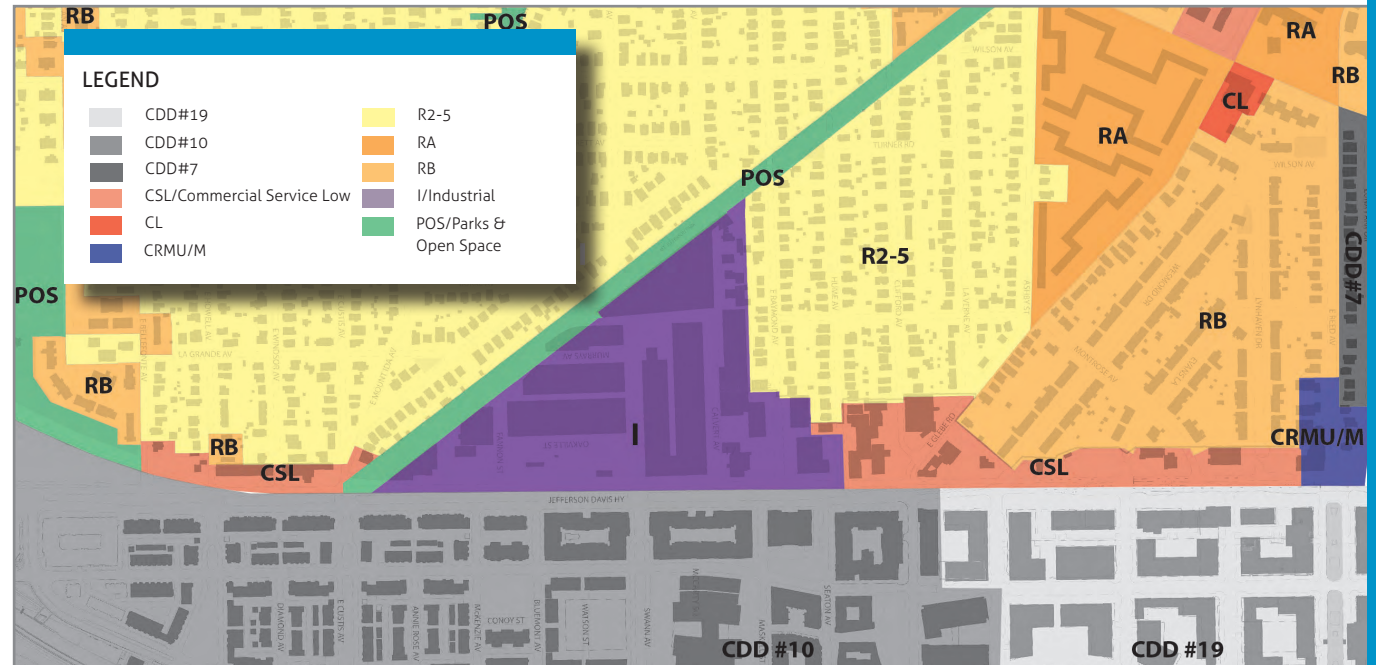
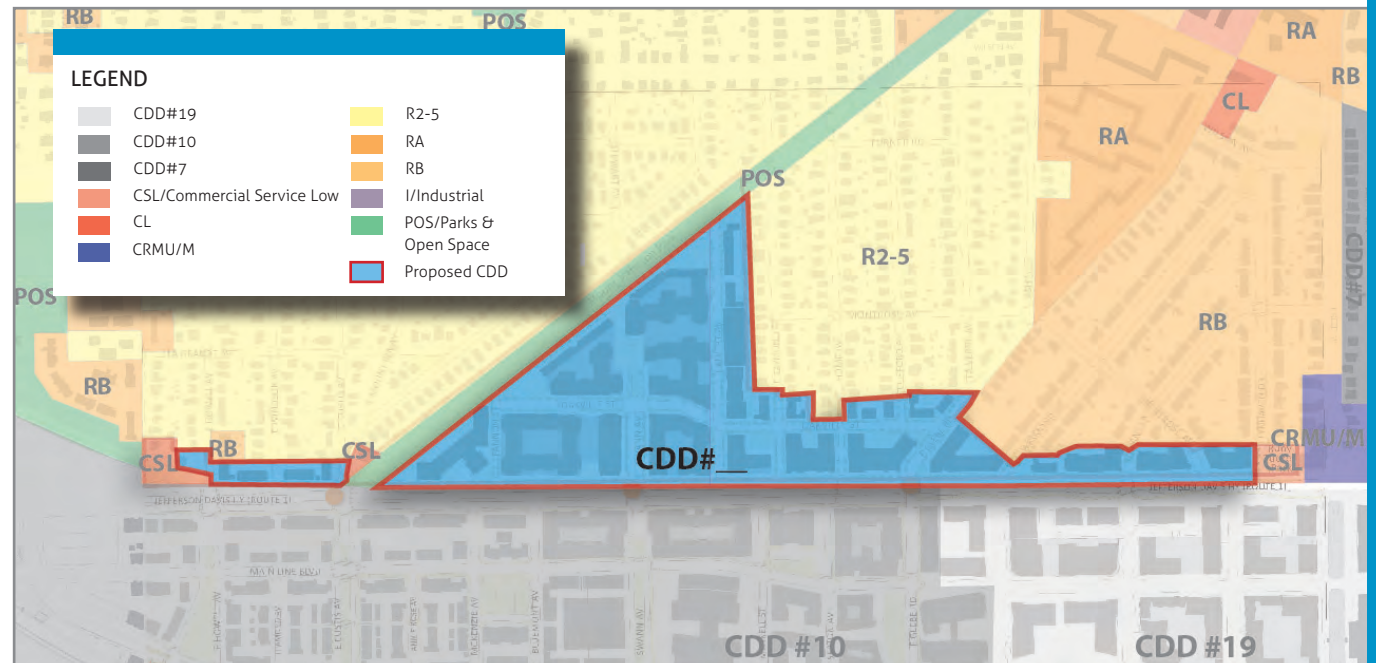


Figure 24: Proposed Zoning and Existing Zoning



E. LAND USE

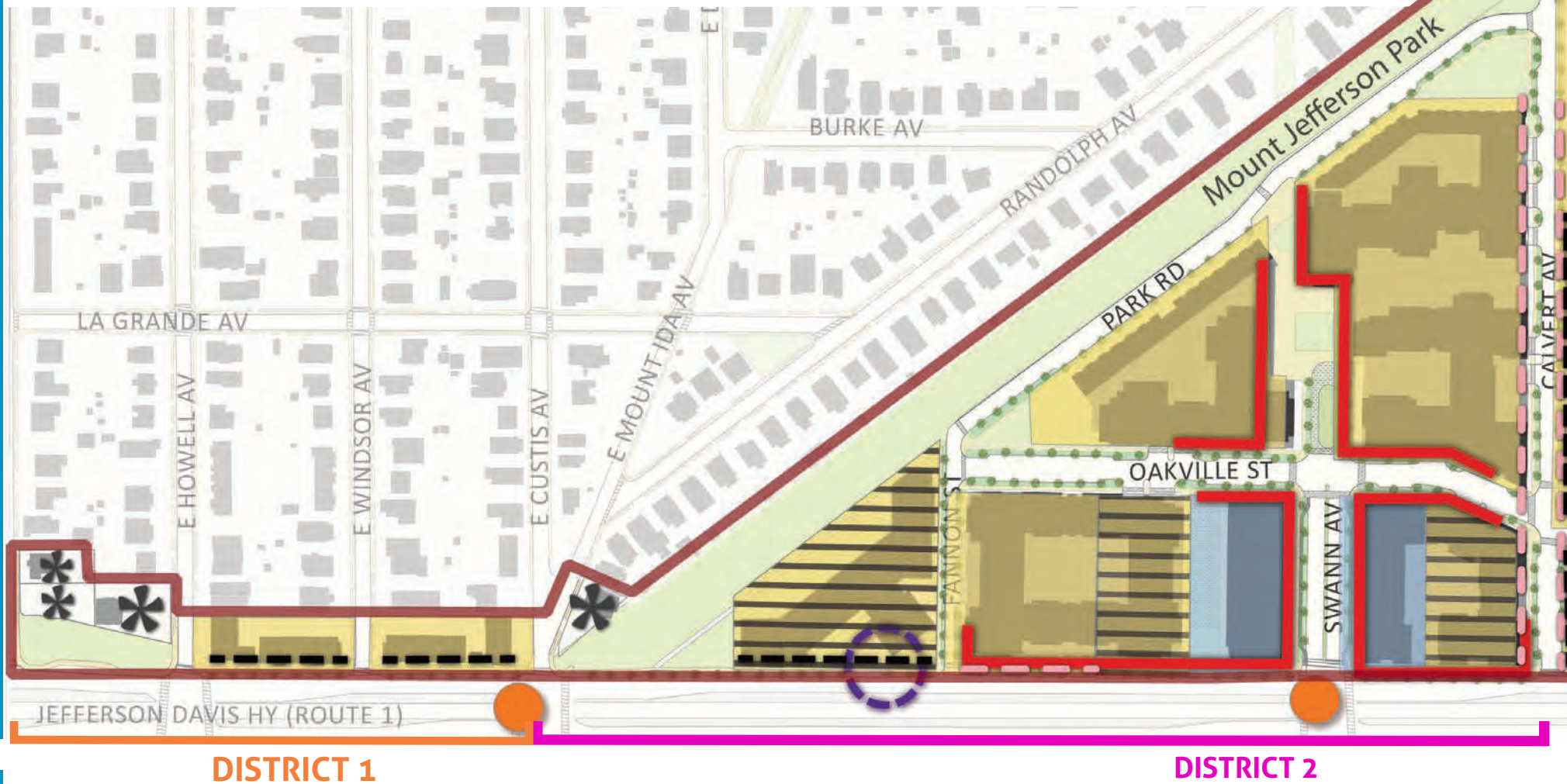
The land use plan, Figure 25, permits certain uses for each block. Some of the blocks are permitted to be residential or office. In addition, although not required, fueling/charging stations are recommended at two locations within the Plan area. The Plan also permits maker space on the ground floor at the locations depicted in Figure 25 below. The

Plan recommends that some of the sites not be rezoned as depicted below, because of their size, shape, and/or location.

■ ACTIVE USES:

Active uses are specified on the ground level or frontages of many blocks in the Plan area to ensure a vibrant public realm. For purposes of the Design Standards, active uses shall be residential, office, retail, maker, and/or hotel uses.

Figure 25: Land Uses



DISTRICT 1

DISTRICT 2

MAKER USES:

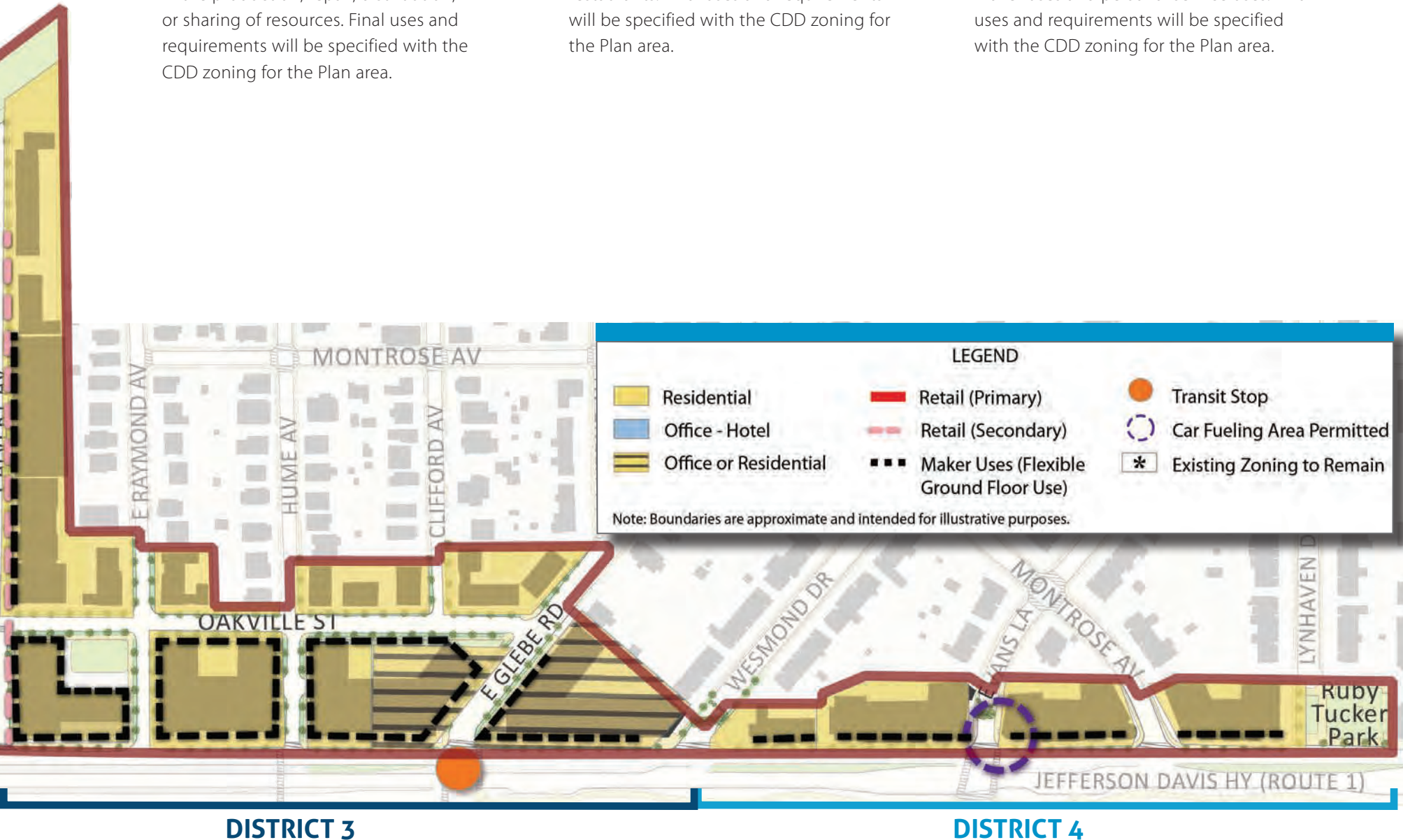
For purposes of the Design Standards, maker uses are uses typically involved in the production, repair, distribution, or sharing of resources. Final uses and requirements will be specified with the CDD zoning for the Plan area.

PRIMARY RETAIL:

For purposes of the Design Standards, primary retail is intended as retail uses and restaurants. Final uses and requirements will be specified with the CDD zoning for the Plan area.

SECONDARY RETAIL:

For purposes of the Design Standards, secondary retail is a combination of retail, maker uses and personal service uses. Final uses and requirements will be specified with the CDD zoning for the Plan area.



F. FUELING/CHARGING STATIONS

There are two existing gas stations in the Plan area. The land use plan (Figure 25) permits fueling/charging as part of the redevelopment at the two locations. If these facilities are provided, they will be subject to the following standards.



FUELING/CHARGING STATION GENERAL STANDARDS

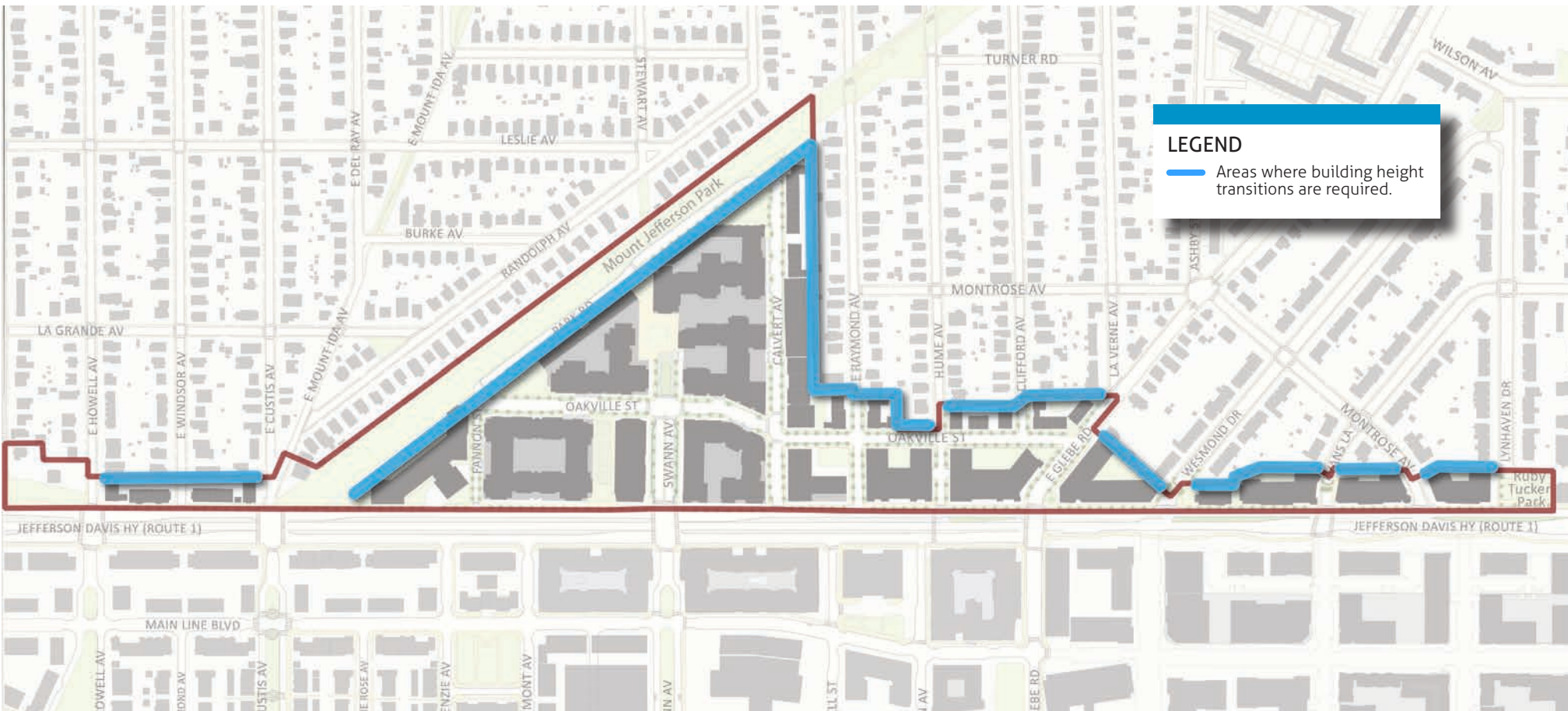
- 4.12** Fueling/charging stations, if provided, shall be part of the redevelopment that implements the requirements of the Vision Plan and Design Standards and Guidelines.
- 4.13** Fueling/charging stations shall be integrated into the design of the building and not a secondary element.
- 4.14** If a canopy is provided, the design of the roof shall be considered from the adjoining building(s) and uses and shall include elements such as a green roof or comparable treatment. Canopy lighting shall be designed to minimize impact/visibility from adjoining neighborhoods.
- 4.15** Service components, such as payment, shall be integrated into the building to the maximum extent feasible.
- 4.16** The fueling/charging station will be subject to all applicable building, environmental, and zoning requirements and the CDD zoning(s) for the Plan area.



G. BUILDING HEIGHTS- TRANSITION ZONES

To ensure compatibility with adjoining neighborhoods, the Plan requires appropriate building height transitions where buildings either step down in height and/or provide setbacks and landscaping to buffer new development and adjoining properties. See Figures 37 and 38 standards for each building type.

Figure 26: Building Heights - Transition Zones



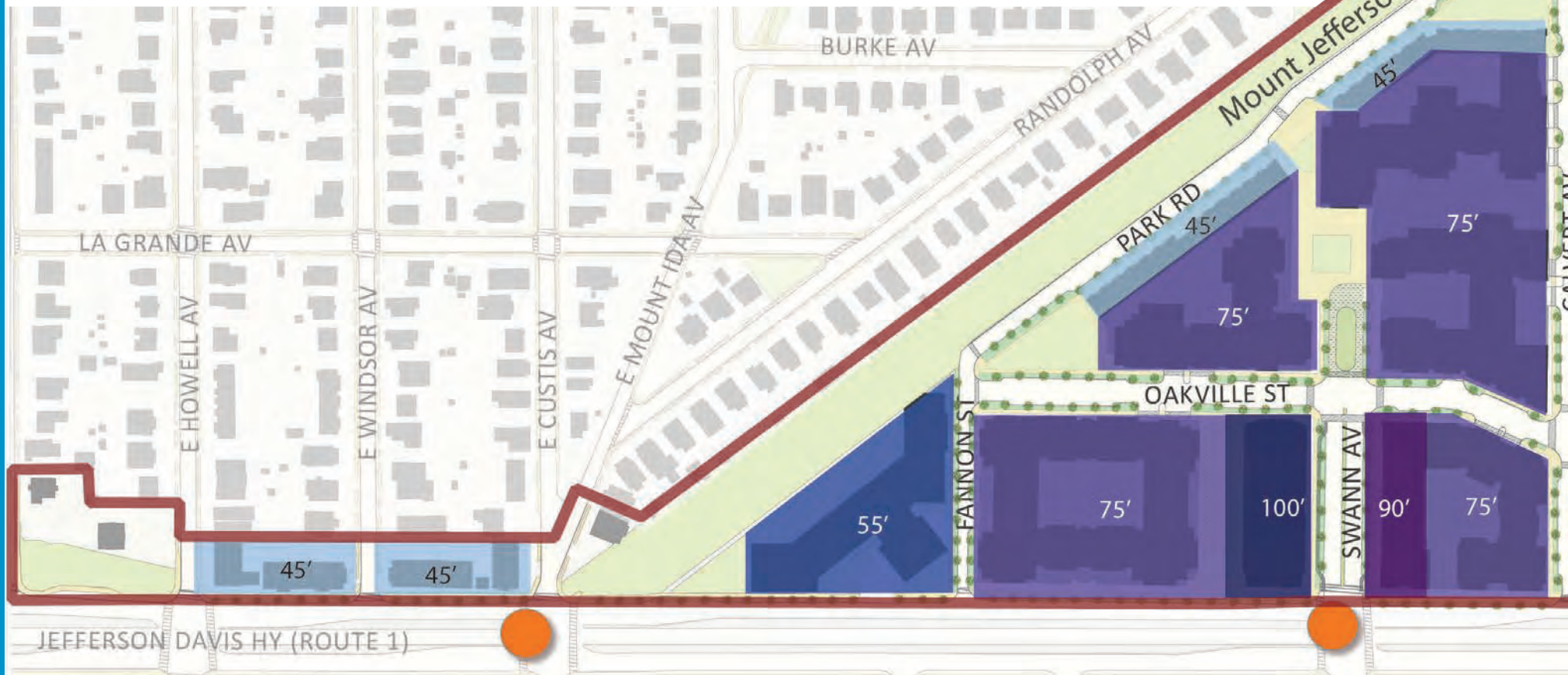
G. BUILDING HEIGHTS-MAXIMUM

Maximum building heights are intended to ensure buildings of compatible size and massing given the context of each block. Figure 27 depicts the maximum heights. Figure 28, establishes minimum heights for the blocks to achieve the intent of the Plan.

Additional height may be considered for the property at the corner of Fannon and Route 1 subject to the following

- Require a more appropriate setback (larger than 12 feet proposed) between the proposed building and the future lower trail in Mount Jefferson Park. Suggestion is to maintain the setback that is established in the northern portion of Oakville Triangle;
 - Maintain a 45' height limit adjacent to Mount Jefferson Park consistent with the 45' height established in the northern portion of Oakville Triangle; and
 - Allow for some flexibility of building height on the Route 1 frontage above the currently proposed 55 feet if 45' building height is maintained along Mount Jefferson Park.
- A request to increase the allowed height on the parcel (above 55 feet) in the future will be evaluated as part of a DSUP application and based on the criteria established by the Advisory Group.

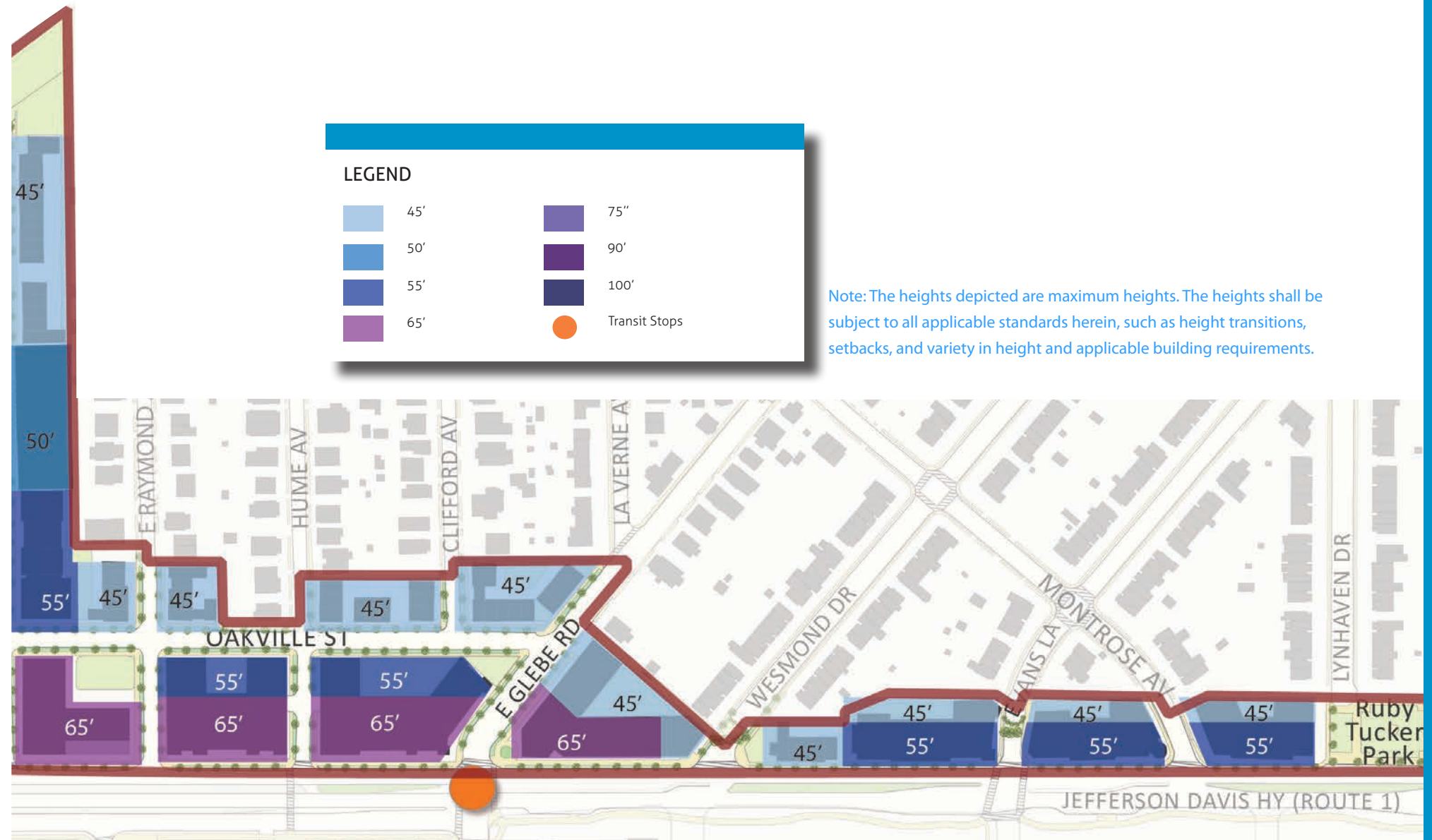
Figure 27: Maximum Building Heights



LEGEND

	45'		75"
	50'		90'
	55'		100'
	65'		Transit Stops

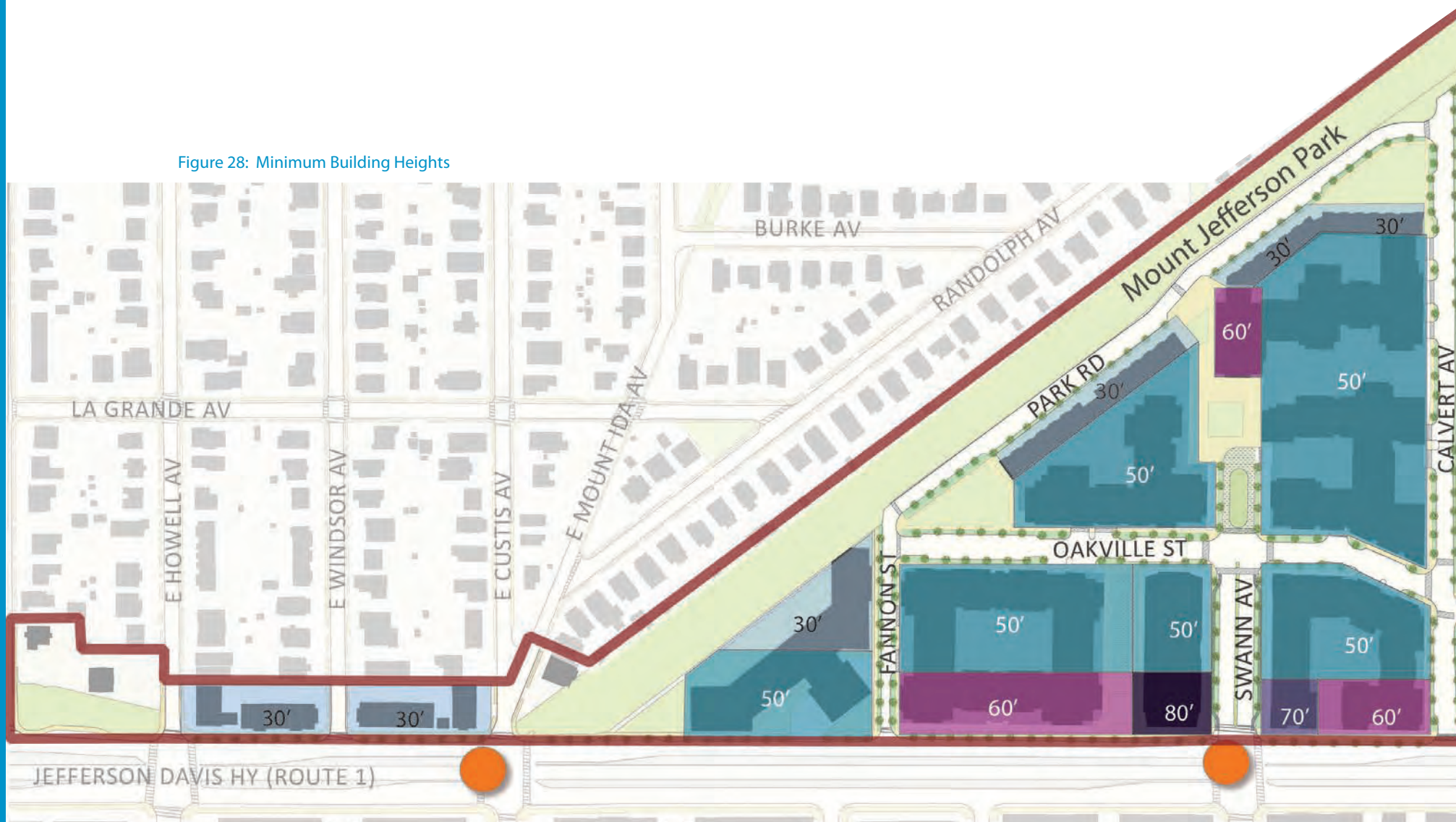
Note: The heights depicted are maximum heights. The heights shall be subject to all applicable standards herein, such as height transitions, setbacks, and variety in height and applicable building requirements.



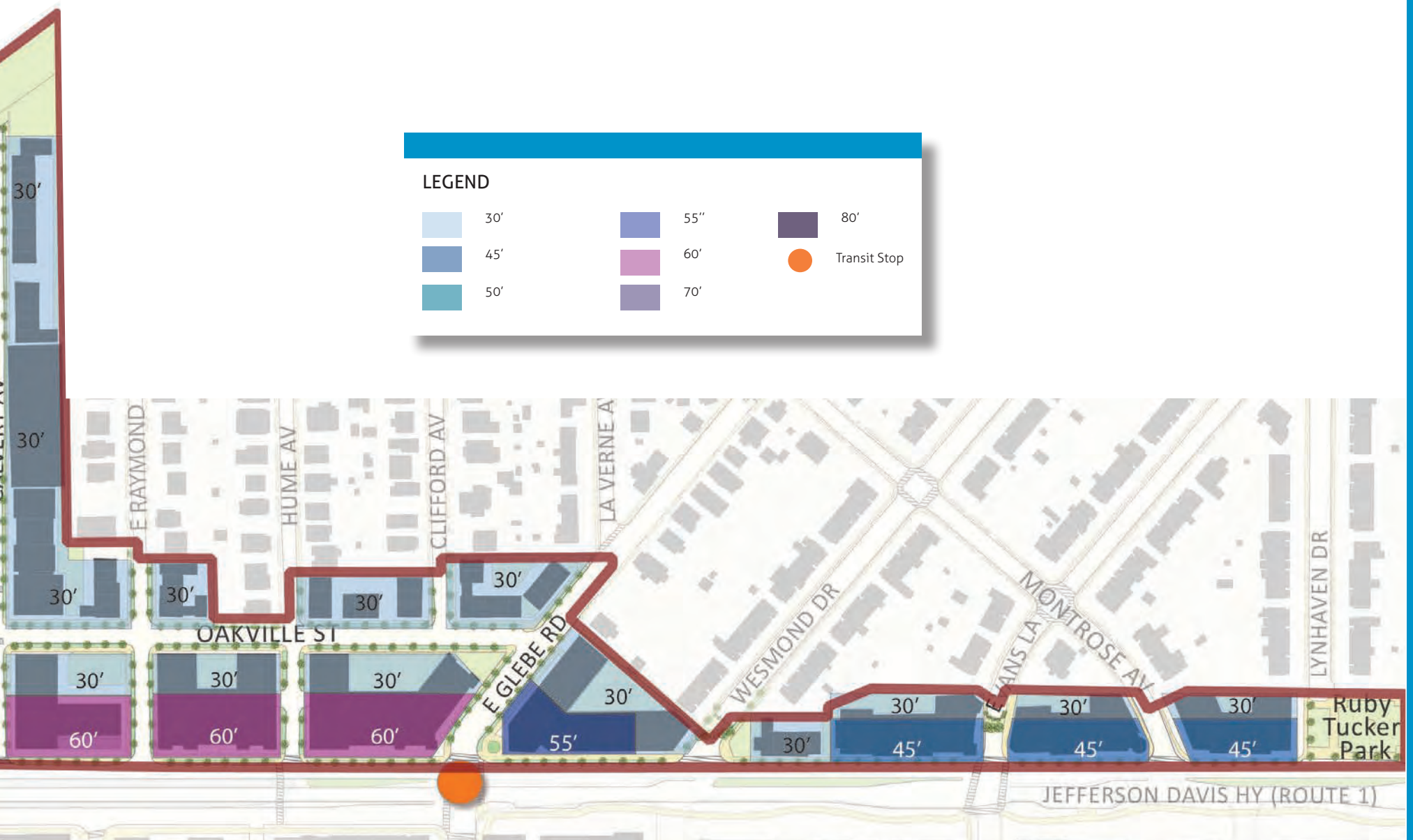
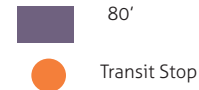
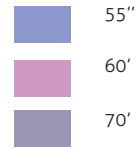
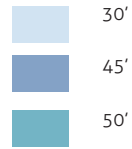
G. BUILDING HEIGHTS-MINIMUM

In addition to the maximum building heights, height minimums are required to achieve the urban design objectives of the Plan.

Figure 28: Minimum Building Heights



LEGEND



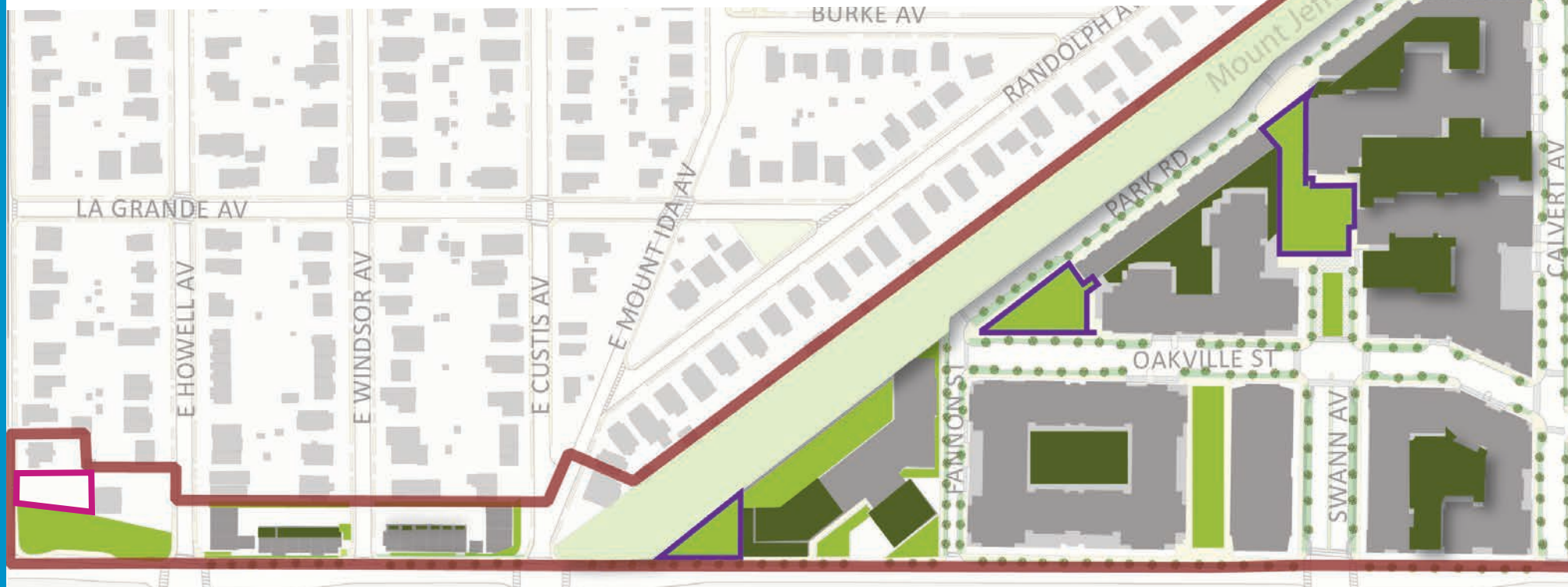
H. OPEN SPACE

Open spaces are the living rooms of the City, the places where people come together to enjoy the City and each other. These spaces enhance quality of life, and form the stage and backdrop to the drama of urban life. Open spaces within the Plan area should be designed to accommodate a variety of users of all ages, to be determined through the development review process. Open spaces and improvements within the Plan area will include:

- Renovation of the 4.7 acre Mount Jefferson Park.
- Five additional open spaces adjacent to Mount Jefferson Park, ranging in size from $\pm 7,400$ sq. ft. to $\pm 21,000$ sq. ft.
- A $\pm 21,000$ sq. ft. central urban square within the Oakville Triangle.
- An expansion of the existing Ruby Tucker Park for a total of $\pm 14,500$ sq. ft.
- Townhouse developments will include a minimum 15% ground level open space as part of redevelopment. Roof-top amenity space is strongly encouraged.
- New multifamily development will include 25 % ground level and 15 % roof-top amenity space as part of the redevelopment.
- Mixed-use projects (with ground floor retail - commercial) will include a minimum of 15% ground level open space and 25% roof-top amenity space as part of redevelopment.

Note: For roof-top amenity space, the percentage shall be a percentage of the building.

Figure 29: Open Spaces (Public, Ground level and Roof-top)



OAKVILLE URBAN PLAZA

The central urban plaza will be hardscape with appropriate plantings, shade options, and lighting. High-quality materials and finishes, as well as the inclusion of public art or other focal features, ensure this space will be a great amenity. The plaza will be a shared space for pedestrians and bikes.






RUBY TUCKER PARK EXPANSION

Ruby Tucker Park is proposed to be expanded from $\pm 10,450$ sq. ft. to $\pm 14,500$ sq. ft.

BELLEFONTE AVENUE OPEN SPACE

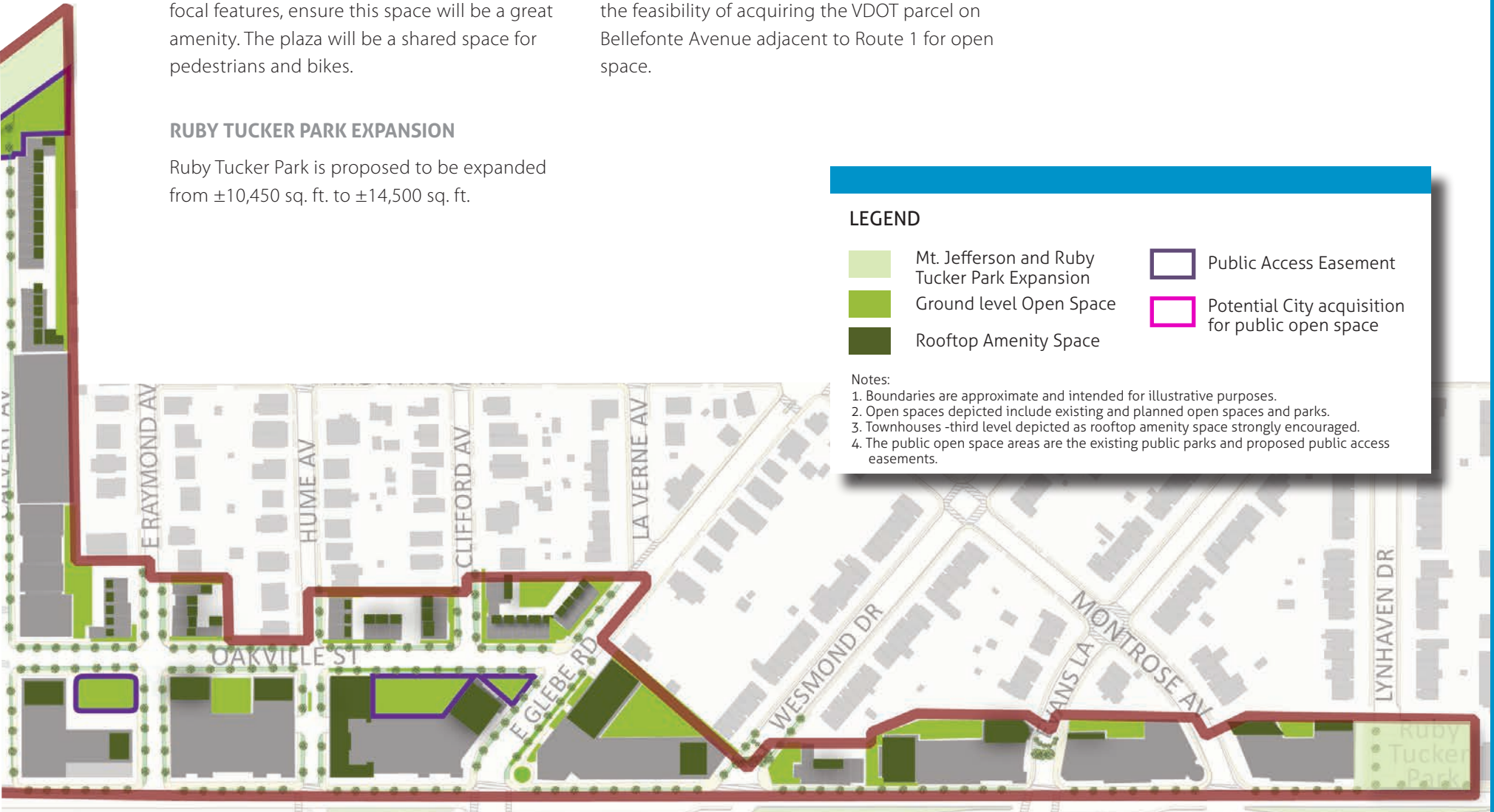
The existing right-of-way located on Bellefonte Avenue and Route 1 will remain as right-of-way but will be used as open space and streetscape improvements. The City will explore the feasibility of acquiring the VDOT parcel on Bellefonte Avenue adjacent to Route 1 for open space.

LEGEND

	Mt. Jefferson and Ruby Tucker Park Expansion		Public Access Easement
	Ground level Open Space		Potential City acquisition for public open space
	Rooftop Amenity Space		

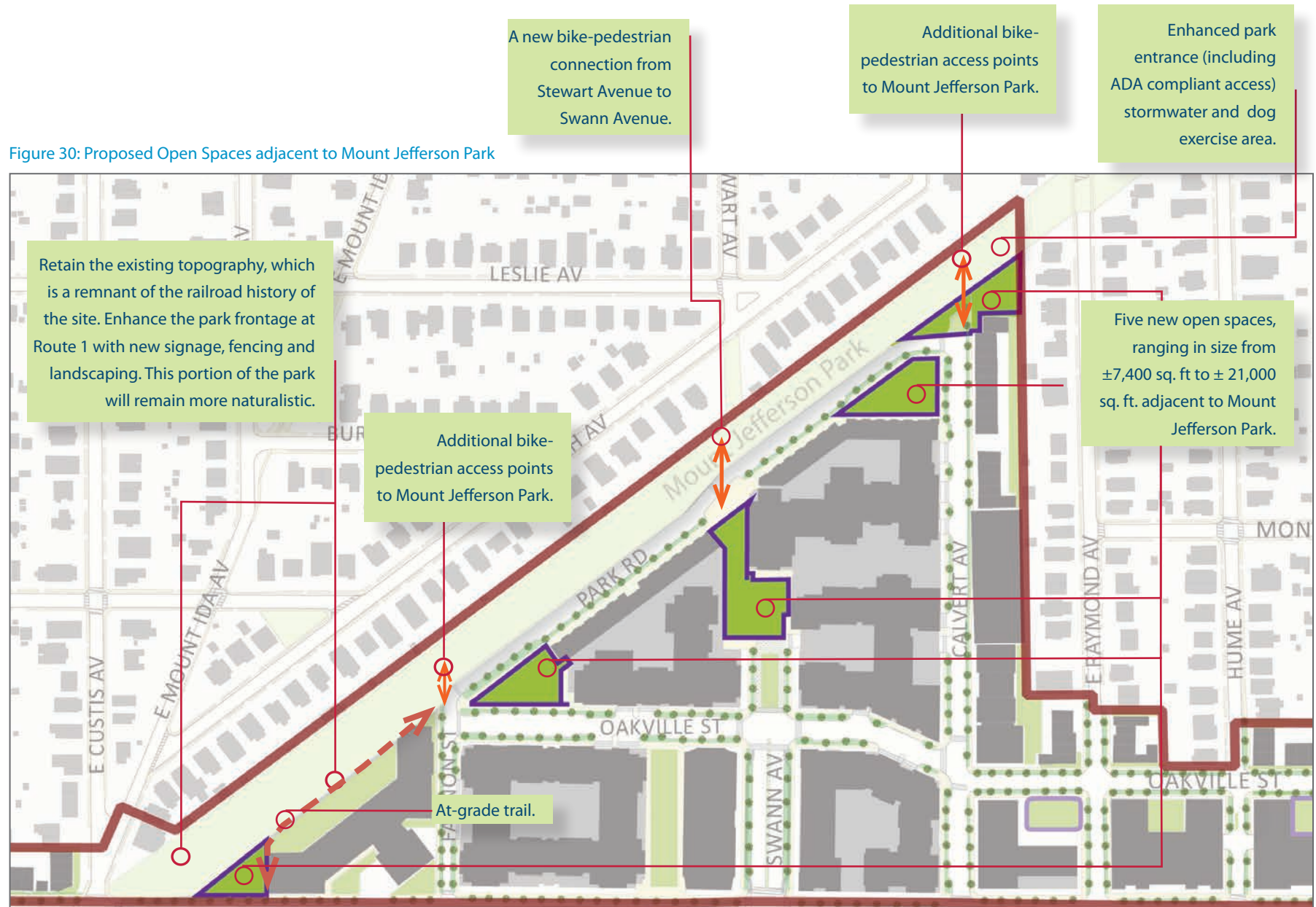
Notes:

1. Boundaries are approximate and intended for illustrative purposes.
2. Open spaces depicted include existing and planned open spaces and parks.
3. Townhouses -third level depicted as rooftop amenity space strongly encouraged.
4. The public open space areas are the existing public parks and proposed public access easements.



MOUNT JEFFERSON PARK IMPROVEMENTS

Figure 30: Proposed Open Spaces adjacent to Mount Jefferson Park



■ GROUND-LEVEL OPEN SPACE:

These open spaces will range from front yards and courtyards to new public open spaces and an urban plaza on Swann Avenue.

■ ROOFTOP AMENITY SPACE:

Rooftop amenity spaces are required for all new townhouses and multifamily buildings. These rooftop gardens and recreational amenities will provide residents and building tenants with high quality outdoor open spaces. The use of sustainable materials and concepts should be integral to the design of the open space. The rooftop amenity space should integrate with the architecture and serve as an extension of each building's common areas.

The rooftop amenity areas in close proximity to the adjoining neighborhoods will need to be designed in a compatible manner to prevent adverse affects of noise and light.



OPEN SPACE STANDARDS

- 4.17** Mount Jefferson Park shall be completed as part of the redevelopment of the Oakville Triangle site and shall be consistent with the park improvements approved by the Parks and Recreation and Planning Commissions.
- 4.18** The five new open spaces adjacent to Mount Jefferson Park shall be constructed as generally depicted in Figure 30, as part of the redevelopment adjacent to the Mount Jefferson Park. The at-grade trail (lower trail) extension on the northern portion shall be constructed by the adjoining property owner.
- 4.19** The central open space within Oakville Triangle shall be hardscape with appropriate plantings, shade options, and lighting and shall contain high-quality materials and finishes, as well as the inclusion of public art or other focal features. The open space/plaza shall be accessible to the public through the provision of a public access easement.
- 4.20** The Ruby Tucker Park shall be expanded by \pm 4,000 sq. ft by utilizing the existing Lynhaven Drive right-of-way.
- 4.21** New townhouse developments shall provide a minimum of 15% ground level open space. Roof-top amenity space is strongly encouraged.
- 4.22** New multifamily developments shall provide a minimum of 25% ground level open space and 15% roof top amenity space.
- 4.23** New mixed-use projects (with ground floor retail-commercial) shall provide a minimum of 15% ground level open space and 25% roof-top amenity space.
- 4.24** For office and hotel uses, roof top open spaces or courtyards are encouraged.
- 4.25** Spaces shall be designed for their intended function; for example, plazas should be designed with adequate amounts of hardscape, electrical and water connections to accommodate public gatherings; large greens or parks should minimize hardscape areas that will detract from their intended appearance as a green oasis dominated by native vegetation, some lawn areas, and trees. Pedestrians-only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.
- 4.26** With the exception of designated urban plaza on Swann Avenue, the Plan's open space shall incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.
- 4.27** Spaces should be designed with consideration for climate and sun exposure during different seasons of the year. Opportunities for shade or sun, with water elements to offer a sensory change and softening of urban noise and wind protection, should be considered where appropriate.
- 4.28** Materials shall be selected that are durable and appropriate for the scale and context of the Plan area. Materials should be typical of the types used in the construction of urban spaces. Although materials must be suitable for significant pedestrian use, their quality and appearance shall reflect their importance as open space within the public realm.
- 4.29** Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material.
- 4.30** Pavement in open space shall be brick, stone, concrete pavers, or concrete. Large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.
- 4.31** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.
- 4.32** Landscapes shall be designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation, and that provide natural pest control.
- 4.33** Rooftop amenity space areas on buildings in close proximity to the adjoining neighborhoods will need to be designed in a compatible manner to prevent adverse affects of noise and light.
- 4.34** As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space within each building.

I. GATEWAY ELEMENTS - SIGNATURE FACADES

Gateway elements and signature facades are distinctive architectural elements and/or special building forms used to draw attention or reinforce points of interest that mark the location of “entries” and “places” within the Plan area. Gateway elements and signature facades shall be provided at visually prominent locations within the Plan area as shown in Figure 31. These locations shall be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials.



Figure 31: Gateway Elements & Signature Facades

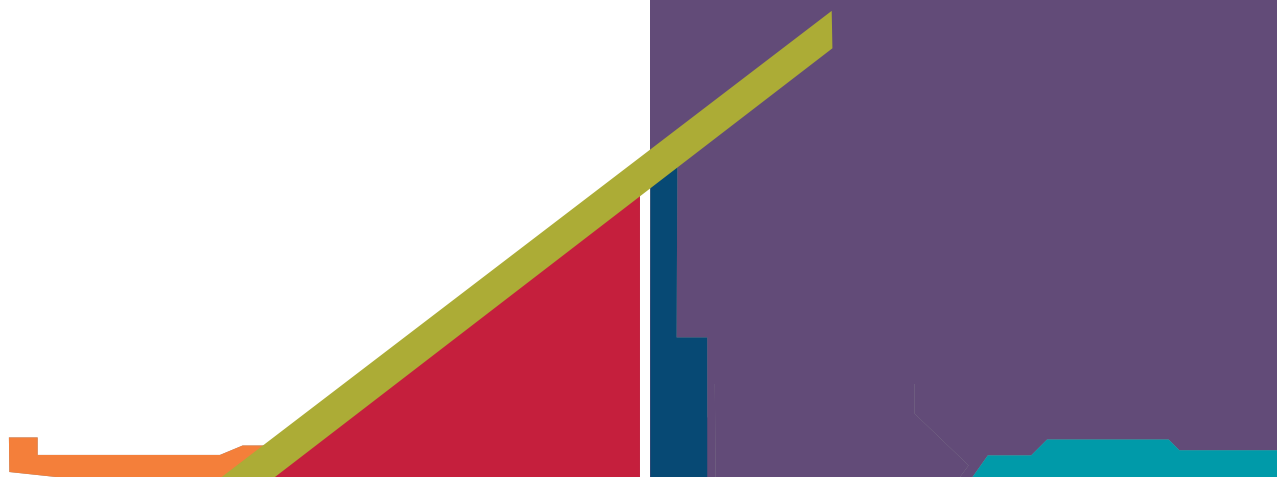


GATEWAY ELEMENTS/SIGNATURE FACADES STANDARDS

- 4.35** Gateway elements and signature facades shall be provided at locations as depicted in Figure 31.
- 4.36** Gateway elements and signature facades shall be proportional to the size and scale of the building.
- 4.37** Gateway element(s) shall provide distinctive three-dimensional forms, and unique shapes and materials to reinforce the significance of each location. Architectural features, such as towers, cupolas and lanterns should be used to address highly visible corners or terminated vistas. Gateway elements should provide special elements at street terminations to frame views.
- 4.38** Signature façades shall be designed to reflect their visually prominent location.
- 4.39** The gateway element will vary in height from the primary height of the building by being lower or slightly taller as permitted herein, or through the architectural treatment of the gateway element.

5

URBAN DESIGN CHARACTER



The character of the Plan area will be shaped by the quality of the buildings, public spaces and streetscapes. The standards require that the new buildings provide high quality architectural design and materials. The standards also require height and scale transitions adjacent to the adjoining neighborhoods through the provision of elements such as building shoulders, setbacks, height transitions and landscape buffers.

The standards do not mandate particular architectural style, but rather high quality materials and design. The intent of the standards is to achieve a variety of styles and forms to appear as a collection of buildings that have been constructed over time.

A. BUILDING STREETWALL

The proposed buildings are meant to create a well-defined edge, also known as the building streetwall, that frame the public streets and open spaces. The streetwall provides a sense of spatial definition to enable the street to function as an outdoor room and reinforce pedestrian activity on the sidewalk. The design, location and quality of the building adjacent to the street – the streetwall – is the portion which is experienced the most

by pedestrians and should be the area of the building façade which is given the most attention and the highest quality design and materials. While maintaining the streetwall is important, it is also important that some of the buildings have building breaks, front yards, recesses, and courtyards to reinforce the character of each district and to provide a variety of landscaping and building forms.

BUILDING STREETWALL STANDARDS

- 5.1** The streetwall height for each street frontage shall be a minimum of 35 feet on Route 1 and 25 feet for other street frontages, which shall be located parallel to the adjoining street or open space. In addition to the streetwall requirements, buildings are also subject to the height requirements herein. Where the building streetwall is taller than the minimum, pedestrian elements such as cornice and color shall be provided to ensure pedestrian scale buildings.
- 5.2** The streetwall shall generally be parallel to the street and at a minimum height as required herein. The streetwall for each block frontage shall be a minimum of 75% for residential, office and hotel. For residential buildings where courtyards are provided, the streetwall shall be a minimum of 50%. A courtyard shall be limited to a maximum of two block frontage. Ground floor retail and maker uses shall provide a minimum of 85% continual streetwall.
- 5.3** The streetwall shall be setback a maximum of 30 feet from the property line. This shall be in conjunction with the massing requirements herein.
- 5.4** While a generally continual streetwall is required for each building, the streetwall shall incorporate articulation to ensure variety of the building as required herein.



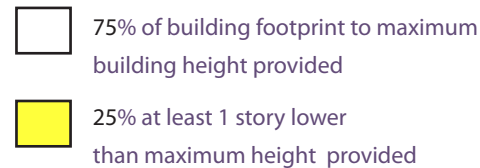
B. BUILDING HEIGHTS- VARIETY

Each townhouse, multi-family, office and hotel use shall provide variety in the building height of each building.

The intent of this provision is to ensure a significant variety of height for each new building.

The Plan also allows a modest (up to 15 feet) increase in height at the locations depicted in Figure 31. This is to enable more dynamic urban and architectural forms at visually important locations.

Figure 32: Percent Variation in Building Height

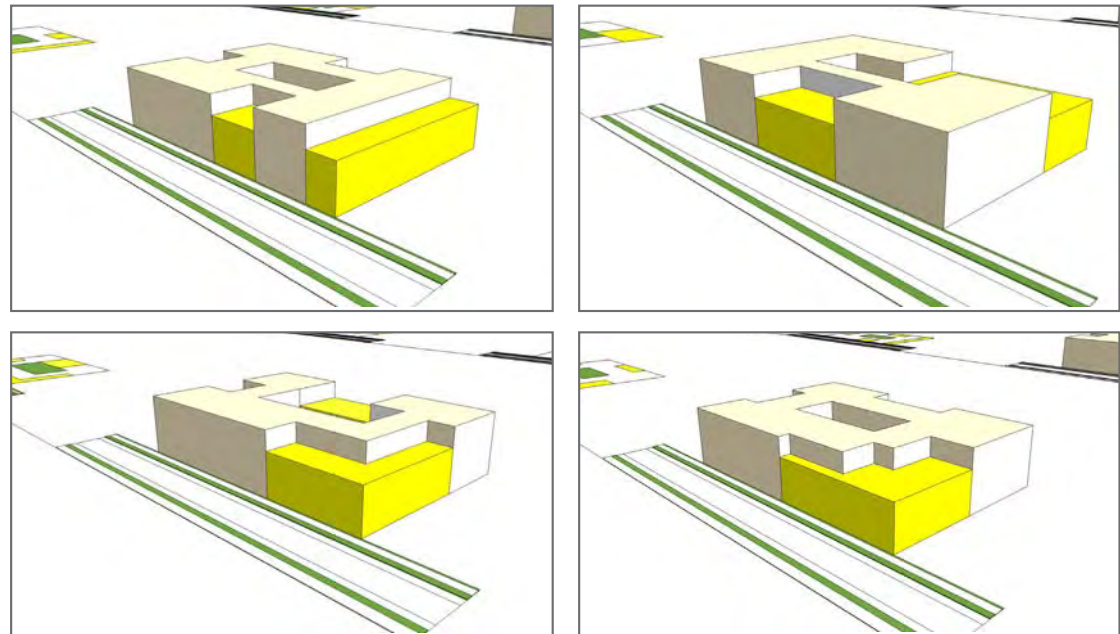


Note: Figures 32 and 33 are intended for illustrative purposes only. The allocation and distribution of the 25% will be determined as part of the development review process.

BUILDING HEIGHTS - VARIETY STANDARDS

- 5.5** Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 25% of the building footprint below the maximum provided height (Figure 33). The specific allocation of the 25% shall be determined as part of the development review process. Building Breaks provided shall count toward the minimum requirement of this section. Office and hotel building shall provide a variety of height which shall be determined through the development review process.
- 5.6** For townhouses and 2/2 stacked townhouses a variety of heights shall be provided within each row of townhouses. The difference in height shall be a minimum of one level (story) variation between the townhouses. This can be achieved through variation in roof form, setbacks and height and the amount of variation shall be determined as part of the development review process.
- 5.7** Some buildings, at locations as depicted in Figure 31, where gateway elements are required may be permitted to exceed the maximum height by one full level (story), in an amount not to exceed 3,000 sq. ft. The locations shall be limited to locations depicted in Figure 31 - Gateway Elements.

Figure 33: Illustrative Example of Variety of Height



C. BUILDING MASSING

■ VARIATION IN BUILDING FOOTPRINT

The intent of this provision is to ensure variety in the building massing for multi-family, office, and hotel uses and to provide variation in the building footprint to create a more urban, pedestrian-scaled building.

BUILDING MASSING STANDARDS

- 5.8a** At least 25% of the total multi-family building perimeter must be setback between 8-10 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or above the streetwall where retail and/or maker space is provided on the ground floor.
- b** For office and hotels, at least 15% of the total building perimeter must be setback between 2-8 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor above the streetwall where retail and/or maker space is provided on the ground floor.

Note: Figure 34A & 34B are intended for illustrative purposes only as different ways to apply the 30% requirement. The allocation and distribution of the 30% will be determined as part of the development review process.

Figure 34A: Variety of Building Footprints Axon Views

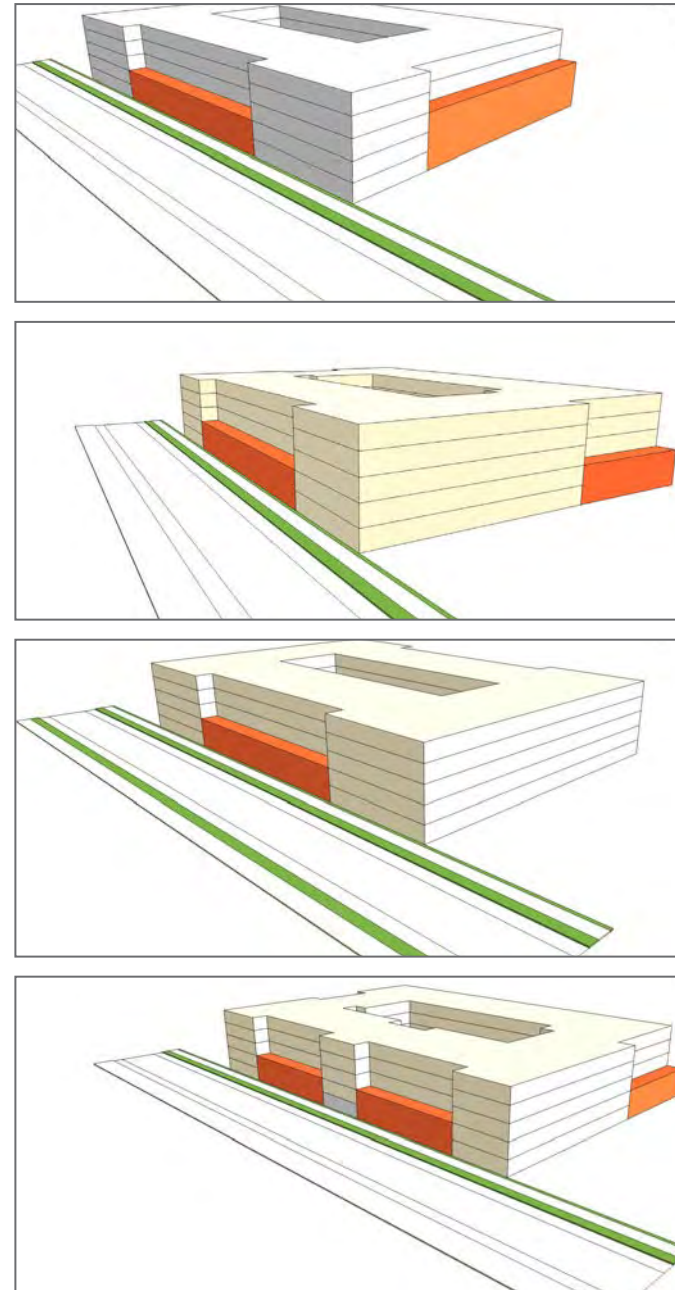
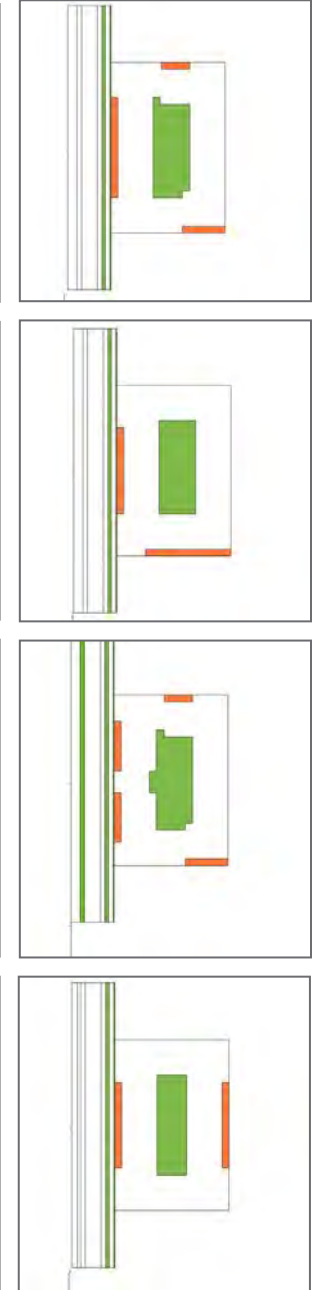


Figure 34B: Plan Views



■ OTHER EXPRESSIVE PLAN CHANGES

Where changes in wall planes and architectural elements are provided or required, they shall comply with Figure 35. This is intended to ensure that where elements such as projections or recesses are provided or required they are an appropriate depth to avoid the appearance of flat buildings and facades.

BUILDING MASSING STANDARDS

- 5.9** Where bays, pavilions, recesses, hyphens and screens or compatible elements are provided they shall comply with Figure 35.

Figure 35: Massing Requirements

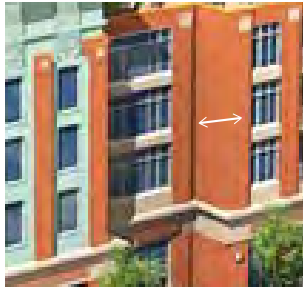
Belle Pre



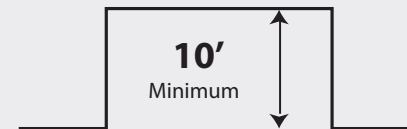
Bays - Pavilions



The Monarch



Building Recesses and Hyphens



Edmonson Plaza



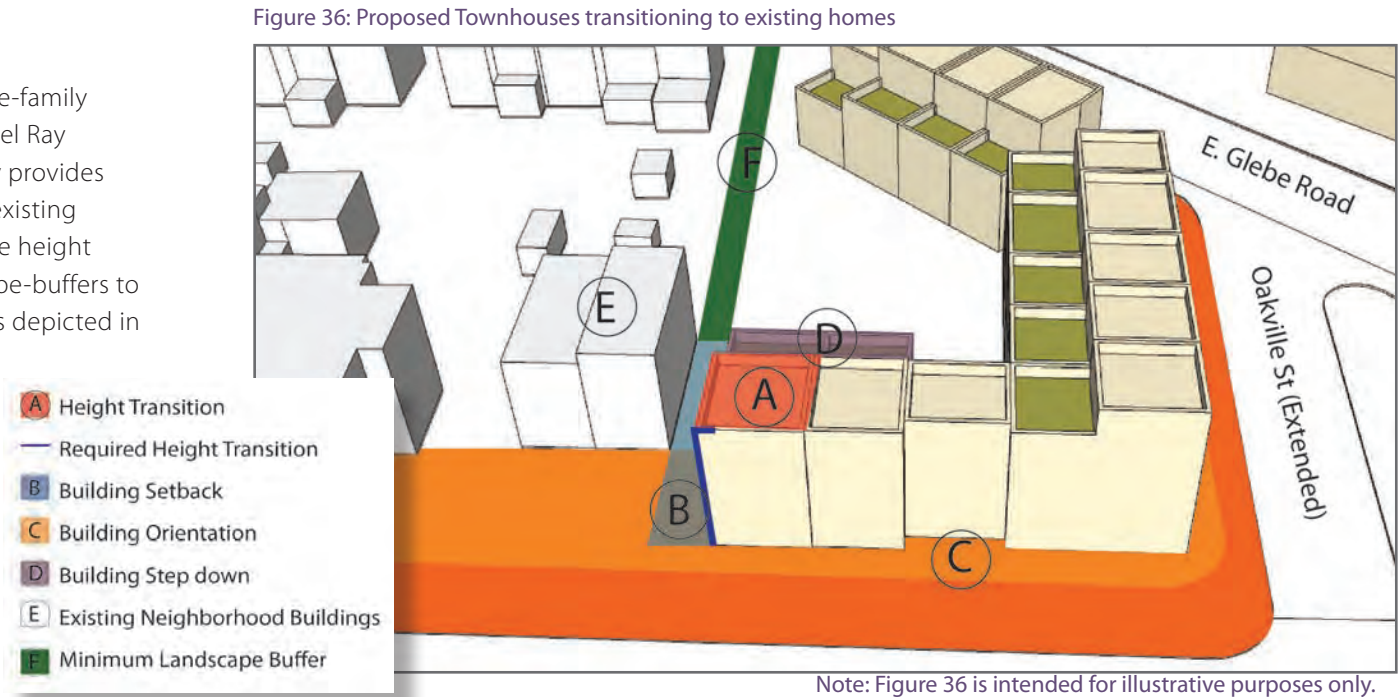
Screens



D. BUILDING TRANSITIONS

■ TOWNHOUSES

The Plan Area is adjacent to single-family homes and townhouses within Del Ray and Lynhaven. The Plan generally provides townhouses to transition to the existing homes. The Standards also require height transitions, setbacks and landscape-buffers to provide appropriate transitions as depicted in Figure 36.



BUILDING TRANSITION STANDARDS

I. TOWNHOUSES

- 5.10 A** - Where townhouses in the Plan area are adjacent to existing homes, the new townhouse shall be a maximum of one additional level or no more than 14 feet taller than the existing homes whichever is less. More than one unit of the townhouses may be required to comply with this requirement if deemed necessary as part of the development review process.
- 5.11 B** - Townhouses shall provide a side yard setback of a minimum of 15 feet or a 1:3 floor to height ratio from the property line, whichever is greater, adjacent to the existing single-family homes or townhouses or buildings adjoining the Plan area. This area shall be landscaped.

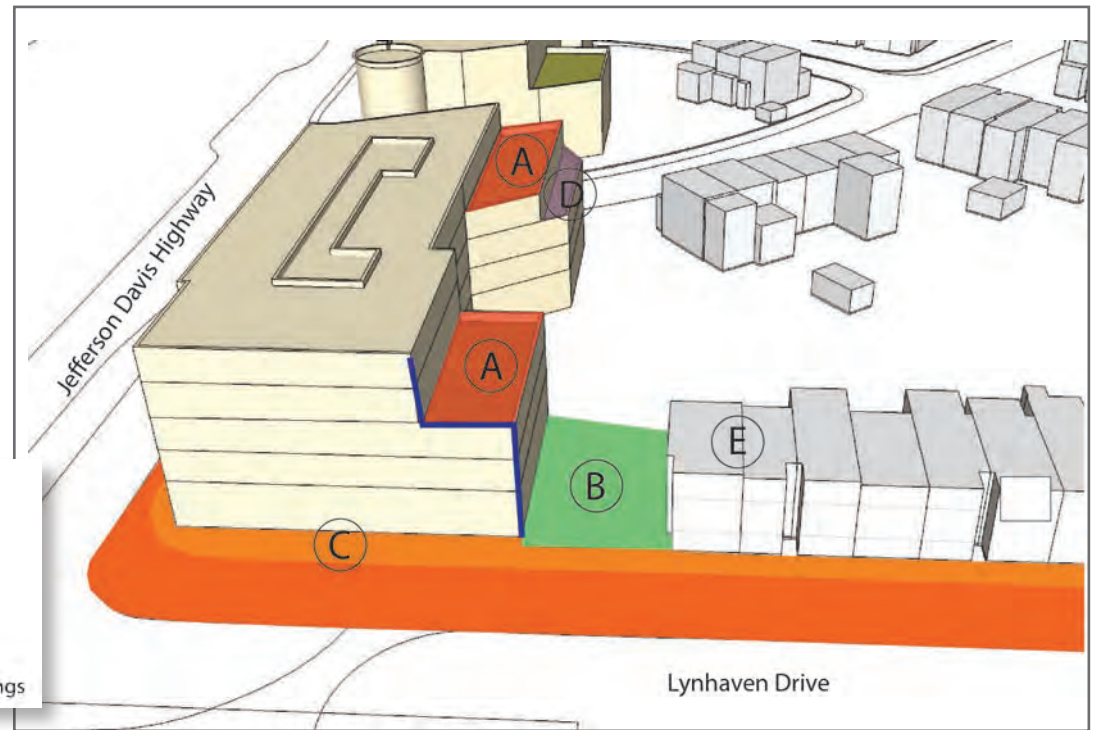
- 5.12 C** - Where new townhouses are constructed on new streets, they shall generally be oriented to face the existing streets, where feasible. Front yard setbacks for new townhouses on existing streets shall be compatible with the existing neighborhood. For new streets, the setback will be consistent with the cross-sections (Chapter 8) or a minimum of 4 ft, whichever is greater.
- 5.13 D** - For four level townhouses adjacent to existing homes, the fourth level shall be setback a minimum of 15 ft. The third level shall generally be oriented to the existing homes.
- 5.14 F** - In the rear, a setback-landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses. Where feasible a larger rear setback shall be provided. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

Note: The letters of the standard reference the requirements in Figure 36.

MULTI-FAMILY BUILDINGS

In some portions of the Plan Area, multi-family buildings are adjacent to existing single-family homes and/or townhouses. To ensure that the multi-family buildings provide an appropriate transition to the existing homes, the Standards require building shoulders (height transitions), appropriate setbacks and landscape buffers as depicted in Figure 37. For these portions of the Plan area that also permit office uses, the transition requirements also apply.

- A** Building Shoulder
- Required Height Transition
- B** Landscape Buffer/Setback
- C** Front Setback
- D** Building Stepdown
- E** Existing Neighborhood Buildings



Note: Figure 37 is intended for illustrative purposes only.

II. MULTI-FAMILY (BUILDING TRANSITIONS)

Intent: Where new multi-family buildings (or office buildings) adjoin existing properties as depicted in Figure 37, the following transition setback, buffer standards and requirements shall apply.

5.15 A - Each multi-family building or office building shall provide a building shoulder as generally depicted in Figure 37. The shoulder shall provide a minimum setback of 15 ft. The building shoulder shall be no taller than 15 feet taller than the existing buildings-homes or a maximum of 45 feet whichever is less. The length, width, and depth of the building shoulder shall be determined as part of the development review process.

5.16 B - In addition to the building shoulder required herein, a landscaped setback a minimum 15 ft. shall be provided. Where an additional setback is feasible it shall be provided, as determined through the development review process. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

5.17 To the extent feasible, the setback of the multi-family buildings (excluding Route 1) on existing streets shall be compatible with the existing neighborhood.

E. CHARACTER

The character of the Plan Area will be shaped in large part by the quality of the buildings, streetscapes, and public spaces. The standards require high quality materials and design. The design of each building is required to provide variety to appear as a collection of buildings

constructed over time. The consistent streetscape throughout the Plan area will visually pull together the buildings. Buildings, streetscapes, and open spaces are encouraged to incorporate the industrial heritage of the Plan Area.

BUILDINGS



STREETSCAPE



F. BUILDING TYPES

I. TOWNHOUSES

The townhouse building type is a small- to medium-sized attached structure that typically consists of 3–8 townhouse units placed side-by-side. This type is proposed in locations where it is necessary to establish appropriate transitions to the existing single-family house and townhouse neighborhoods adjacent to the Plan area. This building type is also located on the Route 1 frontages that do not have sufficient depth for multi-family buildings. The Plan requires that this building type have garage access from a rear alley.



BUILDING TYPE - TOWNHOUSE STANDARDS

1. Parking

- 5.18** The parking for each townhouse shall be provided from a rear alley. Front loaded townhouses are prohibited. Detached parking garages are encouraged.
- 5.19** Permanent surface parking lots are prohibited.

2. Streetscape Level – First Level

- 5.20** The first level shall be designed with the highest quality material and detailing.
- 5.21** Each unit shall be subject to the residential uses at grade requirements as required herein.
- 5.22** Building designs shall incorporate modulation and articulation such as massing reveals, changes of textures, materials, and/or colors, or shifts of the façade plane in order to create a pedestrian scaled façade. Shifts in the footprints shall be a minimum of 2-5 ft. to provide variety in the façade plane.
- 5.23** Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited. Where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.
- 5.24** All units must include a minimum depth of 25 feet of occupied habitable space for each level unless less depth is required for variation in the streetwall.
- 5.25** A minimum of 50% of each group of townhouses for each project shall provide a front porch. The porches shall comply with the applicable requirements herein.
- 5.26** Townhouses shall provide a 2 to 10 ft. setback from the required sidewalk to provide space for individual front yards, plantings, porches, stoops and similar elements.
- 5.27** For each grouping of liner townhouses exceeding 120 feet in length, a setback of a minimum of 8 feet shall be provided or a building break, between the adjacent units. The final width shall be determined as part of the development review process.
- 5.28** For freestanding townhouses, a building break shall be provided to ensure that groupings of townhouses do not exceed 120 feet in length.



3. Building Character and Materials

- 5.29** Upper floor exterior terraces or balconies are permitted at the rear facade of the building. These may also be permitted on the front facade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.
- 5.30** Units shall be architecturally differentiated through the use of color and materials within each block. This is not intended to require variety for each unit, but rather within each group of townhouses.
- 5.31** All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.
- 5.32** Building materials for each façade shall consist of the following:
- Brick, glass, stone, wood, precast and/or metal
 - Stone, cast stone, metal or similar durable materials for trim
 - Fiber cement siding and panels (or comparable) may be provided at limited locations.
 - Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding and any material not outlined above.
- 5.33** Sides and rears of buildings visible from a street or park shall use the same architectural treatment as the primary façade.
- 5.34** Blank façades shall be prohibited for street or park frontages.

4. Building Massing

- 5.35** Each townhouse shall comply with the maximum height (Figure 27), minimum height (Figure 28), and the required height transitions (Figures 26, 36, 37).
- 5.36** To comply with the applicable height requirements, the roof may be a flat or gable roof.



5. Building Fenestration

The size, frequency, and location of windows will be one of the primary visual characteristics of each building. All townhouses are subject to the following:

- 5.37** At least 25% of the each facade adjacent to a street or open space shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. The use of dark or mirrored glass is not permitted. A higher percentage is encouraged where feasible
- 5.38** Buildings shall generally provide a vertical fenestration pattern.
- 5.39** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
- 5.40** Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall. Windows shall be well-proportioned and operable.



Figures. 38: Townhouse Typologies

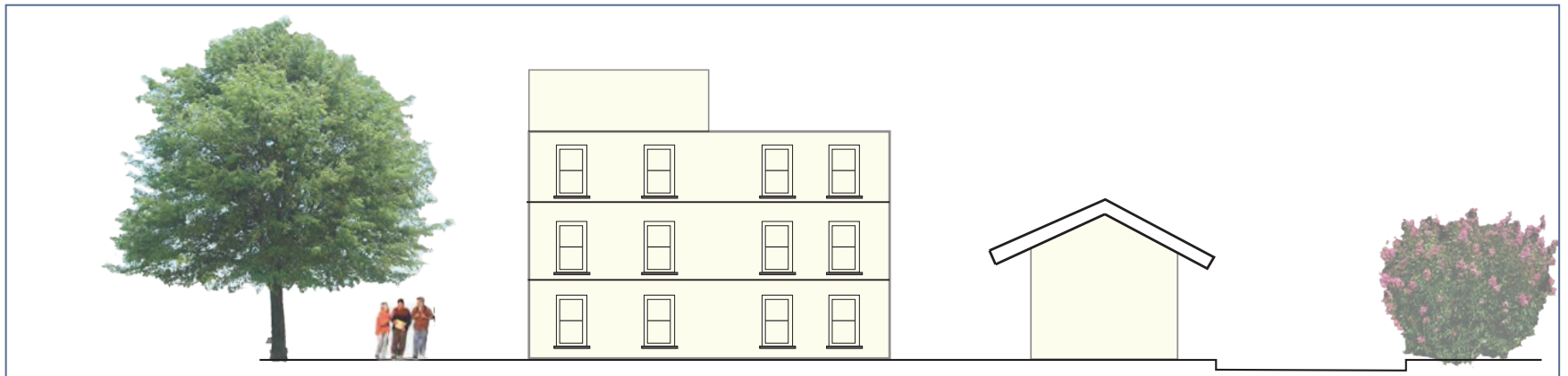
Townhouse with Front Porch



Townhouse Liner/Typical



Townhouse with Optional Detached Garage



Note: Figure 38 is intended for illustrative purposes only. Drawings shown above are not drawn to scale

II. MULTI-FAMILY BUILDING

The proposed multi-family buildings will range in height from 55 feet to 75 feet tall. Parking for most of the buildings will be located entirely below grade. Many of the buildings are required to provide a taller first floor (15 ft. to 18 ft.) to enable ground floor retail or maker space.



BUILDING TYPE - MULTI-FAMILY STANDARDS

1. Parking

5.41 Parking for each building shall be located entirely below grade or entirely screened with an active use and shall be in accordance with the new residential parking standards. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street and/or park, courtyard, and/or open space frontage or where visible from an adjoining street or open space.

5.42 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

5.43 Active uses shall be provided for a minimum depth of 25 ft. for each street frontage and all street, open space, courtyard, and park frontages for each level and the entire length of the building frontage excluding necessary curb cuts and loading areas.

5.44 Building designs shall incorporate modulation and articulation such as massing reveals, changes of textures, materials, and/or colors, or shifts of the facade plane in order to create a pedestrian scaled façade

5.45 Unless required for the function of the building, blank walls in excess of 30 ft. in length or height are prohibited.

5.46 Individual and functional entries and “townhouse-scale” elements are required for the multi-family buildings at 20 to 30 ft. intervals, where ground floor commercial, retail uses or maker spaces are not provided where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.

3. Building Break

5.47 A building break shall be provided for larger multi-family buildings such that the longest expressed element does not exceed 200 feet in length. The building break shall be a minimum of 30 feet in width.

- a.** Where retail-commercial use is provided or required on the ground floor the building break is required above the first floor retail-commercial use.
- b.** There may be a connector between the building break.



- c. As part of the development review process, a building break may not be required if a level of façade variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials.
- d. In the event that the predominant portion of the building is setback a minimum of 40 feet, a building break is not required. However the expression of a building break is required at a distance not to exceed 200 feet in length, which shall be expressed through a building recess of a minimum depth of 10 feet and through the use of materials and color. The width of the recess shall be determined as part of the development review process.

4. Building Character and Materials

- 5.48** Buildings shall be architecturally differentiated through the use of color and materials within each block.
- 5.49** All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.
- 5.50** Building materials for each façade shall consist of the following:
 - Brick, glass, stone, wood, precast ceramic panels and/or metal
 - Stone, cast stone, metal or similar durable materials for trim
 - Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building facade visible from a street or park/open space.
 - Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding.
- 5.51** HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from an adjoining street and/or park. Wall units or vents shall be prohibited, unless recessed within a balcony or shall be integrated with the design of the building.
- 5.52** Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank façades shall be prohibited for any street frontage.
- 5.53** The solid to void ratio shall consist of a minimum of 30% void for each building which shall exclude ground floor commercial-retail areas where provided.
- 5.54** Buildings shall generally provide a vertical fenestration pattern.

5.55 Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

5.56 Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.

5.57 Windows shall be well-proportioned and operable, if feasible.

5.58 Windows shall be grouped to establish rhythms across the façade and hierarchies at important places on the façade.

5. Building Fenestration

5.59 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 façades that provides a greater variety of scale through material variation, detail and surface relief.



III. OFFICE AND HOTEL BUILDINGS

The proposed office and hotel buildings are located adjacent to transit stops on Route 1, as well as within ½ mile radius of the Potomac Yard Metrorail station. Parking for the buildings will be located entirely below grade. The buildings are required to provide a taller first floor (15 to 18 ft.) to enable retail or maker uses or flexibility depending on the location with the Plan area. The maximum allowed height for hotel and office ranges from 75 to 100 feet, respectively.



BUILDING TYPE - OFFICE AND HOTEL STANDARDS

1. Parking

5.60 Parking for each building shall be located entirely below grade or entirely screened with an active use. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street and/or park, courtyard, and/or open space frontage or where visible from an adjoining street or open space.

5.61 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

5.62 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 façades that provides a greater variety of scale through material variation, detail and surface relief.

3. Building Character and Materials

5.63 Buildings shall be architecturally differentiated through the use of color and materials within each block.

5.64 All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.

5.65 Building materials for each façade shall consist of the following:

- Brick, glass, stone, wood, precast and/or metal
- Stone, cast stone, metal or similar durable materials for trim
- Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16"

5.66 Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank façades shall be prohibited for any frontage.



5.67 The solid to void ratio shall consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels.

5.68 A minimum of 50% of the linear ground floor retail façade (as measured from floor-to-floor) and any second floor retail façade shall be constructed of transparent materials.

5.69 Buildings shall generally provide a vertical fenestration pattern.

5.70 Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

5.71 Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.

5.72 Windows shall be well-proportioned and operable, if feasible.

5.73 Windows shall be grouped to establish rhythms across the façade and hierarchies at important places on the façade.

5.74 Strip and/or ribbon windows shall be prohibited on all building façades.



G. PORCHES

To create a secondary scale at the pedestrian level and to reinforce the character of Del Ray and Lynhaven into the Plan area, porches are required for a portion of the new townhouses. They are also encouraged for new multi-family buildings where multi-family residential uses come to the ground.

Figure 39A: Front Porch Requirements

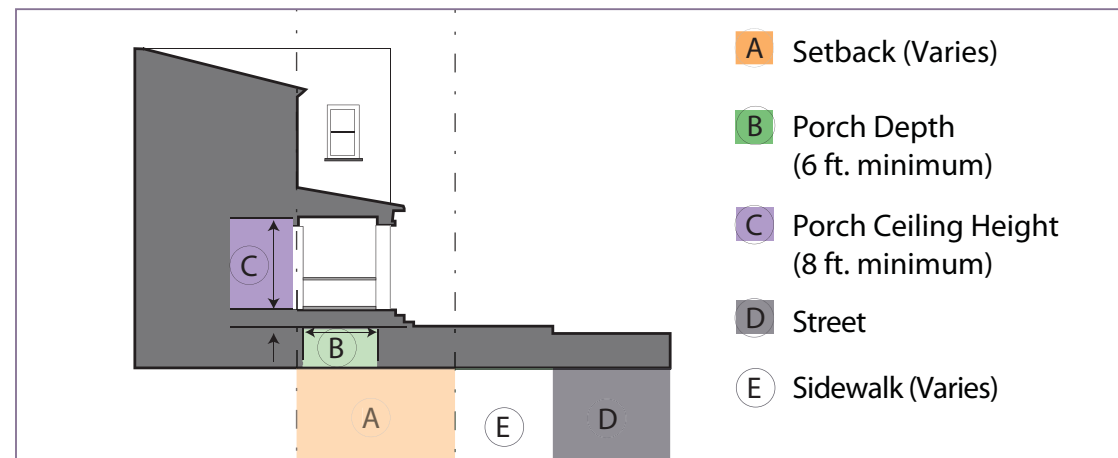
Standards	
Width, Clear	8' min.
Depth, Clear	6' min.
Height, Clear	8' min.
Finish Level above Sidewalk	12" min.

PORCH STANDARDS

The porches for the townhouses as required herein will project from the primary façade and generally have a small-to-medium setback from the sidewalk. The projecting porch shall be open on three sides.

- 5.75** Front porches shall be provided for a minimum of 50% of all new townhouses constructed as part of each project. Front porches shall remain open, not closed.
- 5.76** Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein. Front porches shall remain open, not closed.
- 5.77** If provided, second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of 8 feet. Exceptions shall include Juliette balconies.
- 5.78** Although not required for multi-family buildings, porches or stoops are encouraged.
- 5.79** The material of the porch shall be compatible with the design of the building. Materials shall be wood and/or metal.
- 5.80** New porches shall comply with the requirements of Figure 39A.

Figure 39B: Front Porch Requirements Diagram



H. BUILDING ENTRIES

Building entries assist in enhancing the scale, activity and function of each building. This is achieved by requiring building entries at frequent intervals for the street and park frontages. Building entries should also reinforce pedestrian activity and circulation along the street. The building entries are required to be distinctive features and be an integral part of the design of the building, with a size and scale appropriate to the scale of the building. The entries should be easy to locate from the street for pedestrians and motorists.



BUILDING ENTRY STANDARDS

- 5.81** Building entrances shall be given prominence on the street frontage, sized and scaled appropriately for the scale of the building and have a change in material, wall plane, and/or color.
- 5.82** The primary pedestrian entrance shall front the adjoining street.
- 5.83** Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.
- 5.84** Differentiate architecturally between residential and commercial entrances in mixed-use buildings.
- 5.85** Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs to reinforce the pedestrian scale.
- 5.86** Unless ground floor retail is provided, buildings that have frontage on more than one street shall provide their primary entry based upon street hierarchy (ex: primary entry provided on "A" street vs. "B" street) and secondary entrances on the remaining streets. Corner entrances are permitted.
- 5.87** For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.
- 5.88** Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.
- 5.89** Explore the provision of as many entries as possible at the street frontages.
- 5.90** For residential frontages, the frequency of the entries must relate to the size of the unit fronting the street, and shall occur on average every 20 to 30 feet along public rights-of-way. Two entries may be grouped together.
- 5.91** Handrails for all building types shall not be permitted within the required/ provided sidewalk.

I. BUILDING ROOFS

The roof of the building is required to be integrated as part of the architectural form of the building. Also where flat roofs are provided, there is an opportunity for roof-top open spaces.

BUILDING ROOF STANDARDS

- 5.92** Rooftop equipment (including elevator equipment, HVAC equipment, etc.) shall be concealed in penthouse structures and designed as an integral part of the building and/or screened with a parapet. Mechanical penthouses and roof top equipment shall be designed as an extension of the building, employing building materials and design treatments consistent with the exterior façades of the building when visible from a public street or open space.
- 5.93** To the extent where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. shall be placed to limit their visibility from the street and designed in material and color to match the color of the roof, except those made of metal, which may be left natural.
- 5.94** Sloped roofs shall be metal, slate, tile, or other comparable high quality material.



J. WALLS/FENCES

Wall and fences provide transitions between the private and public realm and contribute to the spatial definition of streets and privacy of yards and courtyards. The Standards require high quality materials and height limits for fences and walls.

WALLS/FENCES STANDARDS

- 5.95** The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall exceed 3 ft. in height in the front or side yards. In the rear yards, 6 ft. fences may be provided, if approved as part of the development review process.
- 5.96** Materials for walls shall be brick and/or stone. Garden screen wall and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material
- 5.97** Materials for fences shall be decorative metal or wood.
- 5.98** Greenwalls and living walls are strongly encouraged.



K. PUBLIC REALM STREETSCAPE

The design of the streets, sidewalks, and streetscape will play a role as important as the design of buildings in enhancing the streets and promoting pedestrian-oriented streets. Elements such as street and sidewalk widths, trees, lighting, street furniture, and pavement materials need to be integrated to ensure the provision of pedestrian oriented streets. In addition to requiring a pedestrian-oriented environment, the Standards also require the implementation of green and sustainable infrastructure. Through promotion of the use of sustainable elements, such as permeable paving and the incorporation of stormwater and water elements in the public realm, the standards will assist in integrating the environmental sustainability of the site as part of the streetscape design. The intent of the design standards for the public realm-streetscape strive to achieve the following:

- Improved street ecology
- Unified streetscape design.
- Universal design.
- Integrating pedestrians with transit
- Extensive greening
- Space for public life
- Enhanced pedestrian safety
- Public art

For additional requirements, including standards related to sidewalks and street trees, refer to the City's Complete Streets Design Guidelines Manual.



PUBLIC REALM - STREETScape STANDARDS**1. Sidewalks**

5.99 Refer to attached street cross-sections in Section 8.

2. Street Trees

5.100 Refer to Complete Streets Guidelines.

3. Street Furniture

5.101 Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles.

Benches

5.102 Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96 or similar as approved by the City of Alexandria. A minimum of two benches shall be provided for each block in appropriate locations based on the specific ground floor use and the location of bus stops and public open space.

Bike racks

5.103 To encourage and facilitate biking as a means of transportation, bike racks that conform to the City's bike rack standards shall be provided and placed in groups at convenient, safe, well lit paved areas in the building or curb zone. Bike racks shall also be provided in parking garages and at appropriate park amenities.

Trash/Recycling Receptacles

5.104 The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle with domed lid (model SD-42) by Victor Stanley with black, powdercoat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling. One trash receptacle shall be located at each intersection.

4. Lighting

5.105 Street light fixtures shall be single black Dominion Virginia Power acorn lighting fixtures for all streets (except Route 1) with a standard black finish.

5.106 The street light fixtures on Route 1 shall be double acorn with a standard black finish.

5.107 All street lights shall be placed to avoid conflict with street trees, and shall not be located within the sidewalks but rather shall be placed between the street trees.

5.108 All street lights shall be designed to minimize light spillover. Where located next to residential uses, street lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.

L. REAR OF BUILDINGS - ALLEYS - TOWNHOUSES - MULTIFAMILY BUILDINGS



REAR OF BUILDINGS - ALLEYS STANDARDS

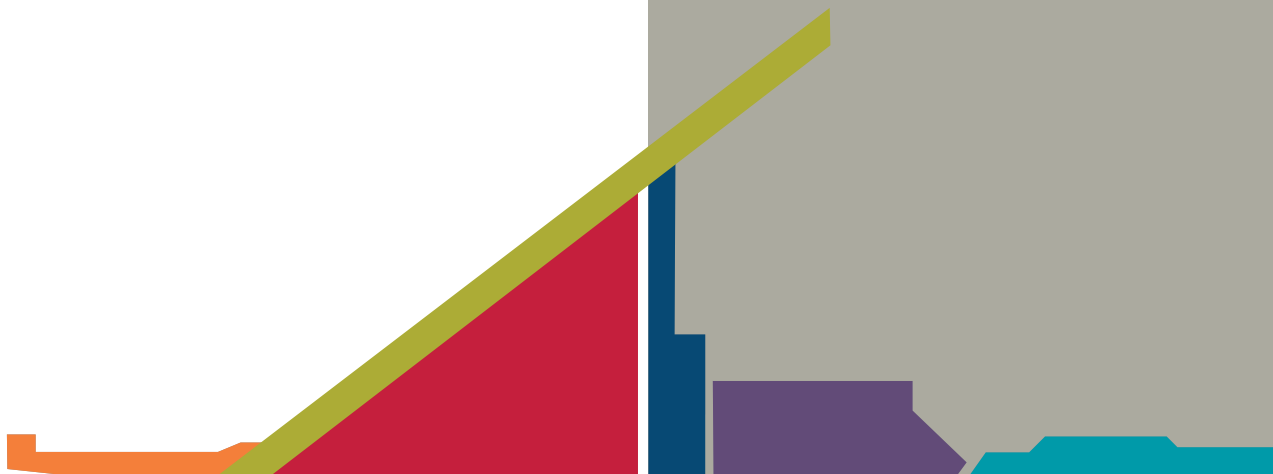
- 5.109** Use same material on rear facades as the front and side of townhouses.
- 5.110** Paving material should be designed for durability. Change paving materials, colors in alleys to minimize visual expanse the asphalt paving of the alley
- 5.111** Add elements such as porches and bays where feasible to soften the rear facades and alleys.
- 5.112** Add landscaping and trees to minimize the visual impact to the adjoining homes.

Intent: The sides and rears of some of the proposed townhouses and multifamily will be visible from the adjoining neighborhoods. Therefore, the standards require materials, architectural treatment, and landscaping to be compatible with the adjoining neighborhoods.

6

GROUND FLOOR USES

- RESIDENTIAL
- RETAIL
- MAKER



A. RESIDENTIAL USES AT GRADE

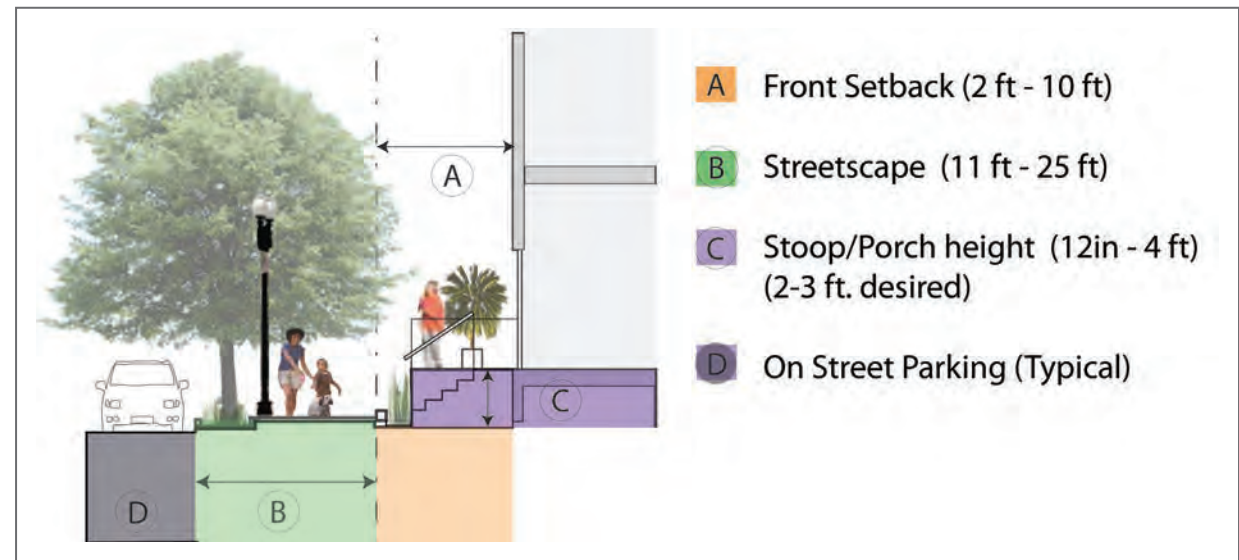
To ensure an appropriate relationship between the ground floor residential uses and the adjoining sidewalk, the residential uses are required to provide a transition. This transition between the sidewalk and the residential building is achieved with front setbacks for porches or landscaping and elevation of the ground floor uses enables sufficient privacy for ground floor residents, and an appropriate relationship between the pedestrian and the building.

RESIDENTIAL USES AT GRADE STANDARDS

- 6.1** Residential buildings shall provide a front setback of 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar elements.
- 6.2** Ground floor levels for all residential uses shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired.
- 6.3** For multi-family buildings (where ground floor commercial space is not provided) individual and functional entries shall be provided at 20-30 ft. intervals.
- 6.4** Where at-grade accessible units are appropriate, alternatives shall be considered to the satisfaction of the Director of Planning and Zoning.



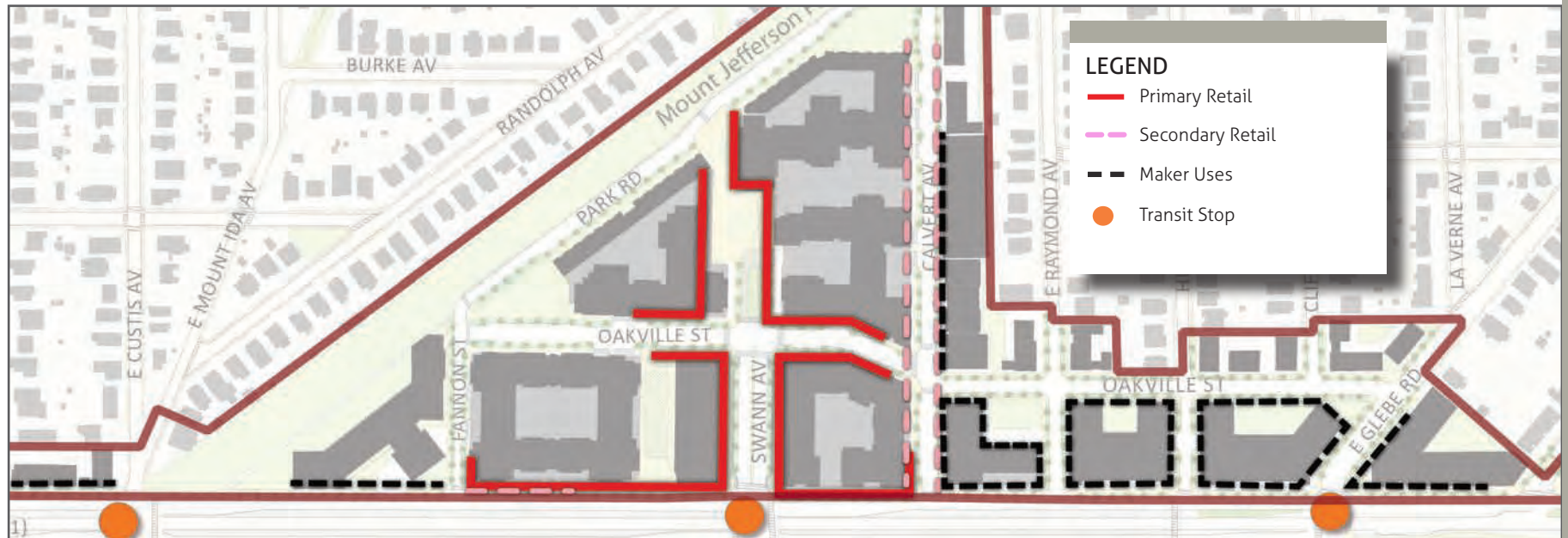
Figure 40: Residential Uses at Grade Requirements



The City's successful retail streets and storefronts reflect a fine-grain 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. Storefronts should be "individual" expressions of a tenant's identity. Tenants and buildings will be required to avoid uniform storefronts.



Figure 41: Ground Floor Uses: Primary, Secondary Retail, and Maker Spaces



RETAIL USE AND RETAIL STOREFRONT STANDARDS

- 6.5** The retail frontages shall be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, colors, numerous entrances, display windows, canopies and signage.
- 6.6** Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.
- 6.7** To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal façade to accentuate individual storefronts and denote a smaller increment of building bays.
- 6.8** For retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Standards, and is approved by the Director of P&Z.
- 6.9** Corner retail storefronts shall extend at least 40 ft. along the side street and/or park-open space, and shall also be expressed in the architecture.
- 6.10** The design of the storefront shall be appropriate to the scale and architectural design of the building.
- 6.11** The design and construction materials of the ground-level storefronts shall be appropriate for a retail street, to help contribute to an active pedestrian-oriented street. These shall include: how the storefront fits into the architecture of the buildings; relationship to varying grades along the storefronts, and the flexibility to adjust store entries; visibility of storefronts (including clear glass); sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and the design, materials and colors of awnings or canopies to protect pedestrians and windows.
- 6.12** The materials for the retail storefront shall consist of stone, metal, glass and/or wood. Construction detail and finish shall adhere to craftsman's standards. Durable materials such as these are especially critical at the street level where pedestrian contact will be considerable. Storefronts should be predominantly glass to provide views into the store. Translucent composite materials may be acceptable and reviewed as part of the development review process.
- 6.13** The design of the retail storefronts shall be administratively approved subject to the standards required herein.



The goal of maker spaces is to enable uses that diversify the City's economy, complement and enhance the neighborhoods, and provide locations for existing and new small businesses and emerging industries. Maker types of uses include craft manufacturing, light production, wholesale, repair, and can include other neighborhood-serving light industrial uses. These uses typically require taller ceiling heights, and deeper bays, than typical retail, and often showcase their work with large windows or garage bays at street level.

The specific requirements for the types of uses and associated requirements will be established as part of the CDD zoning for the Plan area.

Figure 42: Minimum Maker Space Requirements

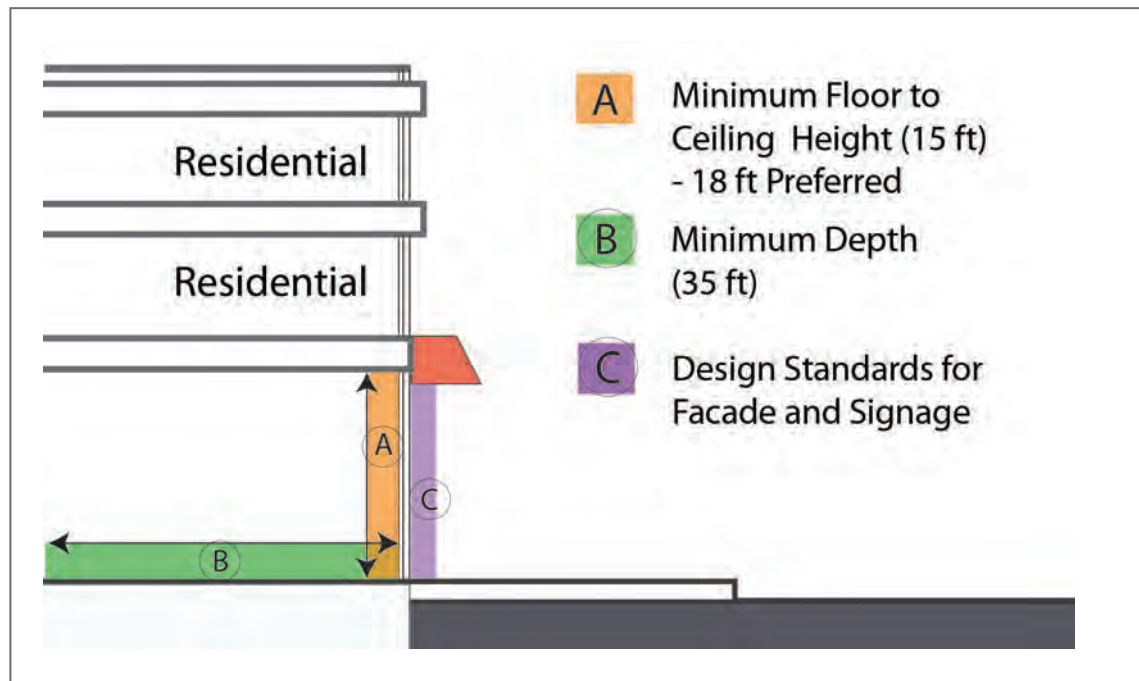
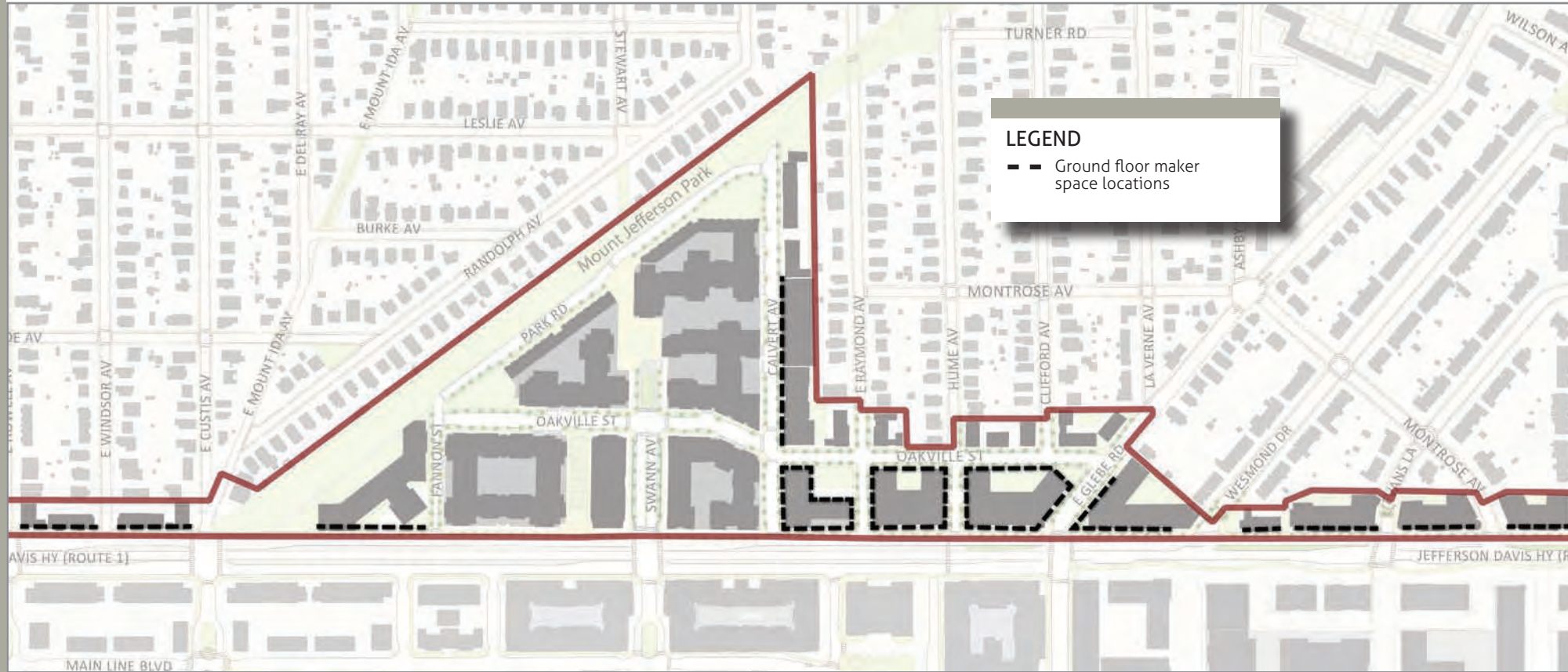


Figure 43: Ground floor Maker Spaces



MAKER SPACE STANDARDS

- 6.14** Each maker space shall provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.
- 6.15** A garage door or comparable sized opening shall be provided for each space or approximately every 20-30 feet.
- 6.16** Garage and/or roll up doors shall be glass and metal.
- 6.17** Signage shall comply with the applicable signage provisions herein.
- 6.18** The uses shall be subject to all applicable requirements of the CDD zoning and associated requirements.
- 6.19** The floor to ceiling height shall be a minimum of 15 ft., with 18 ft. preferable. The minimum depth of each space shall be a minimum of 35 feet.
- 6.20** Adequate loading, access, refuse collection, and noise attenuation shall be addressed during the development review process.
- 6.21** Flexibility may be granted for exhaust, fans, and vents on primary building facades that support the building function/use. Final location and treatment will be determined as part of the development review process.

INTENTIONALLY LEFT BLANK

7

SIGNAGE



SIGNAGE

The intent of the signage requirements is to encourage creativity, uniqueness and high quality graphics, while also being compatible with the adjoining residential neighborhoods. Signs shall be designed to form an attractive composition integrated into the architectural design of the buildings or retail storefront elements. Tenants are encouraged to take maximum advantage of store logos, specialty letter types and graphic flourishes. Variety and creativity of design are encouraged. Retail tenants are encouraged to explore a variety of diverse signage styles with the objective of integrating the design into the whole storefront design, not as an applied afterthought. National and regional stores are encouraged to consider the mixed-use and urban character and look for ways to create signage that is unique and distinctive.

The design standards establish the overall requirements for signage within the Plan area. To the extent that property owners or tenants wish to establish additional provisions, a coordinated sign program special use permit may be requested. While a coordinated sign program may be requested, it will still be required to adhere to the intent of the design standards.



WALL SIGNS



MURAL SIGNS



AWNING SIGNAGE



WINDOW SIGNS



BLADE SIGNS



RETAIL USE AND MAKER USE SIGNAGE STANDARDS

- 7.1** Each retail tenant shall install a minimum of one sign for each retail street frontage appropriate to the scale of each façade. In addition, each retail tenant shall provide a second pedestrian-oriented sign such as a projecting sign, blade or window sign for each street frontage.
- 7.2** Retail tenants shall be allowed a maximum of 1 sq. ft. of sign area per linear foot of tenant storefront and a maximum of 50 sq. ft. of signage. The Director of P&Z may approve signage for retail uses up to 2 sq. ft. per linear foot of frontage for exceptional design.
- 7.3** Hotel uses shall be permitted a maximum sign area of 2.5 sq. ft. per linear foot of building frontage not to exceed 75 sq. ft. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street. Hotels located on a corner cannot use total allowed sign area on one frontage.
- 7.4** Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk. The Director of P&Z may permit hotel signage above 20 ft. above the grade of the adjoining sidewalk provided that the illumination does not have an adverse impact on adjoining residential uses or. However, in no case shall signage exceed 50 ft. above the grade of the adjoining sidewalk. The intent is to minimize visibility from adjoining neighborhoods and Mount Jefferson Park.
- 7.5** Awnings shall be permitted to project up to 4 ft. from the building; greater projections require approval of the Director of P&Z. Greater projections which encroach into the public street may require City Council approval of an encroachment.
- 7.6** Projecting signs are required for each retail use and shall be appropriately sized and proportional to the building and/or storefront. Signs projecting over the sidewalk shall be a minimum of 8 ft. above the sidewalk. Projecting signs may be internally illuminated if approved by the Director of P&Z. Externally illuminated projecting signs shall have lighting fixtures that are complementary and integrated into the storefront design.
- 7.7** Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area. The Director of P&Z may approve a maximum up to 40% if the design is consistent with the intent of the Standards.
- 7.8** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.
- 7.9** Each maker tenant shall install a minimum of one sign for each street frontage appropriate to the scale of each façade.
- 7.10** A-Frame and similar signage shall comply with the findings of the Ad hoc Workgroup on A-Frame Signs and applicable City requirements and policies.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

- 7.11** Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- 7.12** Fixed lightweight metal and glass structures are acceptable.
- 7.13** Awning or canopy material shall be a woven fabric or other material that conveys the aesthetic of the natural material of canvas, metal, glass etc.
- 7.14** 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 P&Z. Banners for seasonal or recurring events may be installed on a regular basis if so approved by the Director of P&Z. The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

RESIDENTIAL (MULTI-FAMILY BUILDINGS)

7.15 Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern. Signs shall be limited to a maximum height of 20 feet above the grade of the adjoining sidewalk. Signage taller than 20 feet may be permitted if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit. The size of the signs shall be limited to 50 sq. ft. The signage shall be located to minimize impacts on adjoining neighborhoods and parks.

MATERIALS – CONSTRUCTION (ALL SIGNS)

7.16 Signs shall be in the form of a painted dimensional sign, flat sign, blade sign, illuminated sign, fabricated dimension sign or awnings.

7.17 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.

7.18 All methods of attachment including fasteners, mounting brackets and other mechanisms must be concealed from view.

7.19 Letters and graphics mounted directly onto building façades shall be pin mounted at least 2 inches from the surface onto which the sign is mounted and provide dimensional returns.

7.20 Neon signs, signs painted directly on building storefronts, and wall murals may be considered based on creativity and the overall compatibility and character of the tenant storefront design, if approved by the Director of P&Z, and meets the intent of the Standards.

ILLUMINATION- LIGHTING

7.21 Back-lit, halo-lit illumination or reverse channel letters with halo illumination.

7.22 All illuminated signs and exterior lighting shall be controlled by a time clock, which shall coincide with the normal business hours.

7.23 Blade signs shall generally be externally illuminated with decorative bracketed lighting. Internally illuminated blade signs may be considered based on design, if approved by the Director of P&Z and meets the intent of the Standards.

7.24 In general, lighting should be designed and located to accommodate public safety without creating glare or excessively high light levels. Fixtures should be chosen to control light trespass either vertically (toward the sky) or horizontally onto neighboring properties.

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

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

PARKING SIGNS

7.27 All parking signage shall comply with the City Wayfinding Guidelines and shall include garage identification and directional signs.

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

7.28 Box signs and signs employing flickering rotating or moving lights shall be prohibited.

7.29 Panel box signs shall be prohibited. External raceways are discouraged.

- 7.30** Storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.
- 7.31** All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
- 7.32** All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.
- 7.33** Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.
- 7.34** Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven or Mount Jefferson Park shall be prohibited.

PROCESSING – REVIEW

- 7.35** Each retail, multi-family, office and hotel tenant proceeding with permitting and/or fabrication shall submit detailed drawings and samples to be approved by the Department of P&Z.
- 7.36** Each sign(s) shall require a separate sign permit.
- 7.37** For larger/more prominent signs, the Director of P&Z may require a full-size mock up (constructed from foam core or illustration board) and/or a photomontage image.

WAYFINDING SIGNAGE

- 7.38** All new development sites shall provide wayfinding signage consistent with the City's Wayfinding Design Guidelines Manual.

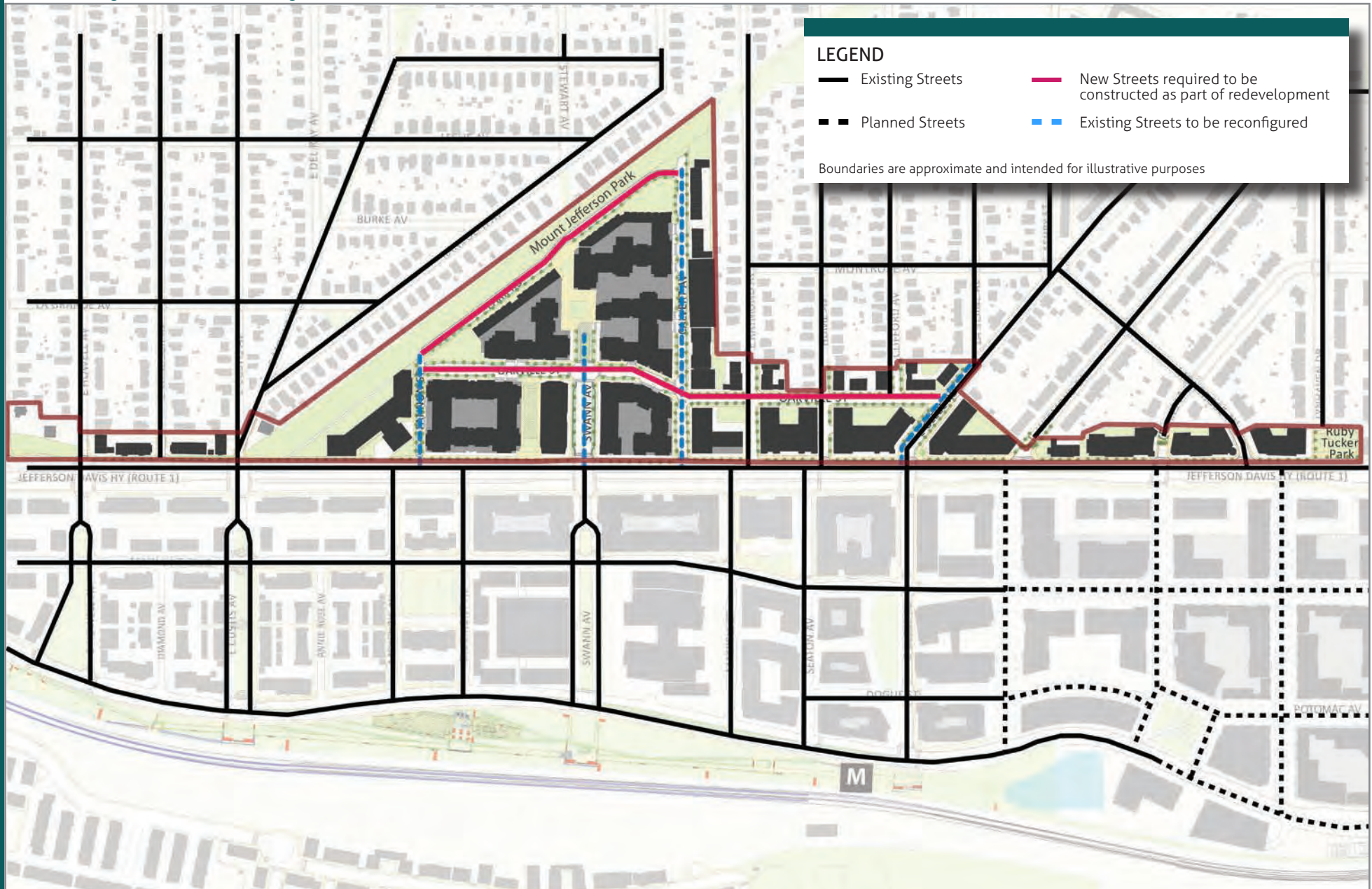
8

STREETS



STREETS

Figure 47: New and Reconfigured Streets



INTENT OF NEW/RECONFIGURED STREETS

One of the measures to ensure the Oakville Triangle/Route 1 Corridor will develop as an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled block sizes for each of the neighborhoods. Through the placement of the required framework streets, the block sizes are generally the size of blocks within the surrounding communities of Old Town, Lynhaven and Del Ray, which are used as national planning models due to their block size and associated walkability. New and reconfigured streets shall comply with the cross-sections herein and with the standards of the City's Complete Streets Design Guidelines.



STREET CROSS-SECTION STANDARDS

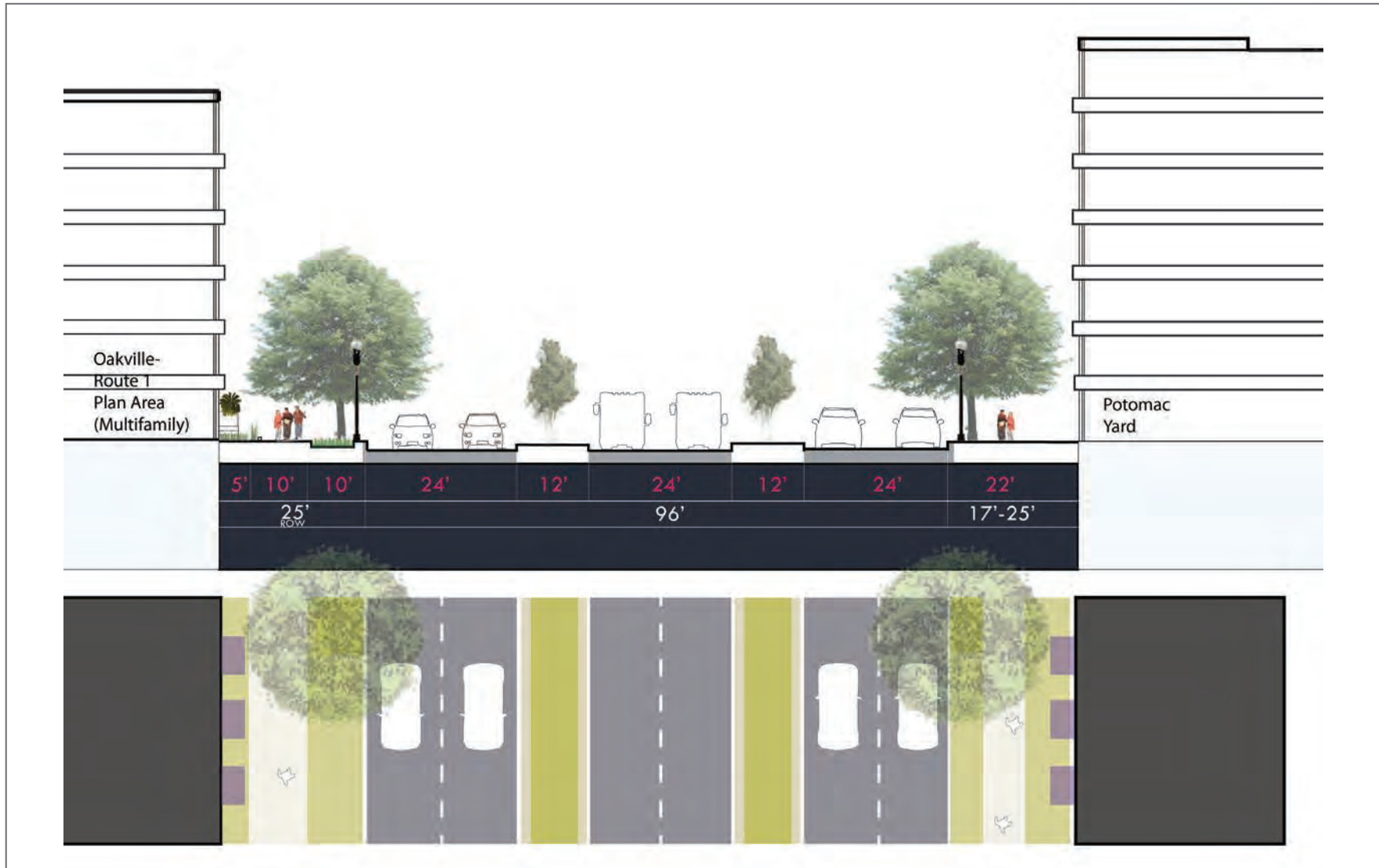
- 8.1** All new streets within the Plan area shall be consistent with the attached street cross-sections.
- 8.2** As part of the development review process, all utilities for new and existing streets shall be located below grade. Accommodation for transformers and vaults shall be identified as during the preliminary development review process.
- 8.3** All streets within the Plan are intended to be public streets, dedicated to the City unless otherwise noted the property line is assumed to be at the edge of the right-of-way (ROW) as defined herein.

A. ROUTE 1 STREETScape - COMMERCIAL - RETAIL USES**TyPOLOGY: MIXED USE BOULEVARD****INTENT**

The intent of the Route 1 streetscape, given the scale of the buildings and width of the street, is to provide an appropriate setback for the buildings and a comfortable area for pedestrians. The sidewalk is 15 ft. and will be located adjacent to the building for commercial-retail uses. The 10 ft. landscape strip is intended to provide an adequate area for the trees and setback for pedestrians.

ROUTE 1 STREETScape - RESIDENTIAL (MULTI-FAMILY)

TYPOLOGY: MIXED USE BOULEVARD

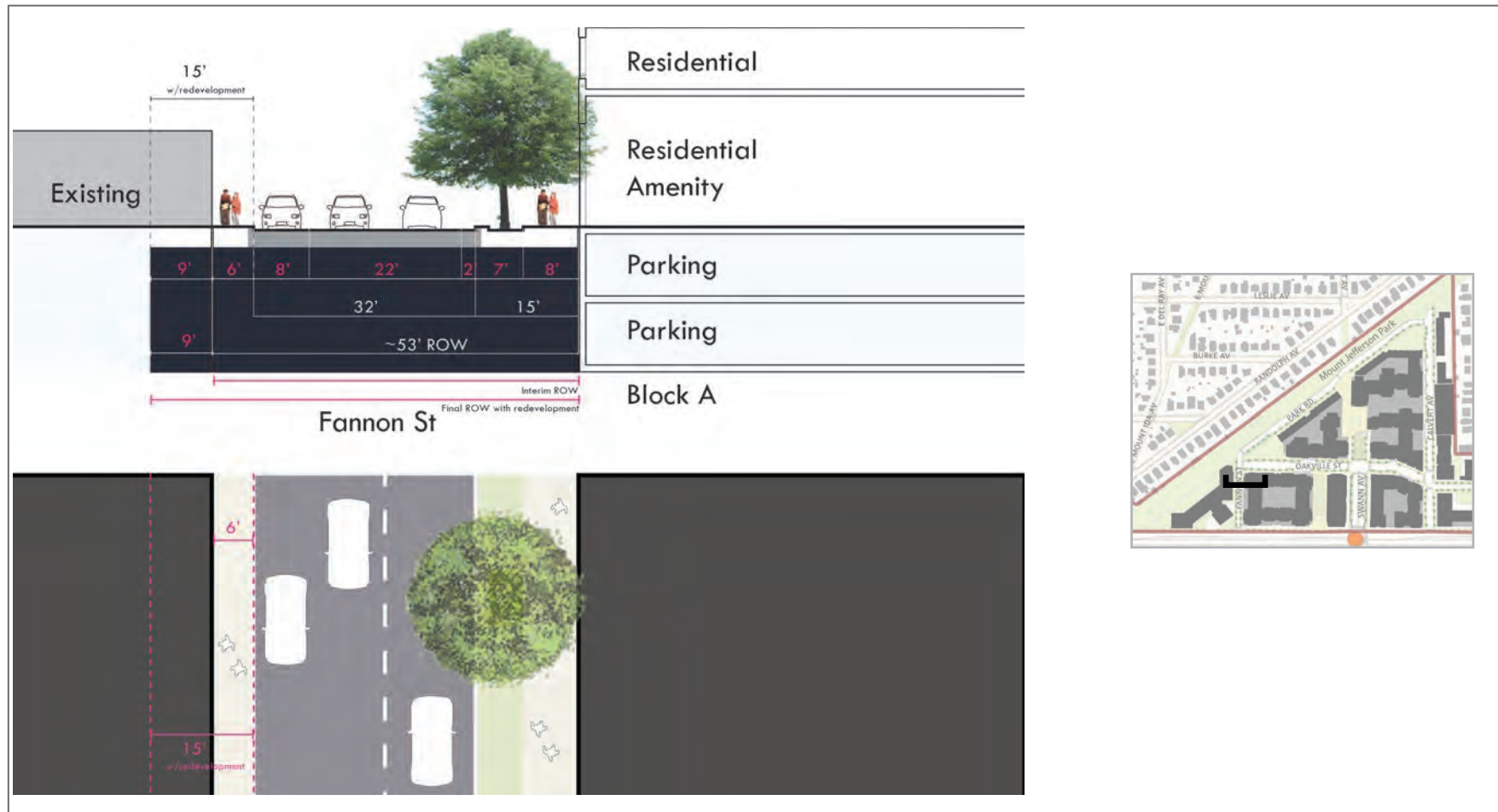


INTENT

The intent of the Route 1 streetscape given the scale of the buildings and width of the street is to provide an appropriate setback for the buildings and a comfortable area for pedestrians when residential is the primary use at the ground floor. The streetscape provides a 10 ft. landscape strip for the street trees and a setback for the pedestrians. A landscape strip planting area is also provided adjacent to the residential building, with a 10ft. sidewalk for pedestrians.

ROUTE 1 STREETScape - RESIDENTIAL (TOWNHOUSE)**TPOLOGY: MIXED USE BOULEVARD****INTENT**

The intent of the Route 1 streetscape is to provide an appropriate setback for the buildings and a comfortable area for pedestrians when residential is the primary use at the ground floor. The streetscape provides a 10 ft. landscape strip for the street trees, a 7 ft. sidewalk, and a 8 ft. landscape strip planting area adjacent to the building.

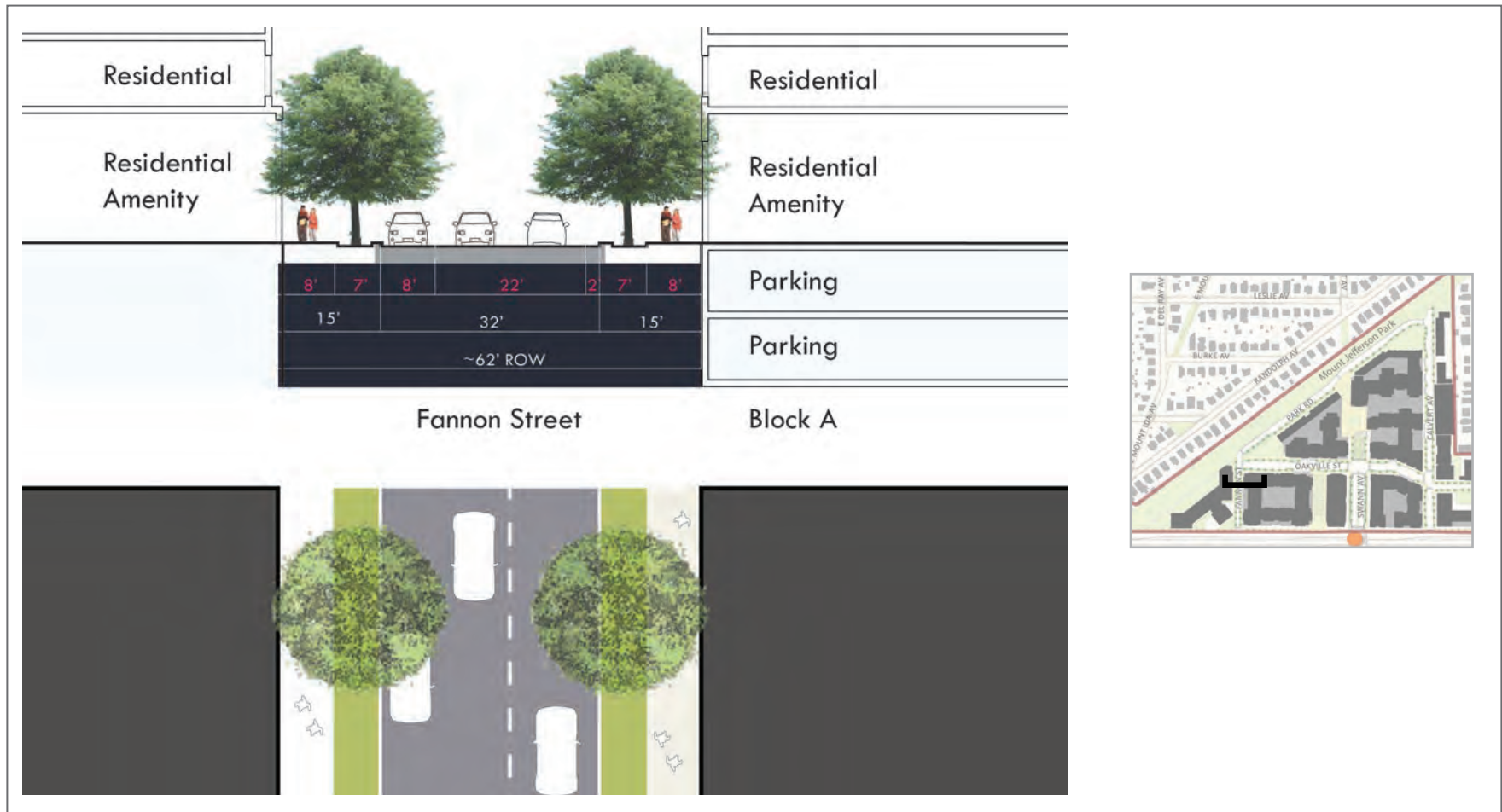
B. FANNON STREET (INTERIM)**TYPOLOGY: MIXED USE BOULEVARD****INTENT**

The intent of this street is to serve as a predominantly residential street, which also provides pedestrian access to the Mount Jefferson Park. A 15 ft. wide sidewalk is required on each side of the street.

* The sidewalk on the south side will have an interim 6 ft. sidewalk that will be widened to 15 ft. when the adjoining buildings are redeveloped.

FANNON STREET (WITH REDEVELOPMENT)

TYPOLOGY: MIXED USE BOULEVARD

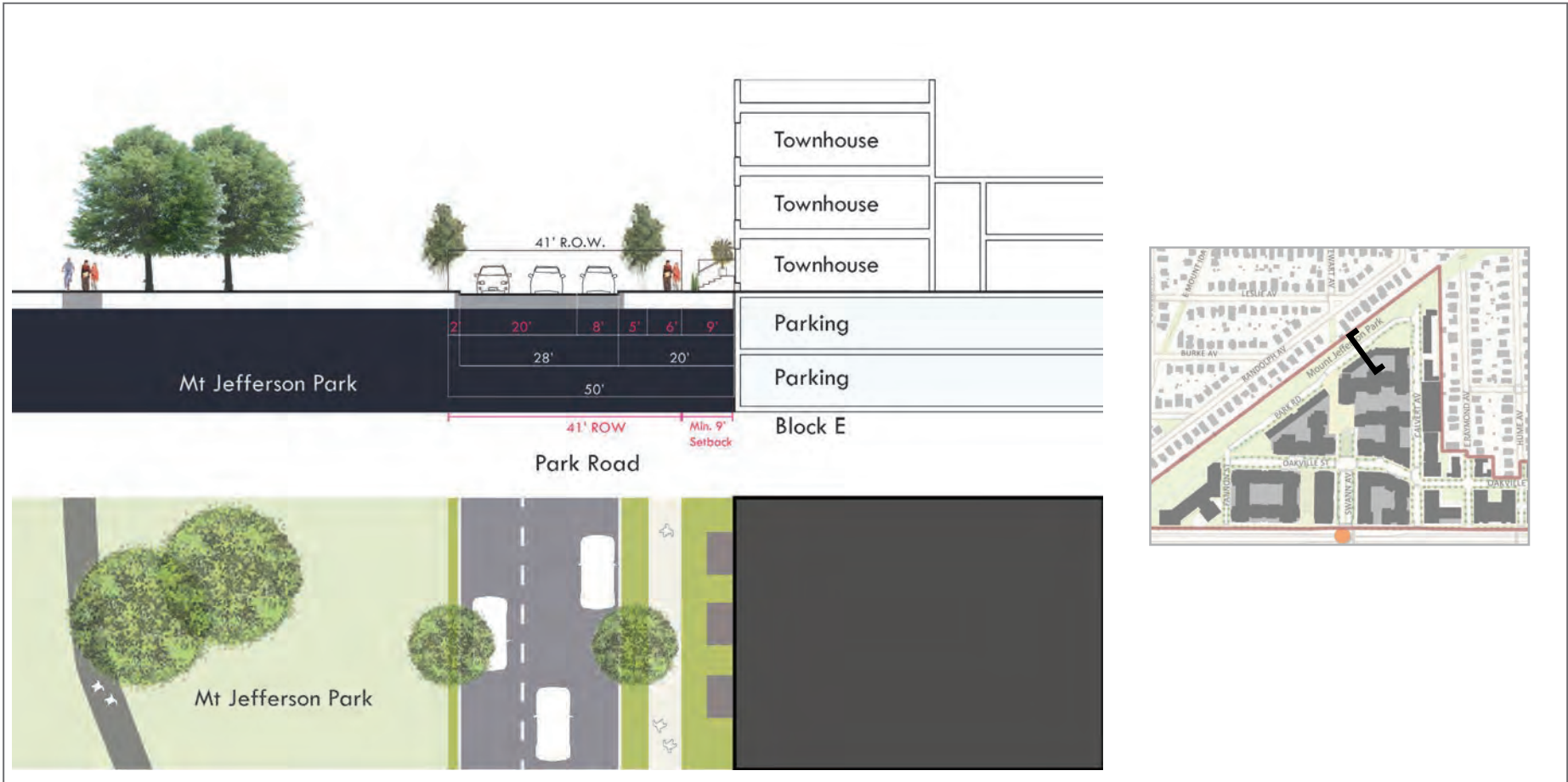


INTENT

The intent of this street is to serve as a predominantly residential street, which also provides pedestrian access to the Mount Jefferson Park. A 15 ft. wide sidewalk is required on each side of the street with redevelopment.

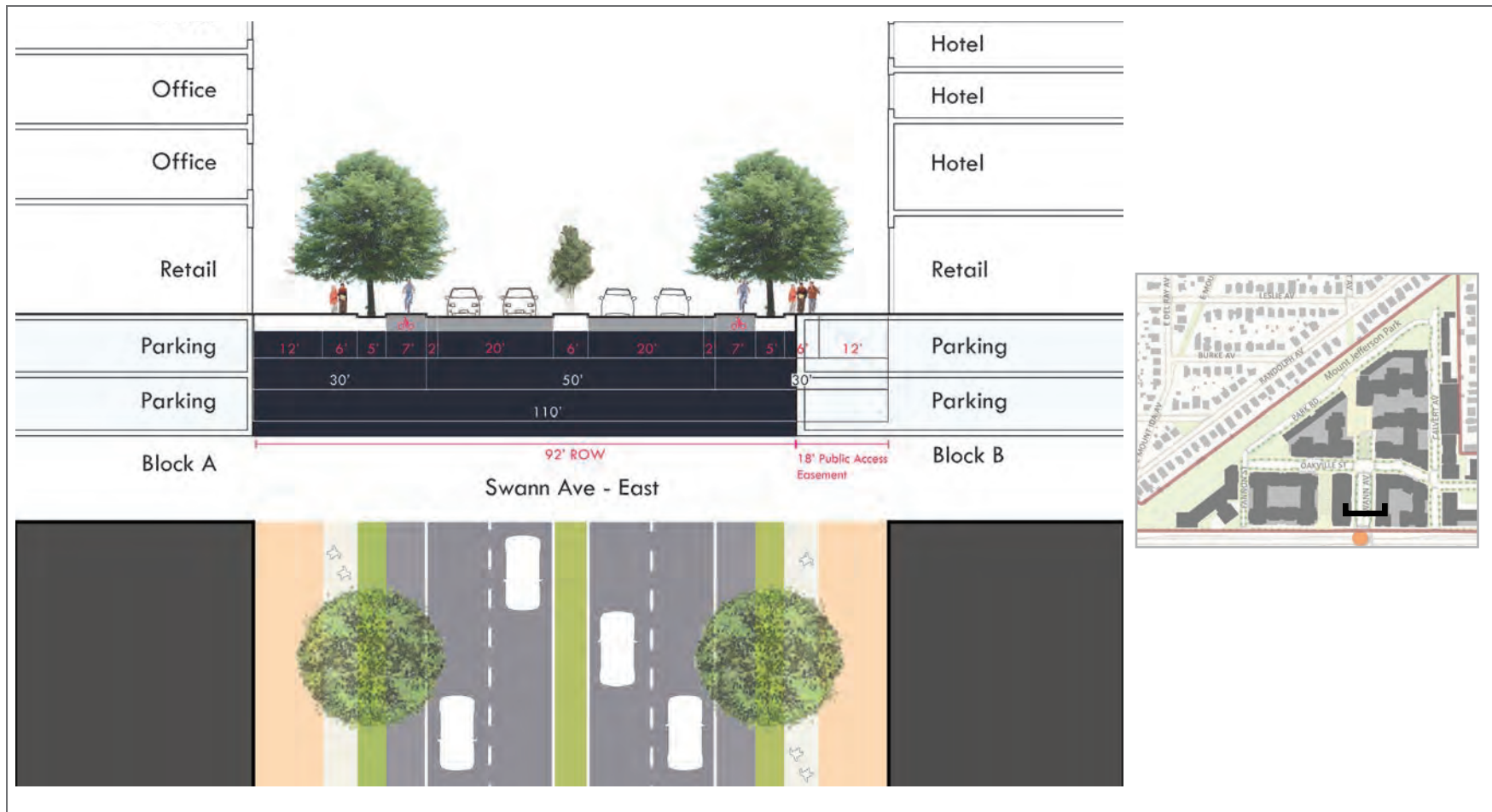
C. PARK ROAD

TYPOLOGY: PARK ROAD



INTENT

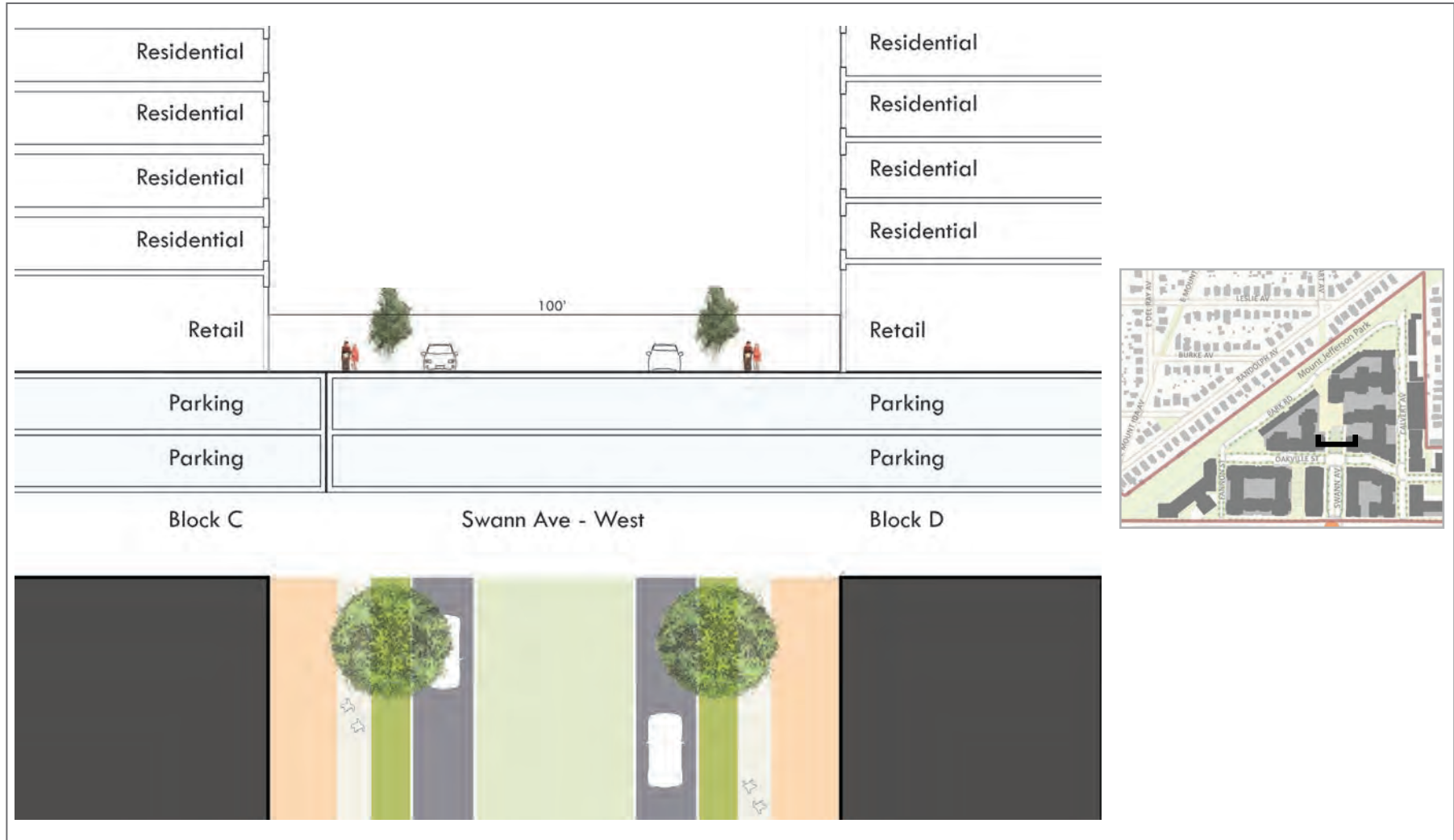
This road is a residential street adjacent to the Mount Jefferson Park. The street and streetscape are intended to provide a landscaped edge adjacent to the park with a continual row of street trees, small front yards and porches. The streets also provides parallel parking adjacent to the new buildings and not Mount Jefferson Park.

D. SWANN AVENUE (EAST)**TYPOLGY: MIXED USE BOULEVARD****INTENT**

The street will serve as the primary entrance to the retail on Swann Avenue. The sidewalks are wide (18 ft.) to accommodate retail and restaurants. A side path on each side of Swann Avenue is provided to accommodate bicycles. The street will have continuous rows of street trees and a landscape median with trees.

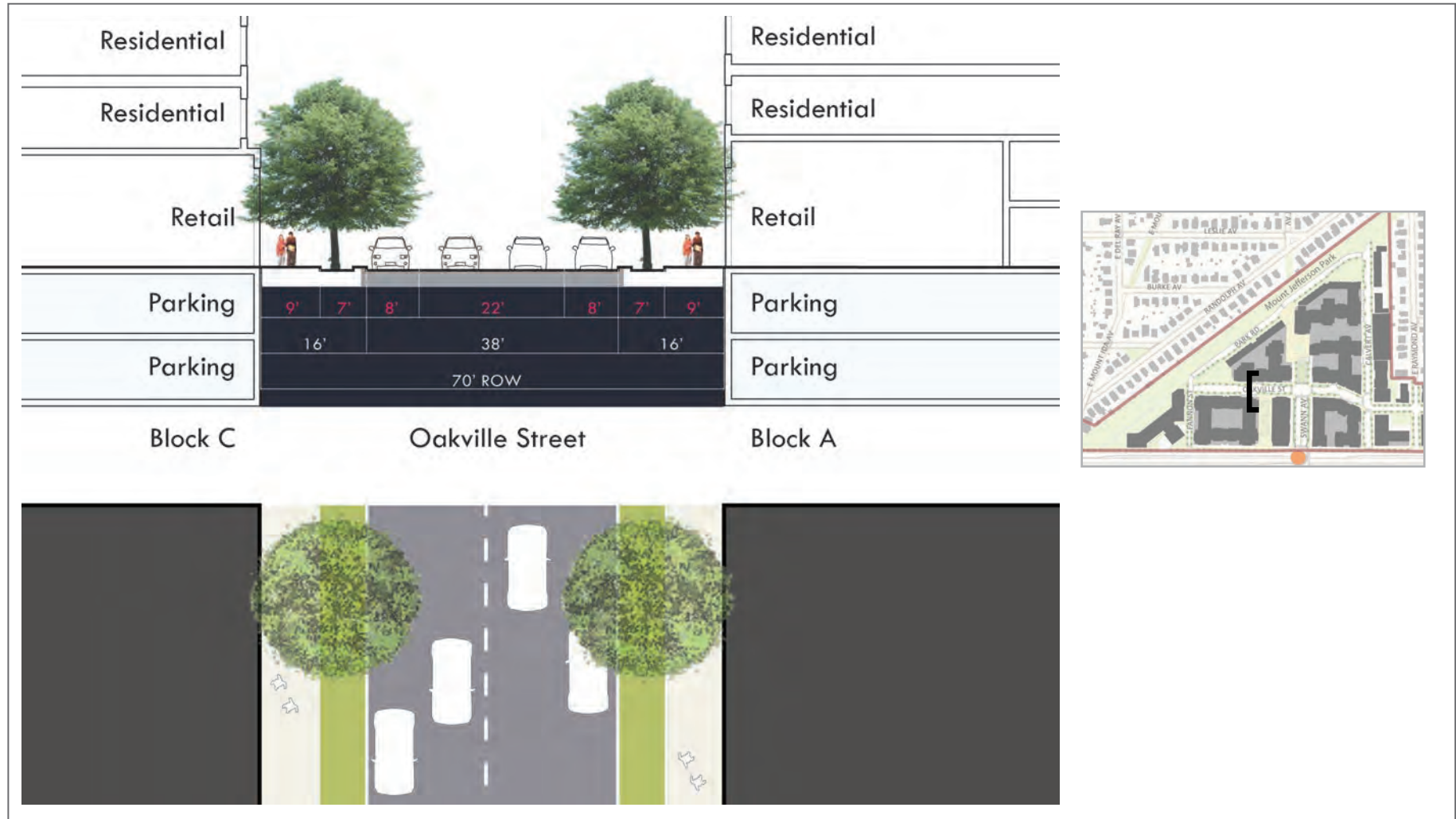
SWANN AVENUE (WEST)

TYOLOGY: SHARED STREET



INTENT

This area is intended to serve as a shared curb-less urban plaza, used by pedestrians, bikes and cars. The final design of the shared space will occur as part of the development review process.

E. OAKVILLE STREET (FANNON STREET TO CALVERT AVENUE)**TYPOLGY: MIXED USE BOULEVARD****INTENT**

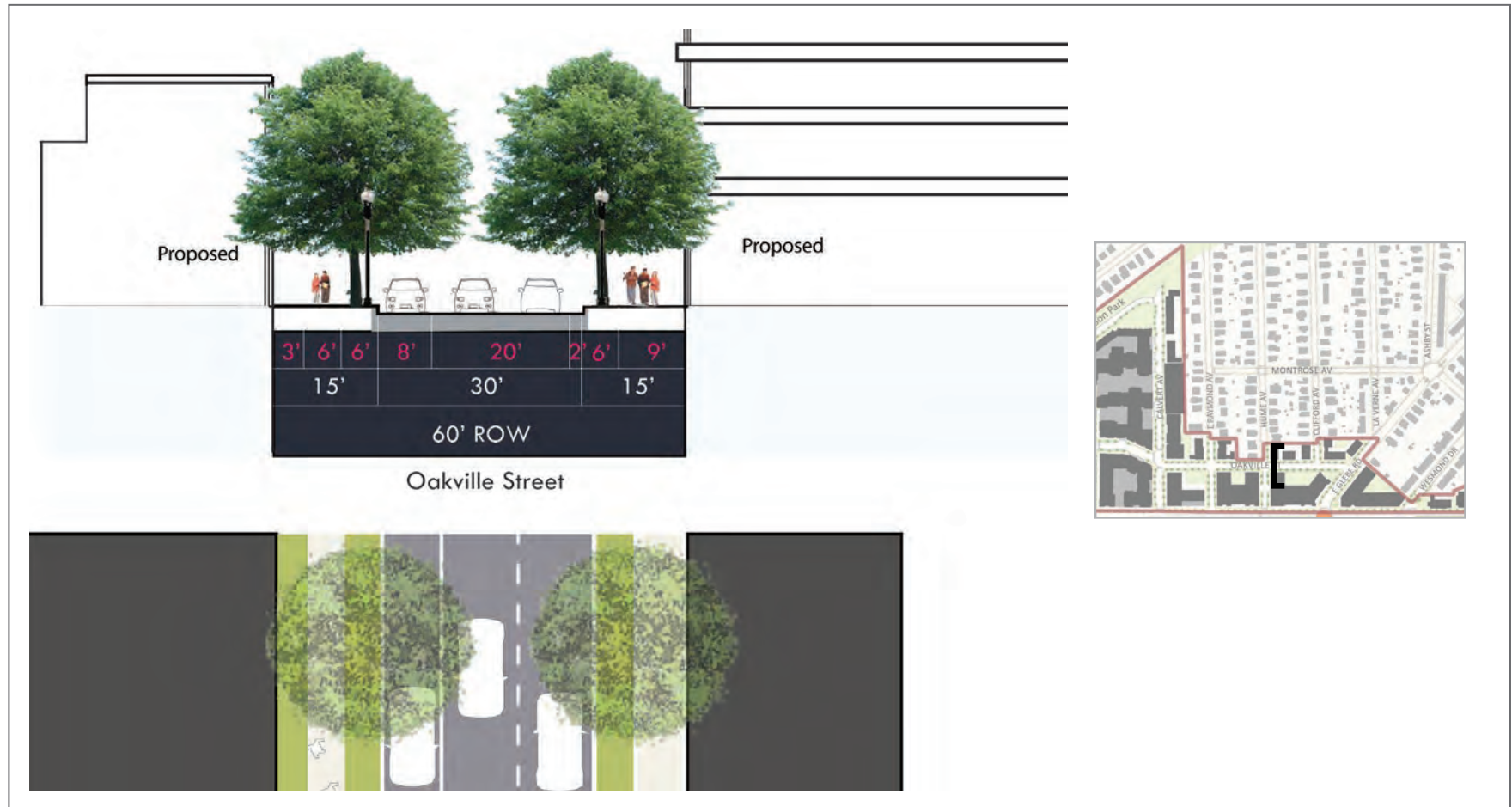
This street will have both residential and retail frontages. The street will have generous parking on each side and 16 ft. sidewalks on each side of the street.

CALVERT AVENUE (WEST - WITH REDEVELOPMENT)**TPOLOGY: MAIN STREET****INTENT**

This street is intended to be a more intimate street with parallel parking on both sides for a portion of the street. A 14 ft. wide sidewalk is required on each side of the street with redevelopment. The interim 11 ft. sidewalk that will be widened to 14 feet when the adjoining buildings are redeveloped.

CALVERT AVENUE (EAST)**TYOLOGY: MIXED USE BOULEVARD****INTENT**

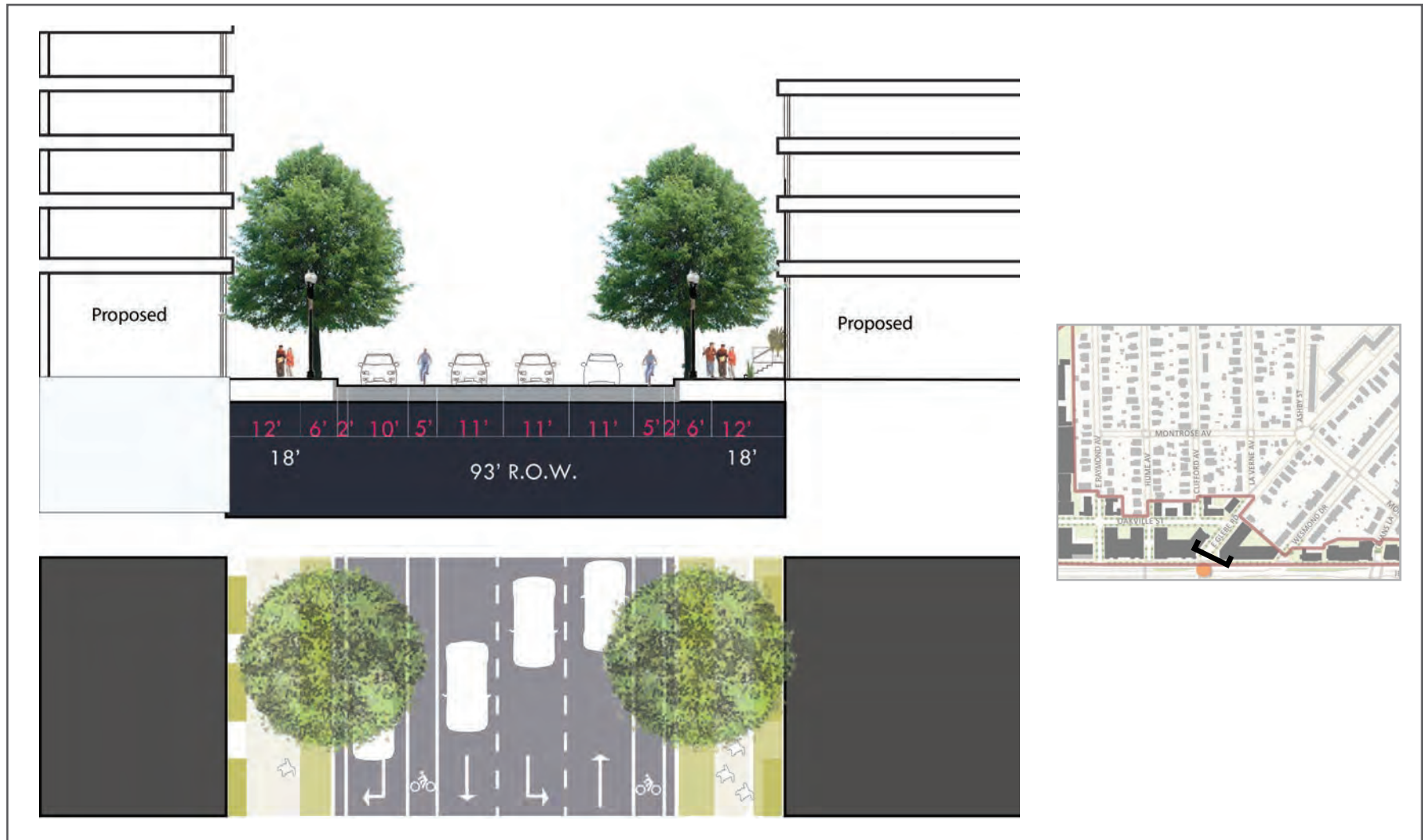
This street is intended to be a more intimate street with parallel parking for portions of the street.

G. OAKVILLE STREET (CALVERT AVENUE TO EAST GLEBE ROAD)**TYPOLGY: MAIN STREET****INTENT**

This street will connect Calvert Street to East Glebe Road. Parallel parking will be provided on one side. Buildings fronting the street will be a combination of townhouses and multi-family residential buildings.

H. EAST GLEBE ROAD INTERSECTION - RECONFIGURED

TYPOLOGY: NEIGHBORHOOD CONNECTOR



INTENT

This street provides more lanes than the other streets due to the role of this street in the Plan area and the City. This cross-section is only intended for the portion of East Glebe Road within the Plan area. The cross-section also provides on-street bike lanes for cyclists, and wider 18' sidewalks for pedestrians.

INTENTIONALLY LEFT BLANK

9

SUMMARY OF RECOMMENDATIONS & DESIGN STANDARDS



PLAN RECOMMENDATIONS

- 1.1** Establish Design Standards and Guidelines to support the expectation of high quality architecture and to ensure compatibility with the adjoining neighborhoods.
- 1.2** Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 26 & 27, and 28.)
- 1.3** Require that the redevelopment of the Oakville Triangle site fund the final design and implementation of the approved Plan for Mount Jefferson Park.
- 1.4** Require new development to provide ground level open space (publicly accessible where feasible) and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.
- 1.5** Expand Ruby Tucker Park within the City's existing right of way on Lynhaven Drive.
- 1.6** The existing right-of-way located on Bellefonte Avenue and Route 1 will remain as right-of-way but will be used as open space and streetscape improvements. The City will explore acquiring the vacant property on Bellefonte Avenue, adjacent to Route 1, for open space.
- 1.7** Ensure high quality design and architecture and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design. Encourage uses that will activate the streetscape.
- 1.8** Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.9** With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide implementation.
- 1.10** Concentrate taller building heights at the locations of transit stations at Swann Avenue/Route 1 and East Glebe Road/Route 1, subject to the standards for required height transitions to the adjoining neighborhoods.
- 1.11** A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.
- 1.12** A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).
- 1.13** A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station. The bike lane within the central urban plaza within the Oakville Triangle site will be designed as a shared space.
- 1.14** An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.
- 1.15** Improvements to the Route 1/East Glebe Road intersection.
- 1.16** A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/Ashby Street.
- 1.17** An additional signalized pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access between Oakville Triangle and Del Ray/Lynhaven and the future Potomac Yard Metrorail station.
- 1.18** An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.
- 1.19** Bicycle parking and opportunities for bike sharing.
- 1.20** Enhanced parking management, including performance parking, smart parking technology, and shared parking.

- 1.21** Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.
- 1.22** Require a mix of land uses as depicted in Figure 25 and taller first floors heights where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings as part of the development review process.
- 1.23** Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.
- 1.24** Ensure a minimum of 65 affordable units within the Oakville Triangle site.
- 1.25** Explore the provision of potential ARHA replacement units in the Plan area.
- 1.26** Encourage universal design to allow residents to age-in-place.
- 1.27** Encourage a variety of housing types within the Plan area.

GENERAL DESIGN GUIDELINES & STANDARDS

GENERAL STANDARDS

- 2.1** Projects are required to comply with all applicable Design Standards herein, and comply with the applicable approvals, zoning requirements, and existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, etc. These Standards and Guidelines ensure [high quality design and architecture](#) within the Plan Area. 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.
 - 2.2** Provide taller building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.
 - 2.3** Improve and enhance the Route 1 frontage by locating the utilities below grade and providing a 25 ft. setback-streetscape for the buildings adjacent to Route 1.
- ### OPEN SPACE
- 2.4** Improve Mount Jefferson Park consistent with the Plan approved by the Parks and Recreation and Planning Commissions including the at-grade trail extension at the southern end of the Park.
 - 2.5** Provide a central public urban plaza within Oakville Triangle that includes usable amenities that help to meet the recreational needs of new residents.
 - 2.6** Provide five new ground level public green spaces adjacent to Mount Jefferson Park.
 - 2.7** Expand the existing Ruby Tucker Park.
- ### STREETS
- 2.8** Develop a generally orthogonal street grid pattern, including the introduction of several new streets.
 - 2.9** Provide a hierarchy of streets that identify the character and function of each street.
 - 2.10** Provide on-street parallel parking where feasible for the new streets (excluding Route 1).
 - 2.11** New streets are designed to be low speed, local serving, pedestrian-oriented to encourage bicycle and transit use.
 - 2.12** New streets should accommodate stormwater management.
 - 2.13** Where possible, new streets should include safe, separate, lanes for bicycle traffic as recommended in the Transportation Master Plan.

PUBLIC REALM

- 2.14** Create pedestrian-oriented streetscapes.
- 2.15** Incorporate the provision of safe, efficient, and convenient pedestrian and bicycle circulation systems that connect neighborhoods, transit, and open spaces.
- 2.16** Provide careful attention to sidewalk design and detailing to support the walkability and sustainability of the Plan area.

BUILDINGS

- 2.17** Create an urban building scale and relationship between buildings, streets and open spaces that ensure and maximize walkability, create compact development and maximize the use of transit.
- 2.18** Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.
- 2.19** Provide appropriate transitions to the existing single-family homes and townhouses to the west of the Plan area through scale transitions, setbacks and landscape buffers.
- 2.20** Provide high quality architecture and appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

PLAN FRAMEWORK

FRAMEWORK STREETS STANDARDS

- 4.1** The intersection of Glebe Road and Route 1 will need to be reconfigured as generally depicted within the attached cross-sections. The timing and phasing of the improvements will be established as part of the CDD zoning for the Plan area.
- 4.2** A hierarchy of streets, as depicted in Figure 20A, is required to maintain a high-quality street environment and address a variety of needs and functions.

- 4.3** The streets are required to be constructed in the locations generally depicted in Figure 19 and in the dimensions configured in the street cross sections required herein.

- 4.4** "A" Streets: Curb cuts, entrances to parking garages and service bays are prohibited.

- i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building.
 - iii.** The higher quality of architectural façade and streetscape treatment shall be used within the street hierarchy.

- 4.5** "B" Streets

- i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building
 - iii.** A maximum of one curb cut per block face shall be permitted on each side of the street. To the extent possible, curb cuts should be aligned with curb cuts on the opposite side of the street. Offset curbs may be permitted, where it is deemed necessary.
 - iv.** Main building and pedestrian entrances shall be located along "B" street frontages unless adjacent to an "A" street. A high quality of architectural façade treatment is required.

- 4.6** "C" Streets

- v.** Curb cuts for internal alleys and service shall be located on these streets, unless it can be determined that it is infeasible to do so.

- 4.7** Curb cuts shall be limited to the minimum necessary in number and width.

- 4.8** Residential entrances are encouraged on all streets. Where ground floor retail is provided or required, residential lobby entrances should be minimized but are not prohibited. The final location of residential entrances where retail is provided will be determined as part of the development review process.

BIKE AND PEDESTRIAN NETWORK STANDARDS

- 4.9** The bike and pedestrian network as generally depicted in Figure 21 shall be implemented as part of the redevelopment within the Plan area.
- 4.10** A signalized pedestrian only crossing shall be provided as generally depicted in Figure 21.
- 4.11** The bike and pedestrian areas will be implemented consistent with the attached street cross-sections and the design of the Mount Jefferson Park Plan.

FUELING/CHARGING STATION GENERAL STANDARDS

- 4.12** Fueling/charging stations, if provided, shall be part of the redevelopment that implements the requirements of the Vision Plan and Design Standards and Guidelines.
- 4.13** Fueling/charging stations shall be integrated into the design of the building and not a secondary element.
- 4.14** If a canopy is provided, the design of the roof shall be considered from the adjoining building(s) and uses and shall include elements such as a green roof or comparable treatment. Canopy lighting shall be designed to minimize impact/visibility from adjoining neighborhoods.
- 4.15** Service components, such as payment, shall be integrated into the building to the maximum extent feasible.
- 4.16** The fueling/charging station will be subject to all applicable building, environmental, and zoning requirements and the CDD zoning(s) for the Plan area.

OPEN SPACE STANDARDS

- 4.17** Mount Jefferson Park shall be completed as part of the redevelopment of the Oakville Triangle site and shall be consistent with the park improvements approved by the Parks and Recreation and Planning Commissions.

4.18 The five new open spaces adjacent to Mount Jefferson Park shall be constructed as generally depicted in Figure 30, as part of the redevelopment adjacent to the Mount Jefferson Park. The at-grade trail (lower trail) extension on the northern portion constructed by the adjoining property owner.

4.19 The central open space within Oakville Triangle shall be hardscape with appropriate plantings, shade options, and lighting and shall contain high-quality materials and finishes, as well as the inclusion of public art or other focal features. The open space/plaza shall be accessible to the public through the provision of a public access easement.

4.20 The Ruby Tucker Park shall be expanded by \pm 4,000 sq. ft by utilizing the existing Lynhaven Drive right-of-way.

4.21 New townhouse developments shall provide a minimum of 15% ground level open space. Roof-top amenity space is strongly encouraged.

4.22 New multifamily developments shall provide a minimum of 25% ground level open space and 15% roof top amenity space.

4.23 New mixed-use projects (with ground floor retail-commercial) shall provide a minimum of 15% ground level open space and 25% roof-top amenity space.

4.24 For office and hotel uses, roof top open spaces or courtyards are encouraged.

4.25 Spaces shall be designed for their intended function; for example, plazas should be designed with adequate amounts of hardscape, electrical and water connections to accommodate public gatherings; large greens or parks should minimize hardscape areas that will detract from their intended appearance as a green oasis dominated by native vegetation, some lawn areas, and trees. Pedestrians-only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

- 4.26** With the exception of designated urban plaza on Swann Avenue, the Plan's open space shall incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.
- 4.27** Spaces should be designed with consideration for climate and sun exposure during different seasons of the year. Opportunities for shade or sun, with water elements to offer a sensory change and softening of urban noise and wind protection, should be considered where appropriate.
- 4.28** Materials shall be selected that are durable and appropriate for the scale and context of the Plan area. Materials should be typical of the types used in the construction of urban spaces. Although materials must be suitable for significant pedestrian use, their quality and appearance shall reflect their importance as open space within the public realm.
- 4.29** Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material.
- 4.30** Pavement in open space shall be brick, stone, concrete pavers, or concrete. Large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.
- 4.31** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.
- 4.32** Landscapes shall be designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation, and that provide natural pest control.
- 4.33** Rooftop amenity space areas on buildings in close proximity to the adjoining neighborhoods will need to be designed in a compatible manner to prevent adverse affects of noise and light.

- 4.34** As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space within each building.

GATEWAY ELEMENTS/SIGNATURE FACADES STANDARDS

- 4.35** Gateway elements and signature facades shall be provided at locations as depicted in Figure 31.
- 4.36** Gateway elements and signature facades shall be proportional to the size and scale of the building.
- 4.37** Gateway element(s) shall provide distinctive three-dimensional forms, and unique shapes and materials to reinforce the significance of each location. Architectural features, such as towers, cupolas and lanterns should be used to address highly visible corners or terminated vistas. Gateway elements should provide special elements at street terminations to frame views.
- 4.38** Signature façades shall be designed to reflect their visually prominent location.
- 4.39** The gateway element will vary in height from the primary height of the building by being lower or slightly taller as permitted herein, or through the architectural treatment of the gateway element.

URBAN DESIGN CHARACTER

BUILDING STREETWALL STANDARDS

- 5.1** The streetwall height for each street frontage shall be a minimum of 35 feet on Route 1 and 25 feet for other street frontages, which shall be located parallel to the adjoining street or open space. In addition to the streetwall requirements, buildings are also subject to the height requirements herein. Where the building streetwall is taller than the minimum, pedestrian elements such as cornice and color shall be provided to ensure pedestrian scale buildings.

- 5.2** The streetwall shall generally be parallel to the street and at a minimum height as required herein. The streetwall for each block frontage shall be a minimum of 75% for residential, office and hotel. For residential buildings where courtyards are provided, the streetwall shall be a minimum of 50%. A courtyard shall be limited to a maximum of two block frontage. Ground floor retail and maker uses shall provide a minimum of 85% continual streetwall.
- 5.3** The streetwall shall be setback a maximum of 30 feet from the property line. This shall be in conjunction with the massing requirements herein.
- 5.4** While a generally continual streetwall is required for each building, the streetwall shall incorporate articulation to ensure variety of the building as required herein.

BUILDING HEIGHTS - VARIETY STANDARDS

- 5.5** Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 25% of the building footprint below the maximum provided height (Figure 33). The specific allocation of the 25% shall be determined as part of the development review process. Building Breaks provided shall count toward the minimum requirement of this section. Office and hotel building shall provide a variety of height which shall be determined through the development review process.
- 5.6** For townhouses and 2/2 stacked townhouses a variety of heights shall be provided within each row of townhouses. The difference in height shall be a minimum of one level (story) variation between the townhouses. This can be achieved through variation in roof form, setbacks and height and the amount of variation shall be determined as part of the development review process.
- 5.7** Some buildings, at locations as depicted in Figure 31, where gateway elements are required may be permitted to exceed the maximum height by one full level (story), in an amount not to exceed 3,000 sq. ft. The locations shall be limited to locations depicted in Figure 31 - Gateway Elements.

BUILDING MASSING STANDARDS

- 5.8a** At least 25% of the total multi-family building perimeter must be setback between 8-10 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or above the streetwall where retail and/or maker space is provided on the ground floor.
- b** For office and hotels, at least 15% of the total building perimeter must be setback between 2-8 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor above the streetwall where retail and/or maker space is provided on the ground floor.
- 5.9** Where bays, pavilions, recesses, hyphens and screens or compatible elements are provided they shall comply with Figure 35.

BUILDING TRANSITION STANDARDS

I. TOWNHOUSES

- 5.10 A** - Where townhouses in the Plan area are adjacent to existing homes, the new townhouse shall a maximum of one additional level or no more than 14 feet taller than the existing homes whichever is less. More than one unit of the townhouses may be required to comply with this requirement if deemed necessary as part of the development review process.
- 5.11 B** - Townhouses shall provide a side yard setback of a minimum of 15 feet or a 1:3 floor to height ratio from the property line, whichever is greater, adjacent to the existing single-family homes or townhouses or buildings adjoining the Plan area. This area shall be landscaped.
- 5.12 C** - Where new townhouses are constructed on new streets, they shall generally be oriented to face the existing streets, where feasible. Front yard setbacks for new townhouses on existing streets shall be compatible with the existing neighborhood. For new streets, the setback will be consistent with the attached cross-sections or a minimum of 4 ft, whichever is greater.

5.13 D - For four level townhouses adjacent to existing homes, the fourth level shall be setback a minimum of 15 ft. The third level shall generally be oriented to the existing homes.

5.14 F- In the rear, a setback-landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses. Where feasible a larger rear setback shall be provided. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

II. MULTI-FAMILY (BUILDING TRANSITIONS)

5.15 A - Each multi-family building or office building shall provide a building shoulder as generally depicted in Figure 37. The shoulder shall provide a minimum setback of 15 ft. The building shoulder shall be no taller than 15 feet taller than the existing buildings-homes or a maximum of 45 feet whichever is less. The length, width, and depth of the building shoulder shall be determined as part of the development review process.

5.16 B - In addition to the building shoulder required herein, a landscaped setback a minimum 15 ft. shall be provided. Where an additional setback is feasible it shall be provided, as determined through the development review process. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

5.17 To the extent feasible, the setback of the multi-family buildings (excluding Route 1) on existing streets shall be compatible with the existing neighborhood.

BUILDING TYPE STANDARDS

I. TOWNHOUSES

1. Parking

5.18 The parking for each townhouse shall be provided from a rear alley. Front loaded townhouses are prohibited. Detached parking garages are encouraged.

5.19 Permanent surface parking lots are prohibited.

2. Streetscape Level – First Level

5.20 The first level shall be designed with the highest quality material and detailing.

5.21 Each unit shall be subject to the residential uses at grade requirements as required herein.

5.22 Building designs shall incorporate modulation and articulation such as massing reveals, changes of textures, materials, and/or colors, or shifts of the façade plane in order to create a pedestrian scaled façade. Shifts in the footprints shall be a minimum of 2-5 ft. to provide variety in the façade plane.

5.23 Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited. Where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.

5.24 All units must include a minimum depth of 25 feet of occupied habitable space for each level unless less depth is required for variation in the streetwall.

5.25 A minimum of 50% of each group of townhouses for each project shall provide a front porch. The porches shall comply with the applicable requirements herein.

5.26 Townhouses shall provide a 2 to 10 ft. setback from the required sidewalk to provide space for individual front yards, plantings, porches, stoops and similar elements.

5.27 For each grouping of liner townhouses exceeding 120 feet in length, a setback of a minimum of 8 feet shall be provided or a building break, between the adjacent units. The final width shall be determined as part of the development review process.

5.28 For freestanding townhouses, a building break shall be provided to ensure that groupings of townhouses do not exceed 120 feet in length.

3. Building Character and Materials

- 5.29** Upper floor exterior terraces or balconies are permitted at the rear facade of the building. These may also be permitted on the front facade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.
- 5.30** Units shall be architecturally differentiated through the use of color and materials within each block. This is not intended to require variety for each unit, but rather within each group of townhouses.
- 5.31** All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.
- 5.32** Building materials for each façade shall consist of the following:
- Brick, glass, stone, wood, precast and/or metal
 - Stone, cast stone, metal or similar durable materials for trim
 - Fiber cement siding and panels (or comparable) may be provided at limited locations.
 - Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding and any material not outlined above.
- 5.33** Sides and rears of buildings visible from a street or park shall use the same architectural treatment as the primary façade.
- 5.34** Blank façades shall be prohibited for street or park frontages.

4. Building Massing

- 5.35** Each townhouse shall comply with the maximum height (Figure 27), minimum height (Figure 28), and the required height transitions (Figures 26, 36, 37).

- 5.36** To comply with the applicable height requirements, the roof may be a flat or gable roof.

5. Building Fenestration

The size, frequency, and location of windows will be one of the primary visual characteristics of each building. All townhouses are subject to the following:

- 5.37** At least 25% of the each facade adjacent to a street or open space shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. The use of dark or mirrored glass is not permitted. A higher percentage is encouraged where feasible
- 5.38** Buildings shall generally provide a vertical fenestration pattern.
- 5.39** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
- 5.40** Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall. Windows shall be well-proportioned and operable.

II. MULTI-FAMILY BUILDINGS

1. Parking

- 5.41** Parking for each building shall be located entirely below grade or entirely screened with an active use. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street and/or park, courtyard, and/or open space frontage or where visible from an adjoining street or open space.
- 5.42** Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

- 5.43** Active uses shall be provided for a minimum depth of 25 ft. for each street frontage and all street, open space, courtyard, and park frontages for each level and the entire length of the building frontage excluding necessary curb cuts and loading areas.
- 5.44** Building designs shall incorporate modulation and articulation such as massing reveals, changes of textures, materials, and/or colors, or shifts of the facade plane in order to create a pedestrian scaled façade
- 5.45** Unless required for the function of the building, blank walls in excess of 30 ft. in length or height are prohibited.
- 5.46** Individual and functional entries and “townhouse-scale” elements are required for the multi-family buildings at 20 to 30 ft. intervals, where ground floor commercial, retail uses or maker spaces are not provided where stoops are required or provided, they shall be oriented parallel to the adjoining sidewalk.

3. Building Break

- 5.47** A building break shall be provided for larger multi-family buildings such that the longest expressed element does not exceed 200 feet in length. The building break shall be a minimum of 30 feet in width.
- a.** Where retail-commercial use is provided or required on the ground floor the building break is required above the first floor retail-commercial use.
 - b.** There may be a connector between the building break.
 - c.** As part of the development review process, a building break may not be required if a level of façade variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials.

- d.** In the event that the predominant portion of the building is setback a minimum of 40 feet, a building break is not required. However the expression of a building break is required at a distance not to exceed 200 feet in length, which shall be expressed through a building recess of a minimum depth of 10 feet and through the use of materials and color. The width of the recess shall be determined as part of the development review process.

4. Building Character and Materials

- 5.48** Buildings shall be architecturally differentiated through the use of color and materials within each block.
- 5.49** All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.
- 5.50** Building materials for each façade shall consist of the following:
- Brick, glass, stone, wood, precast ceramic panels and/or metal
 - Stone, cast stone, metal or similar durable materials for trim
 - Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building facade visible from a street or park/open space.
 - Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding.
- 5.51** HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from an adjoining street and/or park. Wall units or vents shall be prohibited, unless recessed within a balcony or shall be integrated with the design of the building.
- 5.52** Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank façades shall be prohibited for any street frontage.

- 5.53** The solid to void ratio shall consist of a minimum of 30% void for each building which shall exclude ground floor commercial-retail areas where provided.
- 5.54** Buildings shall generally provide a vertical fenestration pattern.
- 5.55** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
- 5.56** Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.
- 5.57** Windows shall be well-proportioned and operable, if feasible.
- 5.58** Windows shall be grouped to establish rhythms across the façade and hierarchies at important places on the façade.

5. Building Fenestration

- 5.59** 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 façades that provides a greater variety of scale through material variation, detail and surface relief.

III. OFFICE AND HOTEL BUILDINGS

1. Parking

- 5.60** Parking for each building shall be located entirely below grade or entirely screened with an active use. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street and/or park, courtyard, and/or open space frontage or where visible from an adjoining street or open space.
- 5.61** Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

- 5.62** 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 façades that provides a greater variety of scale through material variation, detail and surface relief.

3. Building Character and Materials

- 5.63** Buildings shall be architecturally differentiated through the use of color and materials within each block.
- 5.64** All building materials shall be used to express their specific purpose and express the tectonic nature of the materials; for example, heavier materials support lighter materials.
- 5.65** Building materials for each façade shall consist of the following:
- Brick, glass, stone, wood, precast and/or metal
 - Stone, cast stone, metal or similar durable materials for trim
 - Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16"
- 5.66** Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank façades shall be prohibited for any frontage.
- 5.67** The solid to void ratio shall consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels.
- 5.68** A minimum of 50% of the linear ground floor retail façade (as measured from floor-to-floor) and any second floor retail façade shall be constructed of transparent materials.
- 5.69** Buildings shall generally provide a vertical fenestration pattern.

- 5.70** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
- 5.71** Windows shall be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.
- 5.72** Windows shall be well-proportioned and operable, if feasible.
- 5.73** Windows shall be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
- 5.74** Strip and/or ribbon windows shall be prohibited on all building façades.

PORCH STANDARDS

The porches for the townhouses as required herein will project from the primary façade and generally have a small-to-medium setback from the sidewalk. The projecting porch shall be open on three sides.

- 5.75** Front porches shall be provided for a minimum of 50% of all new townhouses constructed as part of each project. Front porches shall remain open, not closed.
- 5.76** Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein. Front porches shall remain open, not closed.
- 5.77** If provided, second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of 8 feet. Exceptions shall include Juliette balconies.
- 5.78** Although not required for multi-family buildings, porches or stoops are encouraged.
- 5.79** The material of the porch shall be compatible with the design of the building. Materials shall be wood and/or metal.
- 5.80** New porches shall comply with the requirements of Figure 39A.

BUILDING ENTRY STANDARDS

- 5.81** Building entrances shall be given prominence on the street frontage, sized and scaled appropriately for the scale of the building and have a change in material, wall plane, and/or color.
- 5.82** The primary pedestrian entrance shall front the adjoining street.
- 5.83** Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.
- 5.84** Differentiate architecturally between residential and commercial entrances in mixed-use buildings.
- 5.85** Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs to reinforce the pedestrian scale.
- 5.86** Unless ground floor retail is provided, buildings that have frontage on more than one street shall provide their primary entry based upon street hierarchy (ex: primary entry provided on "A" street vs. "B" street) and secondary entrances on the remaining streets. Corner entrances are permitted.
- 5.87** For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.
- 5.88** Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.
- 5.89** Explore the provision of as many entries as possible at the street frontages.
- 5.90** For residential frontages, the frequency of the entries must relate to the size of the unit fronting the street, and shall occur on average every 20 to 30 feet along public rights-of-way. Two entries may be grouped together.

- 5.91** Handrails for all building types shall not be permitted within the required/provided sidewalk.

BUILDING ROOF STANDARDS

- 5.92** Rooftop equipment (including elevator equipment, HVAC equipment, etc.) shall be concealed in penthouse structures and designed as an integral part of the building and/or screened with a parapet. Mechanical penthouses and roof top equipment shall be designed as an extension of the building, employing building materials and design treatments consistent with the exterior façades of the building when visible from a public street or open space.

- 5.93** To the extent where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. shall be placed to limit their visibility from the street and designed in material and color to match the color of the roof, except those made of metal, which may be left natural.

- 5.94** Sloped roofs shall be metal, slate, tile, or other comparable high quality material.

WALLS/FENCES STANDARDS

- 5.95** The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall exceed 3 ft. in height in the front or side yards. In the rear yards, 6 ft. fences may be provided, if approved as part of the development review process.

- 5.96** Materials for walls shall be brick and/or stone. Garden screen wall and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material

- 5.97** Materials for fences shall be decorative metal or wood.

- 5.98** Greenwalls and living walls are strongly encouraged.

PUBLIC REALM - STREETScape STANDARDS

1. Sidewalks

- 5.99** Refer to attached street cross-sections in Section 8.

2. Street Trees

- 5.100** Refer to Complete Streets Guidelines.

3. Street Furniture

- 5.101** Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles.

Benches

- 5.102** Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96 or similar as approved by the City of Alexandria. A minimum of two benches shall be provided for each block in appropriate locations based on the specific ground floor use and the location of bus stops and public open space.

Bike racks

- 5.103** To encourage and facilitate biking as a means of transportation, bike racks that conform to the City's bike rack standards shall be provided and placed in groups at convenient, safe, well lit paved areas in the building or curb zone. Bike racks shall also be provided in parking garages and at appropriate park amenities.

Trash/Recycling Receptacles

- 5.104** The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle with domed lid (model SD-42) by Victor Stanley with black, powdercoat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling. One trash receptacle shall be located at each intersection.

4. Lighting

- 5.105** Street light fixtures shall be single black Dominion Virginia Power acorn lighting fixtures for all streets (except Route 1) with a standard black finish.

- 5.106** The street light fixtures on Route 1 shall be double acorn with a standard black finish.
- 5.107** All street lights shall be placed to avoid conflict with street trees, and shall not be located within the sidewalks but rather shall be placed between the street trees.
- 5.108** All street lights shall be designed to minimize light spillover. Where located next to residential uses, street lights should include shielded as needed to prevent lighting from directly entering residential windows or adjoining public parks.

REAR OR BUILDINGS - ALLEYS STANDARDS

- 5.109** Use same material on rear facades as the front and side of townhouses.
- 5.110** Paving material should be designed for durability. Change paving materials, colors in alleys to minimize visual expanse the asphalt paving of the alley
- 5.111** Add elements such as porches and bays where feasible to soften the rear facades and alleys.
- 5.112** Add landscaping and trees to minimize the visual impact to the adjoining homes.

GROUND FLOOR USES

RESIDENTIAL USES AT GRADE STANDARDS

- 6.1** Residential buildings shall provide a front setback of 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar elements.
- 6.2** Ground floor levels for all residential uses shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired.
- 6.3** For multi-family buildings (where ground floor commercial space is not provided) individual and functional entries shall be provided at 20-30 ft. intervals.

- 6.4** Where at-grade accessible units are appropriate, alternatives shall be considered to the satisfaction of the Director of Planning and Zoning.

RETAIL USE AND RETAIL STOREFRONT STANDARDS

- 6.5** The retail frontages shall be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, colors, numerous entrances, display windows, canopies and signage.
- 6.6** Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.
- 6.7** To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal façade to accentuate individual storefronts and denote a smaller increment of building bays.
- 6.8** For retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Standards, and is approved by the Director of P&Z.
- 6.9** Corner retail storefronts shall extend at least 40 ft. along the side street and/or park-open space, and shall also be expressed in the architecture.
- 6.10** The design of the storefront shall be appropriate to the scale and architectural design of the building.
- 6.11** The design and construction materials of the ground-level storefronts shall be appropriate for a retail street, to help contribute to an active pedestrian-oriented street. These shall include: how the storefront fits into the architecture of the buildings; relationship to varying grades along the storefronts, and the flexibility to adjust store entries; visibility of storefronts (including clear glass); sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and the design, materials and colors of awnings or canopies to protect pedestrians and windows.

6.12 The materials for the retail storefront shall consist of stone, metal, glass and/or wood. Construction detail and finish shall adhere to craftsman's standards. Durable materials such as these are especially critical at the street level where pedestrian contact will be considerable. Storefronts should be predominantly glass to provide views into the store. Translucent composite materials may be acceptable and reviewed as part of the development review process.

6.13 The design of the retail storefronts shall be administratively approved subject to the standards required herein.

MAKER SPACE STANDARDS

6.14 Each maker space shall provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.

6.15 A garage door or comparable sized opening shall be provided for each space or approximately every 20-30 feet.

6.16 Garage and/or roll up doors shall be glass and metal.

6.17 Signage shall comply with the applicable signage provisions herein.

6.18 The uses shall be subject to all applicable requirements of the CDD zoning and associated requirements.

6.19 The floor to ceiling height shall be a minimum of 15 ft., with 18 ft. preferable. The minimum depth of each space shall be a minimum of 35 feet.

6.20 Adequate loading, access, refuse collection, and noise attenuation shall be addressed during the development review process.

6.21 Flexibility may be granted for exhaust, fans, and vents on primary building facades that support the building function/use. Final location and treatment will be determined as part of the development review process.

SIGNAGE

RETAIL USE AND MAKER USE SIGNAGE STANDARDS

7.1 Each retail tenant shall install a minimum of one sign for each retail street frontage appropriate to the scale of each façade. In addition, each retail tenant shall provide a second pedestrian-oriented sign such as a projecting sign, blade or window sign for each street frontage.

7.2 Retail tenants shall be allowed a maximum of 1 sq. ft. of sign area per linear foot of tenant storefront and a maximum of 50 sq. ft. of signage. The Director of P&Z may approve signage for retail uses up to 2 sq. ft. per linear foot of frontage for exceptional design.

7.3 Hotel uses shall be permitted a maximum sign area of 2.5 sq. ft. per linear foot of building frontage not to exceed 75 sq. ft. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street. Hotels located on a corner cannot use total allowed sign area on one frontage.

7.4 Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk. The Director of P&Z may permit hotel signage above 20 ft. above the grade of the adjoining sidewalk provided that the illumination does not have an adverse impact on adjoining residential uses or. However, in no case shall signage exceed 50 ft. above the grade of the adjoining sidewalk. The intent is to minimize visibility from adjoining neighborhoods and Mount Jefferson Park.

7.5 Awnings shall be permitted to project up to 4 ft. from the building; greater projections require approval of the Director of P&Z. Greater projections which encroach into the public street may require City Council approval of an encroachment.

- 7.6** Projecting signs are required for each retail use and shall be appropriately sized and proportional to the building and/or storefront. Signs projecting over the sidewalk shall be a minimum of 8 ft. above the sidewalk. Projecting signs may be internally illuminated if approved by the Director of P&Z. Externally illuminated projecting signs shall have lighting fixtures that are complementary and integrated into the storefront design.
- 7.7** Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area. The Director of P&Z may approve a maximum up to 40% if the design is consistent with the intent of the Standards.
- 7.8** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.
- 7.9** Each maker tenant shall install a minimum of one sign for each street frontage appropriate to the scale of each façade.
- 7.10** A-Frame and similar signage shall comply with the findings of the Ad hoc Workgroup on A-Frame Signs and applicable City requirements and policies.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

- 7.11** Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- 7.12** Fixed lightweight metal and glass structures are acceptable.
- 7.13** Awning or canopy material shall be a woven fabric or other material that conveys the aesthetic of the natural material of canvas, metal, glass etc.

- 7.14** 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 P&Z. Banners for seasonal or recurring events may be installed on a regular basis if so approved by the Director of P&Z. The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

RESIDENTIAL (MULTI-FAMILY BUILDINGS)

- 7.15** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern. Signs shall be limited to a maximum height of 20 feet above the grade of the adjoining sidewalk. Signage taller than 20 feet may be permitted if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit. The size of the signs shall be limited to 50 sq. ft. The signage shall be located to minimize impacts on adjoining neighborhoods and parks.

MATERIALS – CONSTRUCTION (ALL SIGNS)

- 7.16** Signs shall be in the form of a painted dimensional sign, flat sign, blade sign, illuminated sign, fabricated dimension sign or awnings.
- 7.17** 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.
- 7.18** All methods of attachment including fasteners, mounting brackets and other mechanisms must be concealed from view.
- 7.19** Letters and graphics mounted directly onto building façades shall be pin mounted at least 2 inches from the surface onto which the sign is mounted and provide dimensional returns.
- 7.20** Neon signs, signs painted directly on building storefronts, and wall murals may be considered based on creativity and the overall compatibility and character of the tenant storefront design, if approved by the Director of P&Z, and meets the intent of the Standards.

ILLUMINATION- LIGHTING

- 7.21** Back-lit, halo-lit illumination or reverse channel letters with halo illumination.
- 7.22** All illuminated signs and exterior lighting shall be controlled by a time clock, which shall coincide with the normal business hours.
- 7.23** Blade signs shall generally be externally illuminated with decorative bracketed lighting. Internally illuminated blade signs may be considered based on design, if approved by the Director of P&Z and meets the intent of the Standards.
- 7.24** In general, lighting should be designed and located to accommodate public safety without creating glare or excessively high light levels. Fixtures should be chosen to control light trespass either vertically (toward the sky) or horizontally onto neighboring properties.
- 7.25** High pressure sodium vapor (yellow orange) lighting is prohibited for exterior use including buildings, parking facilities, service areas, signage, etc. Such lighting is also prohibited inside parking garages or building entries where it would be visible from the outside.
- 7.26** For any building or project, exterior light fixtures – their design, size, finish, location, etc. - should be compatible with, and appropriate for, the building architecture, materials and colors.

PARKING SIGNS

- 7.27** All parking signage shall comply with the City Wayfinding Guidelines and shall include garage identification and directional signs.

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

- 7.28** Box signs and signs employing flickering rotating or moving lights shall be prohibited.
- 7.29** Panel box signs shall be prohibited. External raceways are discouraged.

- 7.30** Storage cabinets, carts, window signs, posters, shelving, boxes, coat racks, storage bins, closets, and similar items shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage.

- 7.31** All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.

- 7.32** All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.

- 7.33** Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.

- 7.34** Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven or Mount Jefferson Park shall be prohibited.

PROCESSING – REVIEW

- 7.35** Each retail, multi-family, office and hotel tenant proceeding with permitting and/or fabrication shall submit detailed drawings and samples to be approved by the Department of P&Z.

- 7.36** Each sign(s) shall require a separate sign permit.

- 7.37** For larger/more prominent signs, the Director of P&Z may require a full-size mock up (constructed from foam core or illustration board) and/or a photomontage image.

WAYFINDING SIGNAGE

- 7.38** All new development sites shall provide wayfinding signage consistent with the City's Wayfinding Design Guidelines Manual.

STREETS

STREET CROSS-SECTION STANDARDS

- 8.1** All new streets within the Plan area shall be consistent with the attached street cross-sections.
- 8.2** As part of the development review process, all utilities for new and existing streets shall be located below grade. Accommodation for transformers and vaults shall be identified as during the preliminary development review process.
- 8.3** All streets within the Plan are intended to be public streets, dedicated to the City unless otherwise noted the property line is assumed to be at the edge of the right-of-way (ROW) as defined herein.

A PPENDIX



A P P E N D I X

1. PLAN AREA CONTEXT AND HISTORY

- a. Plan Boundary Map
- b. Historic Maps and Historic Photos
- c. Existing Zoning Map
- d. Variety of Ownership Map
- e. Potomac Yard Approved and As-Built Heights
- e. Excerpts from Potomac West SAP 1992
- f. Approvals and Changes to the Potomac West SAP and Potomac Yard SAP since 1992

2. WHY A NEW PLAN?

- a. Intro
- b. Advisory Group and Community Planning Process
- c. Existing City Plans and Policies

3. DEMOGRAPHICS AND STUDENT GENERATION

- a. Demographic Information
- b. Student Generation
- c. Redistricting Program
- d. Long-Range Educational Facilities Plan
- e. Capital Improvements Planning
- f. Additional School Facilities

4. OPEN SPACE & PARKS

- a. Open Space Context Map
- b. Existing Conditions Mapping

5. SOLAR STUDIES

6. PLAN AREA BUILDING HEIGHTS & TOPOGRAPHY STUDY

7. MULTIMODAL TRANSPORTATION STUDY

- a. Multimodal Transportation Study March 2015
- b. Multimodal Transportation Study Appendices March 2015

8. RETAIL MARKET ANALYSIS

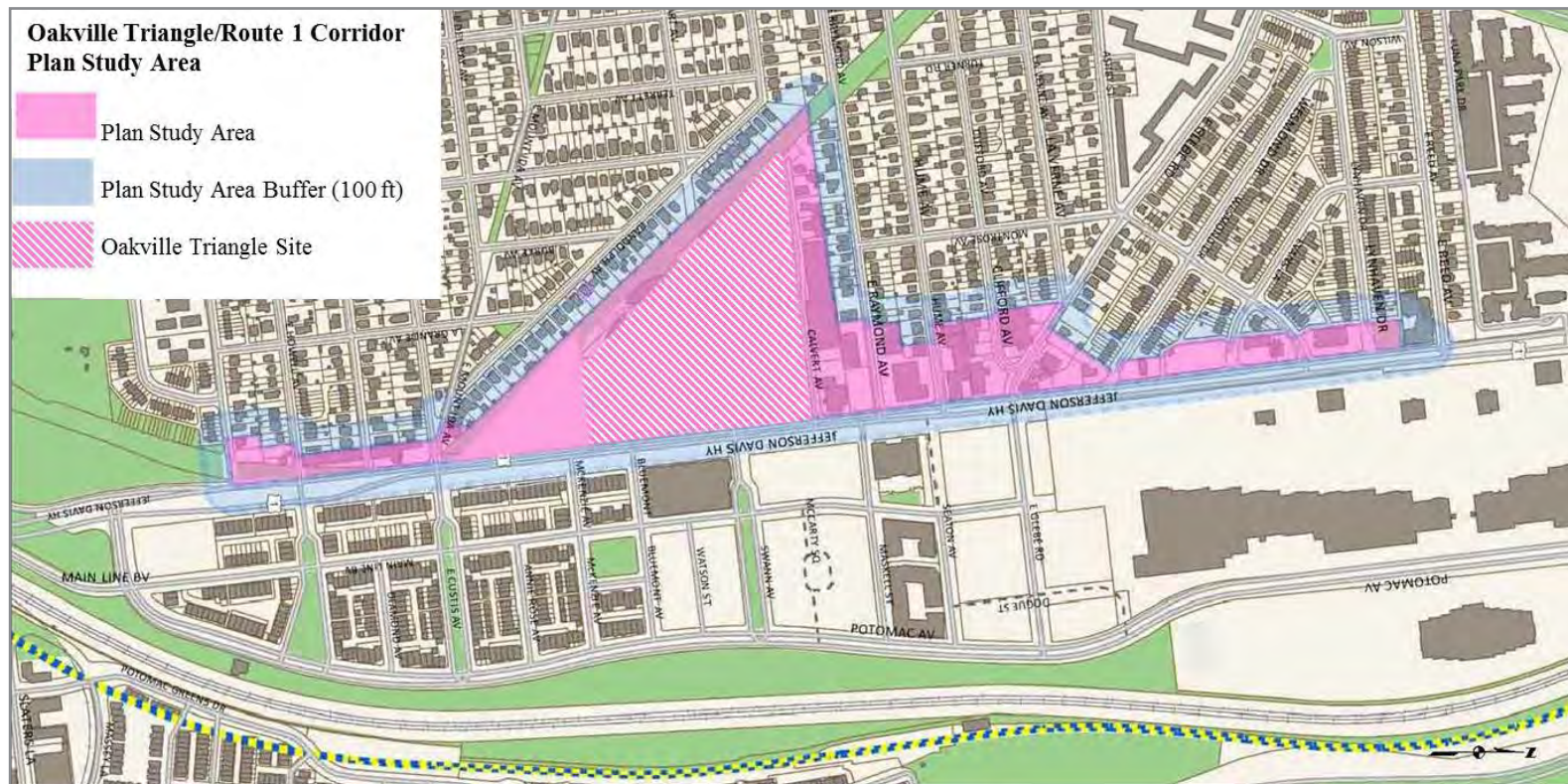
PLAN AREA CONTEXT AND HISTORY

A. OAKVILLE TRIANGLE/ROUTE 1 PLAN STUDY AREA MAP

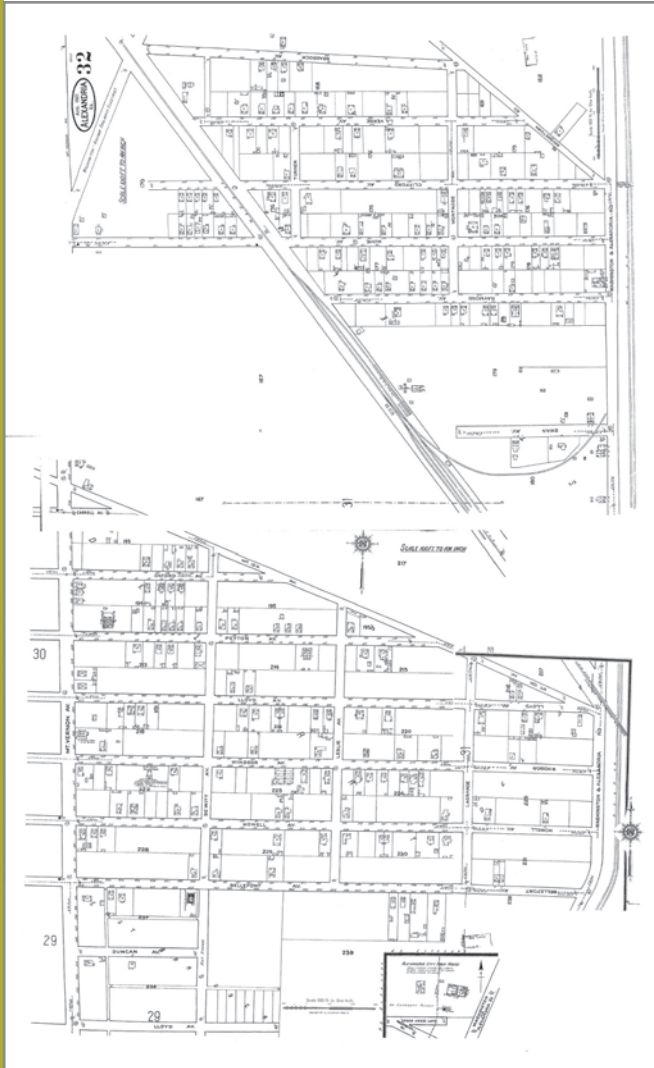
As shown on the Plan Boundary map, the Oakville Triangle/Route 1 Corridor planning area (shown in pink), consists of the I/Industrial and CSL/Commercial Service Low zoned properties on the west side of Route 1 between Simpson Fields and Ruby Tucker Park. The 100-ft buffer (shown in blue) indicates the sensitive residential and other non-commercial uses directly adjacent to the planning area that require appropriate building transitions with redevelopment. The entire plan area is about

19 acres, located within the Potomac West Small Area Plan area. The Oakville Triangle site is approximately 13 acres of I/Industrial land within the plan area, and is characterized by one and two story brick and metal warehouse structures occupied by a variety of businesses, including self-storage, auto and auto body repair, fitness, dog care, contractors, neighborhood-serving business, and a plant nursery. The Route 1 frontage in the plan area also serves a variety of businesses, such as auto related service and sales

businesses, carry-out restaurants, convenience stores, neighborhood serving uses, and two gas stations. Across Route 1 from the Plan area is Potomac Yard, a 235 acre site which was one of the largest freight rail yards on the East coast of the US until it closed in 1989. Currently in the process of redevelopment starting at the south end, Potomac Yard will be home to a future new Metrorail Station, and a combined 10 million square feet of office, retail, and residential development, as well as open space.



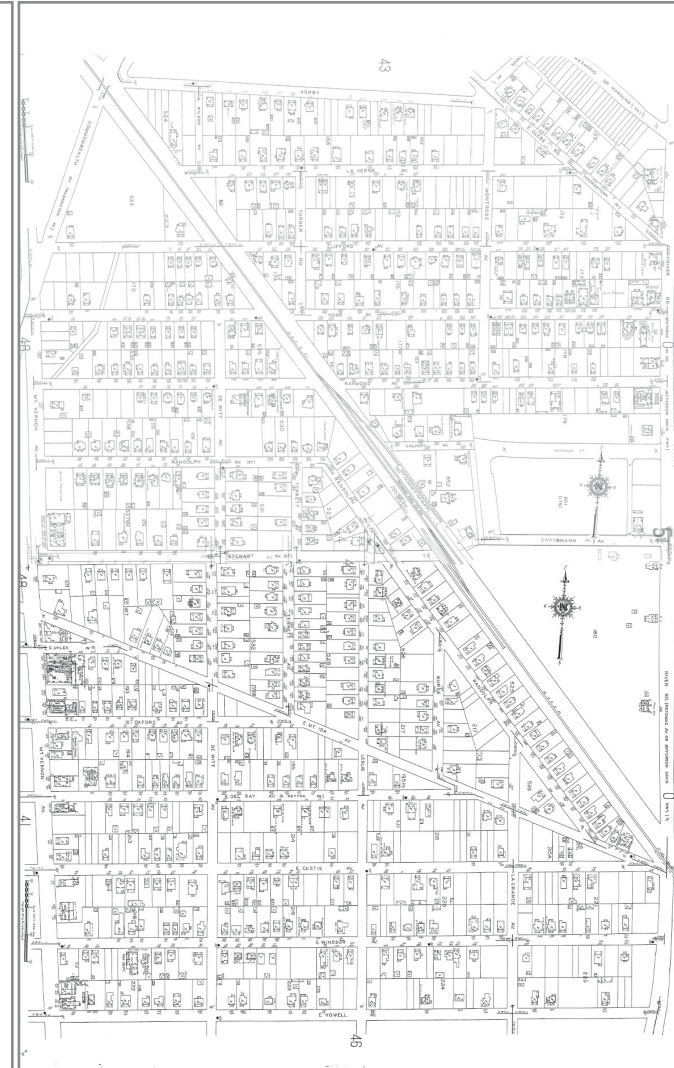
B. HISTORIC MAPS AND HISTORIC PHOTOS



1921 Sanborn Map



1927 Aerial photo

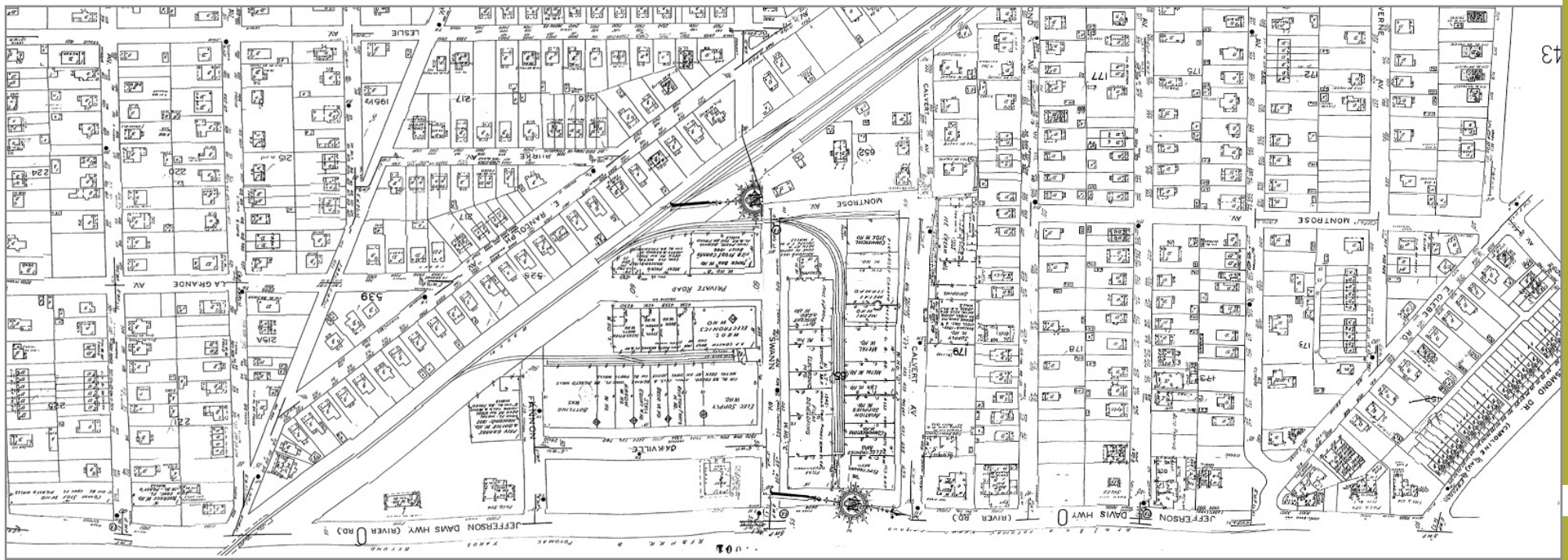


1941 Sanborn Map

Historic photo of W&OD railroad line, now Mount Jefferson Park, across what is now Route 1 and Potomac Yard to Old Town North.



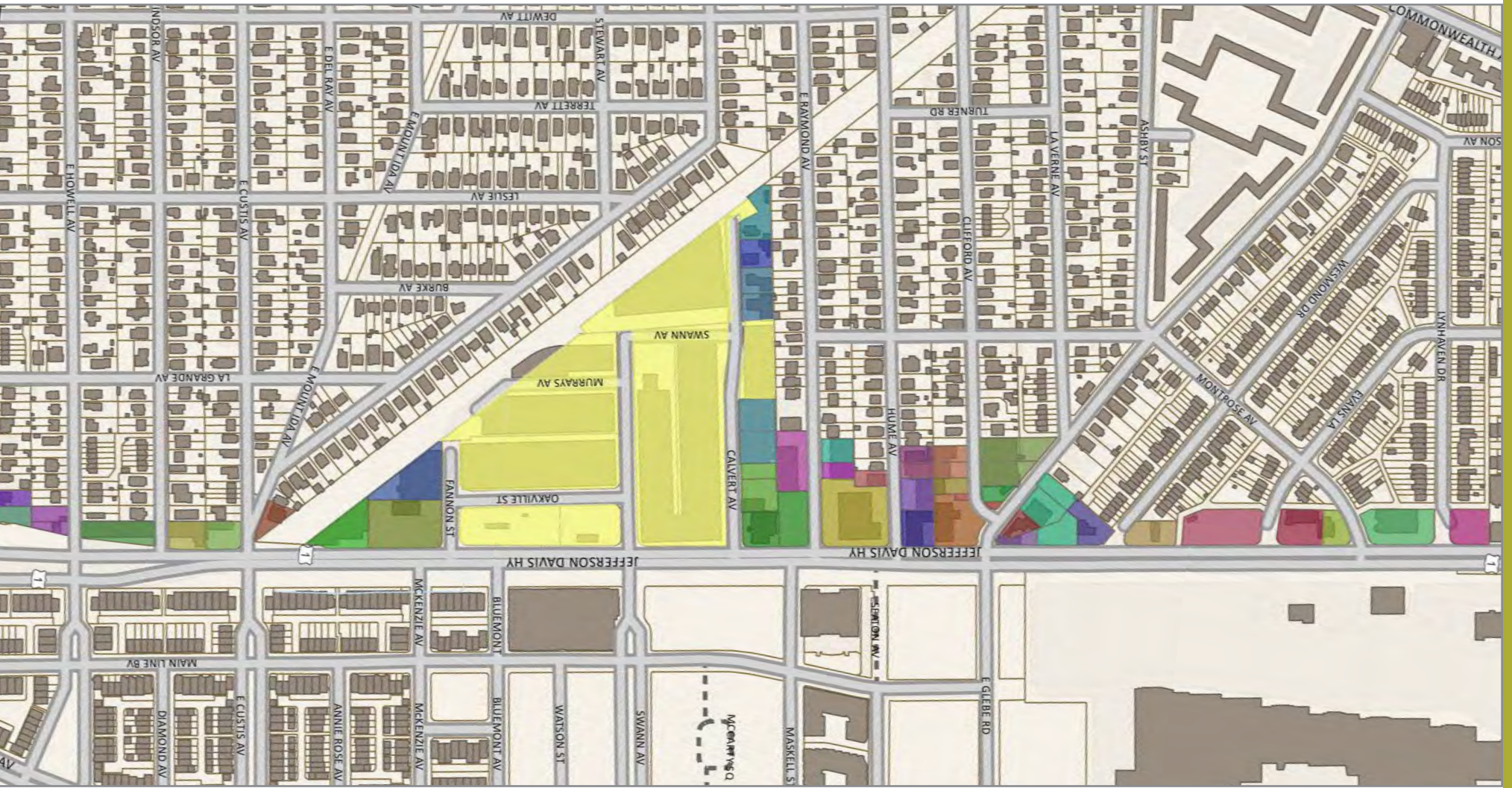
1958 Sanborn Map



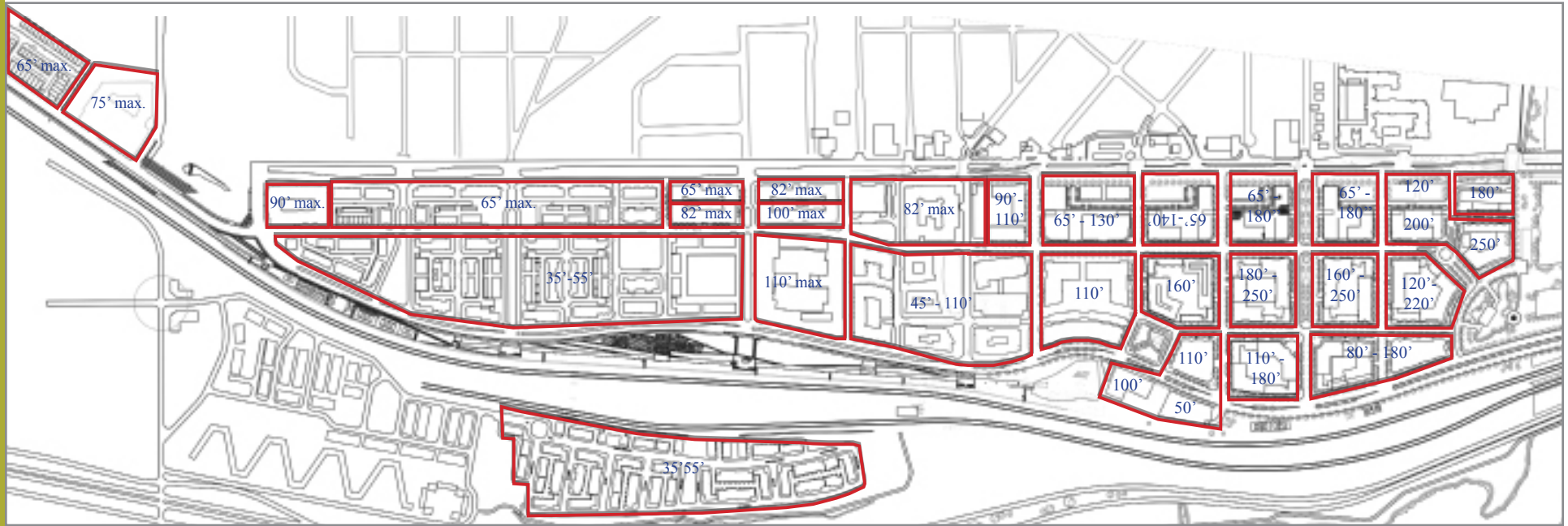
LEGEND



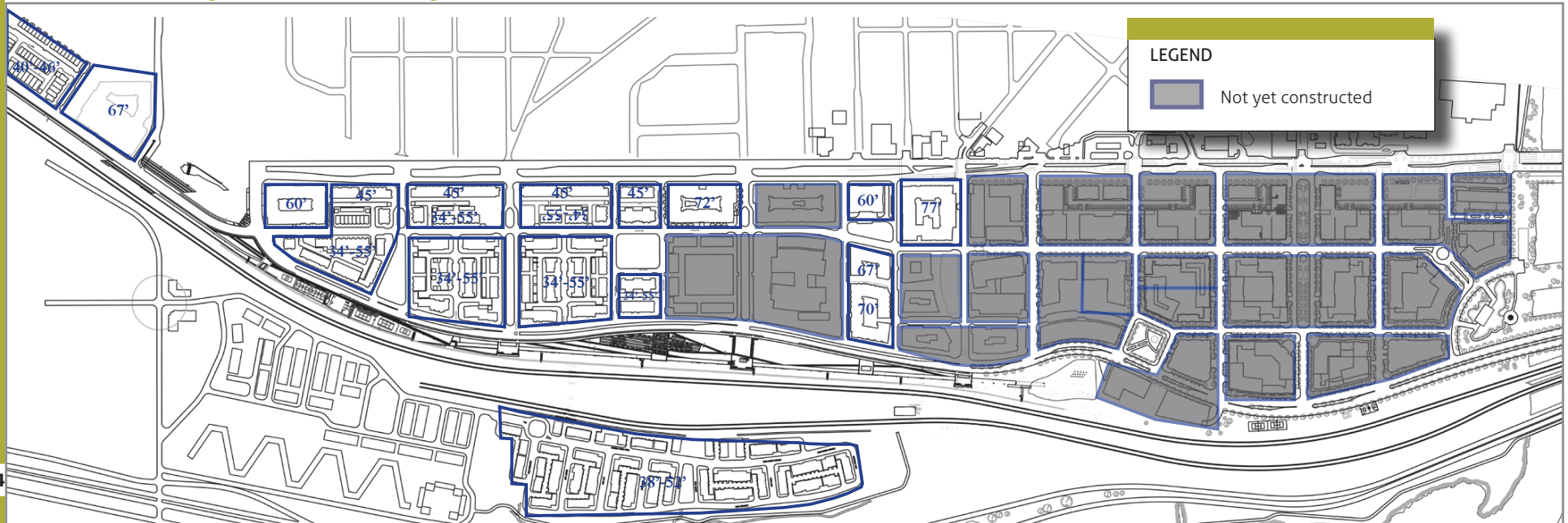
D. VARIETY OF OWNERSHIP MAP



Approved Height Maximums



As-Built Heights of Constructed Buildings (2015)



F. EXCERPTS FROM 1992 POTOMAC WEST SMALL AREA PLAN REFERENCES TO OAKVILLE TRIANGLE

To view the 1992 Small Area Plan in its entirety, visit: <http://www.alexandriava.gov/planning/info/default.aspx?id=44614>

PAGE 22: LAND USE - INDUSTRIAL LAND USE

The 24.3 acre Oakville Industrial Triangle (bounded by US Route 1, the abandoned W & OD right-of-way and Raymond Avenue) is the principal location of industrial activity in Potomac West.

The Triangle consists of one and two story brick and metal warehouse structures occupied by a variety of firms including printing, metal fabrication, equipment and construction materials supply companies, and auto related businesses. With the limited amount of industrial land in the City, this area continues to be fully-leased and its long-term viability should be considered as part of the future City-wide industrial uses study.

In addition to the Oakville Triangle, much of the frontage along the US Route 1 is industrial in character with little transition between the industrial uses and the abutting residential neighborhoods. Many of these uses include auto repair, services and sales. Additionally, there are a few restaurants, carry-outs and convenience stores.

PAGE 23: SUMMARY- LAND USE

- Land use within the Potomac West area is predominantly residential with commercial concentrated along the major thoroughfares. Industrial uses are found along the US Route 1 corridor.
- Both the Mount Vernon Avenue Business Area Plan and the Arlandria Neighborhood Plans encourage mixed use development that is pedestrian oriented and strengthens the "Main Street" type retail environment in these areas.
- There is very little vacant land available in the planning area, but there are areas that are underutilized. The City has implemented several planning tools to support the coordinated redevelopment of larger vacant or underutilized commercially zoned properties.

PAGE 25: EXISTING ZONING

Zoning in the Potomac West area essentially mirrors the land use pattern, with residential being the clearly predominant category. The majority of the commercial zoning is located along the major thoroughfares. Although there are uses along US Route 1 that are more industrial in nature, industrial zoning is concentrated in the Oakville Triangle. Throughout the study area, there are parcels zoned Public Open Space (POS) with the largest being Four Mile Run Park.

PAGE 27: INDUSTRIAL ZONING

Within the study area, only the Oakville Triangle is zoned industrial. Industrial zoning allows light to medium industrial use, such as service, distribution, manufacturing and wholesale and storage facilities at low densities. The intent is that these uses will not negatively impact adjacent neighborhoods. The maximum allowable height for a building is 50 feet with the maximum allowable FAR of 0.85, an increase to 1.25 is allowed with a SUP.

PAGE 27: SUMMARY -ZONING

- Zoning in the Potomac West area is predominantly low to medium density residential.
- Industrial zoning is only found predominantly in the Oakville Triangle. This area should be included in a future City-wide industrial uses study.
- The commercial zoning along Mount Vernon Avenue as well as the existing and proposed Coordinated Development Districts promote a mix of uses as well as pedestrian oriented commercial uses.

PAGE 30: POTENTIAL DEVELOPMENT AND REDEVELOPMENT SITES

Although Potomac West is largely built up, there are sites and areas that could be redeveloped over the next 10-20 years. The three most significant sites subject to major development or redevelopment are the Mt. Vernon Village Center and Birchmere sites, the Safeway/Datatel sites, and the Triangle sites. In addition, there are scattered individual sites along US Route 1, as well as

a collection of parcels along the north side of East Reed Avenue, with the potential for future redevelopment. (Map 8).

PAGE 32: US ROUTE 1 CORRIDOR

Numerous properties located on the west side of US Route 1 could be considered potential redevelopment sites. The massive Potomac Yard development, currently underway on the east side of US Route 1, will change the character of this major north/south route and may lead to the redevelopment of parcels on the west side of the road. Detailed evaluation of the future use and design to complement the Potomac Yard development is needed. Currently, most of the parcels along the US Route 1 corridor are in low-intensity commercial or retail use. Many of the developable parcels are zoned CSL (Commercial Service Low), while the properties located between Hume Avenue and Custis Avenue are zoned for industrial use. In many cases the commercial and industrial uses abut residential uses without adequate buffering or transition. In addition, there are residential developments at the north end of the corridor, and Potomac Yard on the east side of US Route 1 is approved for residential uses. It is also important that impacts on adjacent residential areas are minimized and may be achieved through more extensive landscaping, masonry walls, or other materials that would buffer any impacts from the commercial and industrial uses. This area offers numerous advantages for commercial or service-oriented development, with a location on a heavily-trafficked highway and excellent access to Crystal City and to Ronald Reagan Washington National Airport. This access is being enhanced by the road improvements through Crystal City and the planned realignment of the Monroe Avenue bridge.

PAGE 42: URBAN DESIGN

The principle industrial area is the Oakville Triangle and a strip along US Route 1. While the area has seen some multi-family residential redevelopment, the commercial and industrial frontage along US Route 1 could be generally characterized as the typical arrangement of highway oriented buildings ranging from retail and commercial service uses to manufacturing and light industrial activities. To some extent the relationship between the highway-oriented industrial uses and the abutting residential uses further west are

compatible. In other cases the transitions are awkward; industrial uses seem to encroach upon the residential character of a street such as Raymond Avenue. With the overall built form of Potomac West well established, the focus of the urban design analysis is on those elements within the area that are likely to change - the commercial uses along Mt. Vernon Avenue and potential growth sites - and how these elements might affect the character of Potomac West.

PAGE 48: SUMMARY- POLICY HISTORY

- The City has viewed Potomac West as mostly a built up non-growth area and has encouraged programs emphasizing the conservation and rehabilitation of existing uses.
- To further enhance and serve residential neighborhoods, the City has encouraged commercial revitalization along Mt. Vernon Avenue using a business loan program and capital improvements.
- Significant capital improvements in the forms of flood control, parks, street closings, streetscaping and the undergrounding of utilities have been made by the City to strengthen the residential and commercial components of the area.
- The City has adopted policies to preserve existing industrial areas.
- The City has designated five sites for coordinated development/redevelopment; Route 1 /East Reed Avenue Properties; Mt. Vernon Village Center/Birchmere Sites; Safeway/Datatel Sites; Triangle Sites; and Giant/CVS Sites.

PAGE 50: GOALS AND OBJECTIVES

The goals of the 1988 Potomac West Plan are to:

- to preserve and strengthen the residential area in Potomac West
- revitalize and support neighborhood oriented, small scale retail and office development
- to preserve existing concentrations of industrial uses and the job base these uses provide
- to encourage coordinated mixed use development on the Mt. Vernon Village Center and Route 1 Properties sites
- discourage the use of streets in Potomac West for through traffic

- provide for the use of effective buffer areas between residential sites and adjacent higher-density and non-residential uses
- require any new residential development to be of the same scale and density as the surrounding residential neighborhood
- discourage the development of major office and commercial sites within Potomac West
- encourage the consolidation and revitalization of commercial areas that serve the Potomac West neighborhood, particularly along Mt. Vernon Avenue

These goals translate into the following specific objectives:

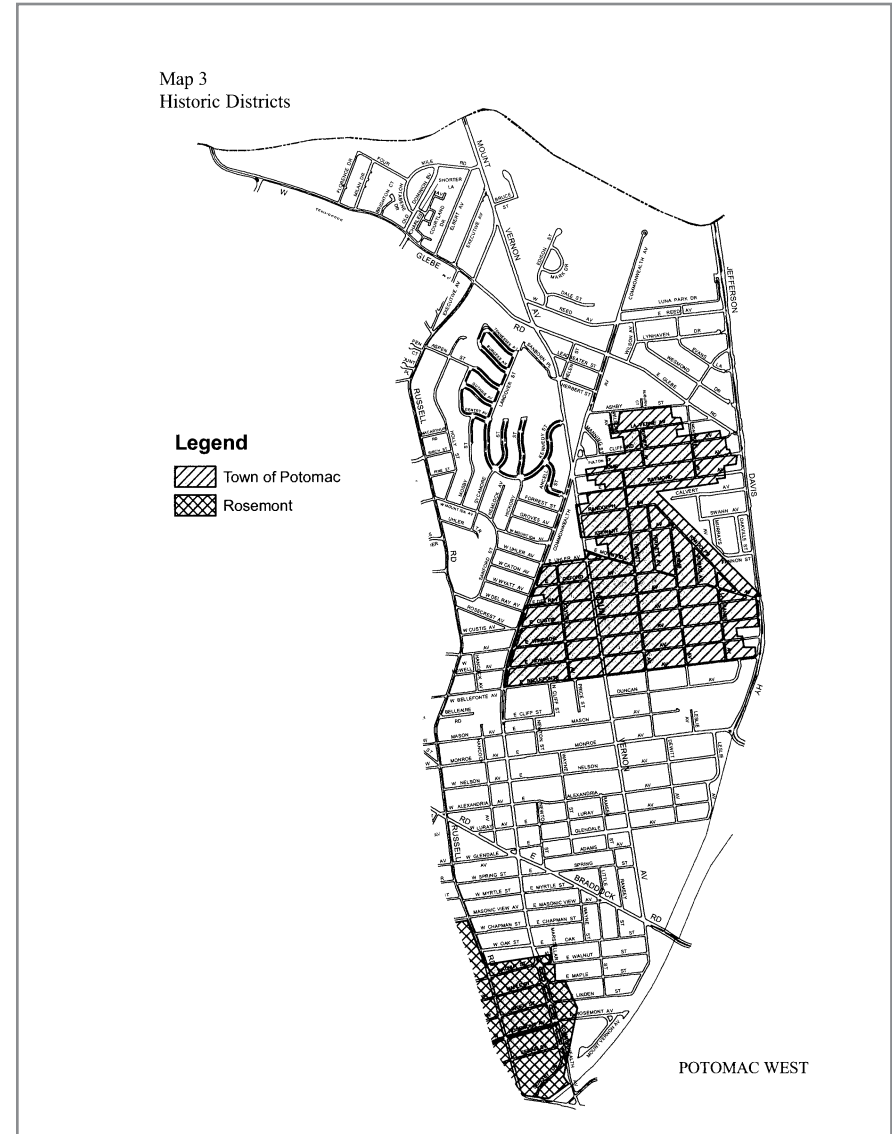
- provide a land use plan which reflects the City's policies to preserve and to protect existing uses and to indicate where coordinated mixed use is desired
- redesign the industrial zones to encourage retention of existing industrial uses and to prohibit high density office development
- reduce overall heights in Potomac West to reflect the low scale character of the area
- continue existing City capital improvement, housing and commercial revitalization programs
- develop guidelines and appropriate zoning controls and incentives for development of the Mt. Vernon Village Center and the Route 1 sites
- increase and coordinate public transportation services along Mt. Vernon Avenue.

PAGE 52: LAND USE RECOMMENDATIONS

The SAP designates most of the residential areas in accordance with existing land use patterns; either residential low or medium with the mid to high rise apartments designated for residential high. Map 10 shows the proposed changes to the land use plan.

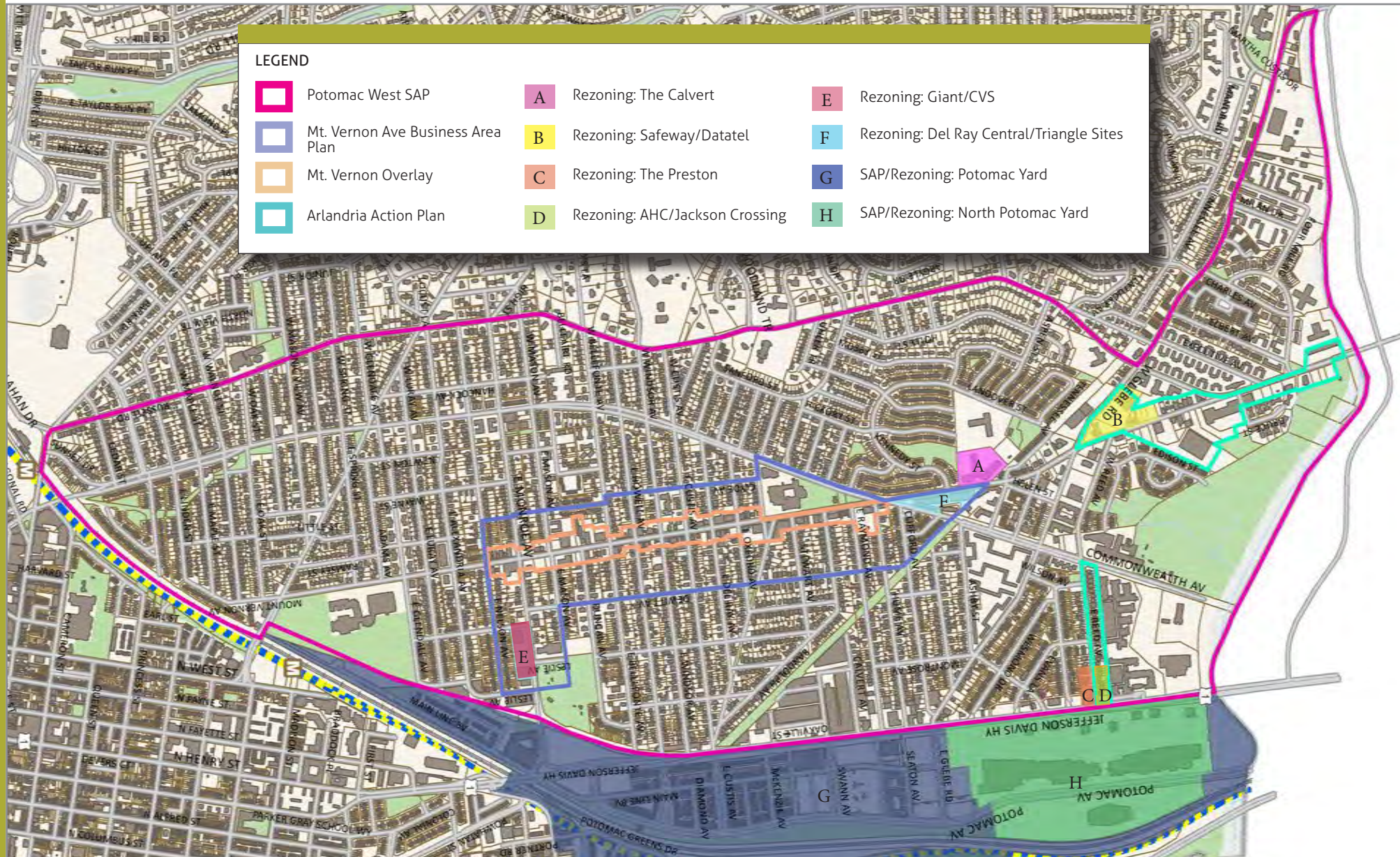
The intent of CL is to provide for the types of low scale retail, office and residential uses. The CSL designation or commercial service low, is designed for low scale commercial uses with some light industrial activity which would be compatible with nearby residential areas.

The I industrial category is designed for light industrial, warehouse, service or limited office or flex space. The Oakville Triangle should remain industrial. The City holds open the possibility of reevaluating the area in the future as development occurs in the Route 1 corridor. The area may be considered as a CDD in the future.



1992 Potomac West SAP

G. APPROVALS AND CHANGES TO THE POTOMAC WEST SAP AND POTOMAC YARD SAP SINCE 1992



WHY A NEW PLAN?

A. INTRODUCTION

As shown on the map on the preceding page, the Potomac West Small Area Plan has been updated a number of times since it was adopted in 1992. The Oakville Triangle/Route 1 Corridor plan area, located within Potomac West, has not been updated comprehensively since that time, and due to its proximity to the Transitway, the future Potomac Yard Metrorail Station, and the redevelopment currently underway in Potomac Yard, change is certain. As a result, the Plan was undertaken to establish a long-term (20 year) vision and framework for the future – for infrastructure, land uses, urban design, and open space, intended to serve as a guide for public and private investment. Developing the Plan proactively, in advance of redevelopment of the west side of the Route 1 Corridor, enables a more holistic approach that fosters connections – between people and their jobs, the urban and natural environment, between neighborhoods and services, and the planned Potomac Yard Metrorail station. The Plan builds on the strengths of the area, its industrial heritage, neighborhood-serving businesses, the character of the adjoining neighborhoods, the newly implemented Transitway and future Metrorail station, and the planned and existing uses within Potomac Yard.

B. ADVISORY GROUP AND COMMUNITY PROCESS

A nine-member Oakville Triangle and Route 1 Corridor Advisory Group was established by City Council Resolution on March 11, 2014, and membership was selected by the City Manager after a public nomination process. The group met monthly from April 2014 through November 2015, for a total of 19 meetings as shown in the Work Plan graphic on the following page. All meetings were open to the public and attended by surrounding neighborhood residents as well as other interested community members.

The Advisory Group provided advice to City staff on the planning for Oakville Triangle and the Route 1 Corridor, specifically assisting in developing the Plan principles regarding potential land uses, open space, transportation and

connectivity, urban design and height, and potential community benefits, among other topics.

The community outreach process also involved staff presentations to civic associations in the surrounding area, as well as walking tours with residents in order to allow for a more in-depth description and conversation of potential plan elements.

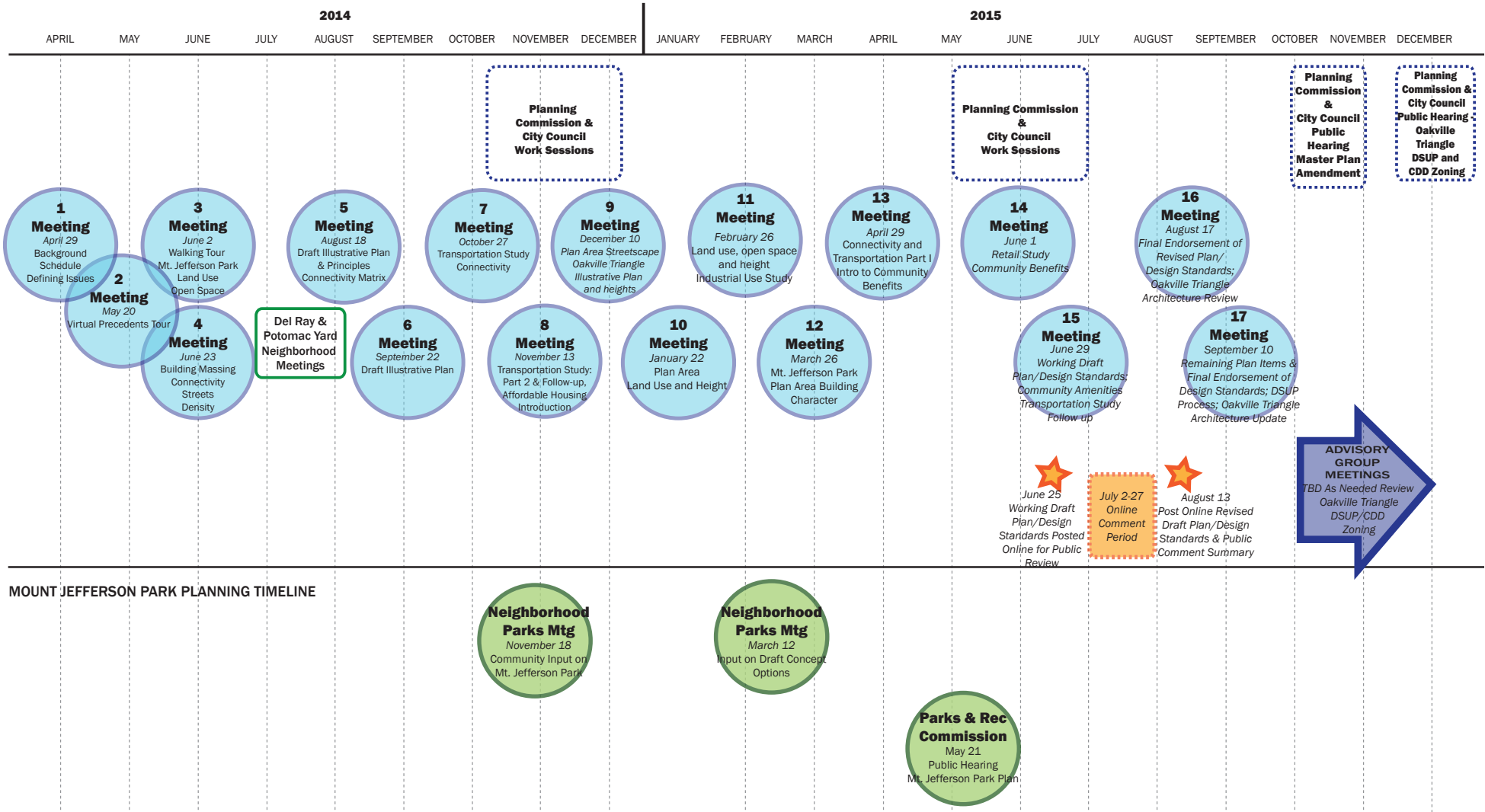
Additionally, separate community meetings were held specifically related to the enhancement of Mount Jefferson Park & Greenway between East Raymond Avenue and Route 1. Community members were given the opportunity to develop and provide feedback on the Park Concept Plan in these meetings as well as in the Advisory Group meetings, and through an online survey prior to the presentation to the Planning Commission.

Upon the completion of the working draft of the Oakville Triangle/Route 1 Corridor Vision Plan and Urban Design Standards & Guidelines, the community was invited to review and comment on the chapters and requirements via AlexEngage, the City's online engagement forum.

In addition to soliciting individual public comment, staff provided briefings to and solicited feedback from the Planning Commission, Transportation Commission, Parks and Recreation Commission, and Alexandria Housing Affordability Advisory Committee (AHAAC).

Oakville Triangle Work Plan

OAKVILLE TRIANGLE ROUTE 1 CORRIDOR WORK PROGRAM DIAGRAM



MOUNT JEFFERSON PARK PLANNING TIMELINE

Oakville Triangle Civic Engagement, Meetings 2014-2015

DATE	GROUP	MEETING TYPE	DATE	GROUP	MEETING TYPE
2014			2015		
April 29, 2014	Advisory Group	Regular Meeting	January 22, 2015	Advisory Group	Regular Meeting
May 20, 2014	Advisory Group	Regular Meeting	February 26, 2015	Advisory Group	Regular Meeting
June 2, 2014	Advisory Group	Regular Meeting	March 12, 2015	RPCA Community Meeting	Mount Jefferson Park
June 23, 2014	Advisory Group	Regular Meeting	March 19, 2015	Parks and Recreation Commission	Update
July 17, 2014	Parks and Recreation Commission	Update	March 26, 2015	Advisory Group	Regular Meeting
July 23, 2014	Del Ray	Walking Tour	March 30, 2015	Potomac Yard Metro Meeting	Update
July 24, 2014	IndCor/Stonebridge*	Tenant Meeting	March 31, 2015	Del Ray Civic Association - Land Use Committee	Update
August 14, 2014	Potomac Yard	Walking Tour	April 8, 2015	Del Ray Civic Association	Update
August 18, 2014	Del Ray Business Association	Update	April 29, 2015	Advisory Group	Regular Meeting
August 18, 2014	Advisory Group	Regular Meeting	May 4, 2015	Lynhaven Civic Association	Update
September 18, 2014	Parks and Recreation Commission	Update	May 21, 2015	RPCA Community Meeting	Mount Jefferson Park
September 22, 2014	Advisory Group	Regular Meeting	June 1, 2015	Advisory Group	Regular Meeting
October 15, 2014	Transportation Commission	Update	June 2, 2015	Planning Commission	Work Session
October 25, 2014	Neighborhood Parks Planning	District 2 Workshop	June 4, 2015	Alexandria Housing Affordability Advisory Committee	Update
October 27, 2014	Advisory Group	Regular Meeting	June 23, 2015	City Council	Work Session
November 7, 2014	Planning Commission	Work session	June 29, 2015	Advisory Group	Regular Meeting
November 13, 2014	Advisory Group	Regular Meeting	July 15, 2015	Lynhaven Civic Association	Walking Tour
November 17, 2014	Arlandria Civic Association	Update	July 21, 2015	Potomac Yard Citizens Group	Update
November 18, 2014	RPCA Community Meeting	Mount Jefferson Park	August 17, 2015	Advisory Group	Regular Meeting
December 9, 2014	City Council	Work Session	September 3, 2015	Alexandria Housing Affordability Advisory Committee	Update
December 10, 2014	Advisory Group	Regular Meeting	September 9, 2015	Del Ray Civic Association	Update
December 18, 2014	Potomac Yard Design Advisory Committee	Update	September 10, 2015	Advisory Group	Regular Meeting
			September 14, 2015	Lynhaven Civic Association	Update

* City did not attend

Oakville Triangle Civic Engagement, Additional Outreach

DATE	OTHER	TYPE
2014		
Pre-Plan Outreach	Advisory Group	Flyer
Pre- Plan Outreach	Advisory Group	Signage
April 15, 2014	Property owners in Plan area contacted	Letter 1
May 1, 2014	Property owners in Plan area contacted	Letter 2
August 1, 2014	Property owners in Plan area contacted	Letter 3
October 14, 2014	Property owners in Plan area contacted	Letter 4
2015		
January 8, 2015	Property owners in Plan area contacted	Letter 5
Other Forms of Outreach		
Throughout Planning Process	Individual property owner meeting	Meeting
Throughout Planning Process	eNews notifications and social media postings prior to each public meeting	Outreach/Notice
Throughout Planning Process	All public meetings posted to City calendar	Outreach/Notice



C. EXISTING CITY PLAN AND POLICIES

i. City Council's Strategic Plan (2015)

The Plan builds upon existing City plans and policies including the Alexandria Strategic Plan that emphasize transit-oriented development that maximizes the use of public transportation and focuses growth around transportation infrastructure, leveraging investment in these areas with the highest and best use.

ii. Housing Master Plan (2014)

The Plan is consistent with the City's Housing Master Plan, which recommends focusing affordable housing efforts in areas with the greatest potential for increased density and mixed-use development, and encourages housing options affordable to a range of incomes and welcoming to different household types—including young professionals and families—to support inclusive neighborhoods, including workers who are critical to the economic competitiveness and sustainability of the area. Oakville Triangle, North and South Potomac Yard, and the Route 1 Corridor host (and will continue to attract) a wide variety of employers. The success of these businesses, in part, relies on the availability of a diverse workforce. Providing affordable and life stage-appropriate housing in close proximity to jobs and transit will help improve workers' and residents' quality of life, reduce congestion, lessen economic leakage, and strengthen the City's tax base.

iii. North Potomac Yard (2010)

North Potomac Yard is directly across and slightly north of the Oakville Triangle/Route 1 Corridor planning area. The Plan seeks to compliment and integrate Oakville Triangle with the approved plan for North Potomac Yard and the future Metrorail Station.

iv. Green Building Policy (2009)

This Plan incorporates the development standards set forth in the 2009 Green Building Policy for public and private development that requires a

Development Site Plan (DSP) or Development Special Use Permit (DSUP). New development should achieve the following green building standard:

- Non-Residential: LEED Silver.
- Residential: LEED Certified, LEED for Homes, or ANSUICC-700 2008 National Green
- Mixed use: Each component should follow the applicable rating standard
- Coordinated Development Districts: Approvals for CDD areas yet to be developed will incorporate these standards

In each case, applicable ENERGY STAR systems should be incorporated.

v. Pedestrian and Bicycle Master Plan (2008)

This Plan complies with the City's Pedestrian and Bicycle Mobility Plan ensuring for the provision of safe and attractive spaces and connections for pedestrians, as well as the addition of bike facilities to provide better connectivity to the neighborhoods and public transit.

vi. Transportation Master Plan (2008)

The Plan is consistent with the goals included within the City's Transportation Management Plan, adopted in 2008. It accommodates a multi-modal transportation system by establishing a transportation framework consistent with the Complete Streets Policy adopted by City Council in 2011 that prioritizes pedestrians, bikes and transit. It incorporates the Route 1 Metroway to serve the neighborhoods, ensuring an easy walk to transit stations at Swann Avenue, East Custis Avenue and East Glebe Road. The improved transportation system also expands the number of bicycle and pedestrian options by providing additional facilities (trails, sidewalks, bike lanes and shared facilities), and improves pedestrian and bicycle connectivity within the plan area, to adjacent neighborhoods including Del Ray and Potomac Yard, and to the Mount Jefferson Trail. The land use and mix of uses are incorporated as part of the Plan to support transit use.

The Plan improves overall vehicular mobility by creating a more connected and urban roadway network, designed in a grid layout to provide better

circulation and connectivity for all modes of travel. It also improves a number of intersections to accommodate vehicular traffic.

vii. Open Space Master Plan (2002)

The City's Open Space Master Plan establishes a framework for addressing Alexandria's short and long term open space needs. It defines an approach to maximize Alexandria's limited open space opportunities by creating a system to build upon the City's dense, urban condition through 15 simple and direct goals. The Oakville Triangle/Route 1 Corridor Plan helps the City to continue to meet those 15 goals.

In particular, the following Open Space Plan goals are addressed:

- Goal 1 Protect and enrich existing parks
- Goal 5 Create an open space network in new development areas
- Goal 10 Link and expand pedestrian, bicycle and trail system
- Goal 11 Enhance streetscapes and gateways
- Goal 12 Expand citywide street tree program and protect existing trees and woodland areas

The Open Space Master Plan helps the City achieve the five goals listed above through improvements to Mount Jefferson Park and the expansion of Ruby Tucker Park; the provision of new public open spaces on redevelopment sites; new bicycle and pedestrian trail connections; undergrounding utilities on Route 1; and adding street trees throughout the Plan area.

viii. Potomac West Small Area Plan (1992)

The Oakville Triangle/Route 1 Corridor planning area is included within the boundaries of the Potomac West Small Area Plan, adopted by City Council in 1992. References to the planning area in the Potomac West SAP with regard to land use, transportation and zoning for future development were addressed during this process. Some of these references include:

Page 27 Zoning: "Industrial zoning is only found predominantly in the Oakville Triangle. This area should be included in a future City-wide industrial uses study."

Page 32 US Route 1 Corridor: "Numerous properties located on the west side of US Route 1 could be considered potential redevelopment sites. The massive Potomac Yard development, currently underway on the east side of US Route 1, will change the character of this major north/south route and may lead to the redevelopment of parcels on the west side of the road. Detailed evaluation of the future use and design to complement the Potomac Yard development is needed."

"...It is also important that impacts on adjacent residential areas are minimized and may be achieved through more extensive landscaping, masonry walls, or other materials that would buffer any impacts..."

Page 40 Transportation: Improvements to pedestrian safety are strongly encouraged to promote walking and bicycling as transportation alternatives to and from Potomac Yard, the Braddock Road Metro Station, and the neighborhoods west of US Route 1.

Page 52 Land Use Recommendations: "The City holds open the possibility of reevaluating the area [Oakville Triangle] in the future as development occurs in the Route 1 corridor. The area may be considered as a CDD in the future."

ix. Potomac Yard/Potomac Greens Small Area Plan (1992)

Potomac Yard is directly across from the Oakville Triangle/Route 1 Corridor planning area. While considering any potential impact on Potomac Yard as well as the importance of integrating the two planning areas.

x. Potomac Yard Metrorail Station and Transitway

The Plan proposes taller height at Transitway stops and in close proximity to the future Metrorail Station, leveraging the City's transit investments and encouraging future transit use.

xi. Parking Standards for New Development Projects Study (2015)

New development within the Plan area will be developed in accordance with the standards and recommendations established in the parking study and future CDD zoning.

DEMOGRAPHICS & STUDENT GENERATION

A. DEMOGRAPHICS

The characteristics of the area around the Oakville Triangle and Route 1 Corridor planning area were examined by looking at census statistics for the city as a whole, and for those block groups within about one mile of the planning area. The figure below shows the context area considered.

Statistics on age, race and ethnicity, and household and family structure were taken from the 2010 census, since this data was based on a count of most households and is more accurate than sample statistics.

Statistics on employment, income, commuting and similar characteristics were taken from the American Community Survey 2009-2013 5-year average data, which is the most recent information on these characteristics for small geographic areas. This data is based on an approximately 1% sample of households each year, and is subject to substantial sampling variation, and can mask changes that take place during the 5-year period of the average. None of this data predates the recent residential development in Potomac Yard west of Potomac Avenue except for The Station at Potomac Yard.

In comparison to the city as a whole, the context area around the planning area has an age distribution nearly the same as that of the city as a whole. The context area's population has a slightly higher percentage of pre-school children (8.2 % vs 7.1% citywide), about the same percentage of school-age children (10.3% vs 10.0% citywide), and somewhat fewer seniors (7.4% of population in the context area was 65 and over in 2010, vs. 9.1% citywide).

Median household income was estimated at \$99,000 per year, compared to \$85,706 for the city as a whole.

The context area is somewhat less racially diverse than the city as a whole according to the 2010 Census, with 66.6% White population compared to 60.9% for the city as a whole. An estimated 14.4% of the context area is Black or African American compared to 21.8% for the city, and 3% is Asian,

compared to 6.0% for the city as a whole. 11.2% of the population of the planning area identified themselves as "some other race," compared to 7.1% for the city as a whole, reflecting a higher percentage of Hispanic or Latino residents in the planning area.

22.6% of the context area population identified themselves as Hispanic or Latino of any race, compared to 16.1% of the population citywide. The context area includes the Arlandria census tract, which has the highest percentage of Hispanic residents of any tract in the city at 62.0%.

50.3% of households in the context area were renter households in 2010, compared to 56.7% for the city as a whole and 34.9% for the U.S. Inner suburbs like Alexandria and central cities of metropolitan areas tend to have a substantially higher percentage of rental housing than the average for the rest of the nation.

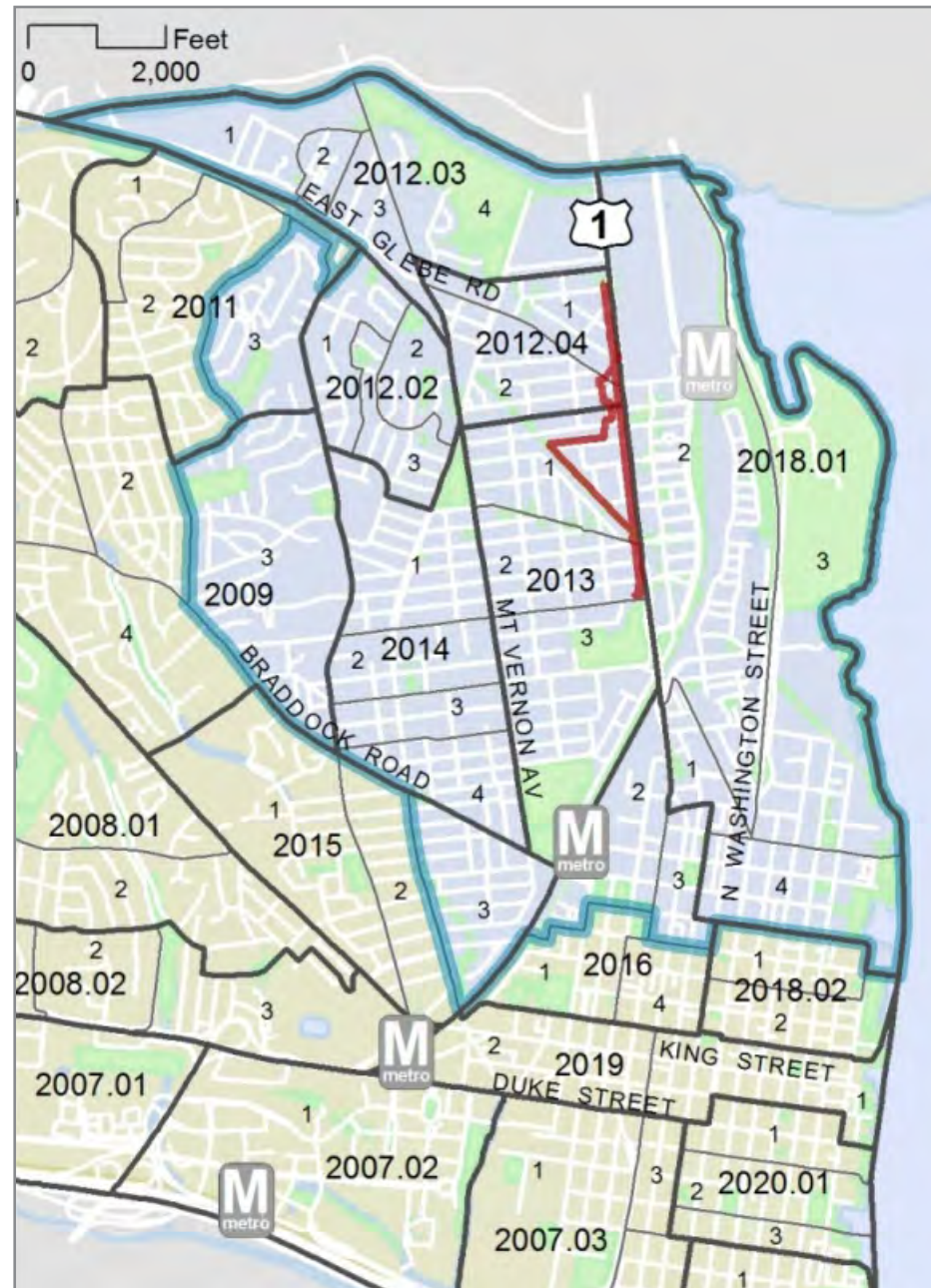
14.8% of households in the planning area were married-couple families with children, slightly more than the citywide share of 13.2%. 40.8% were single-person households, slightly less than the citywide rate of 43.4%.

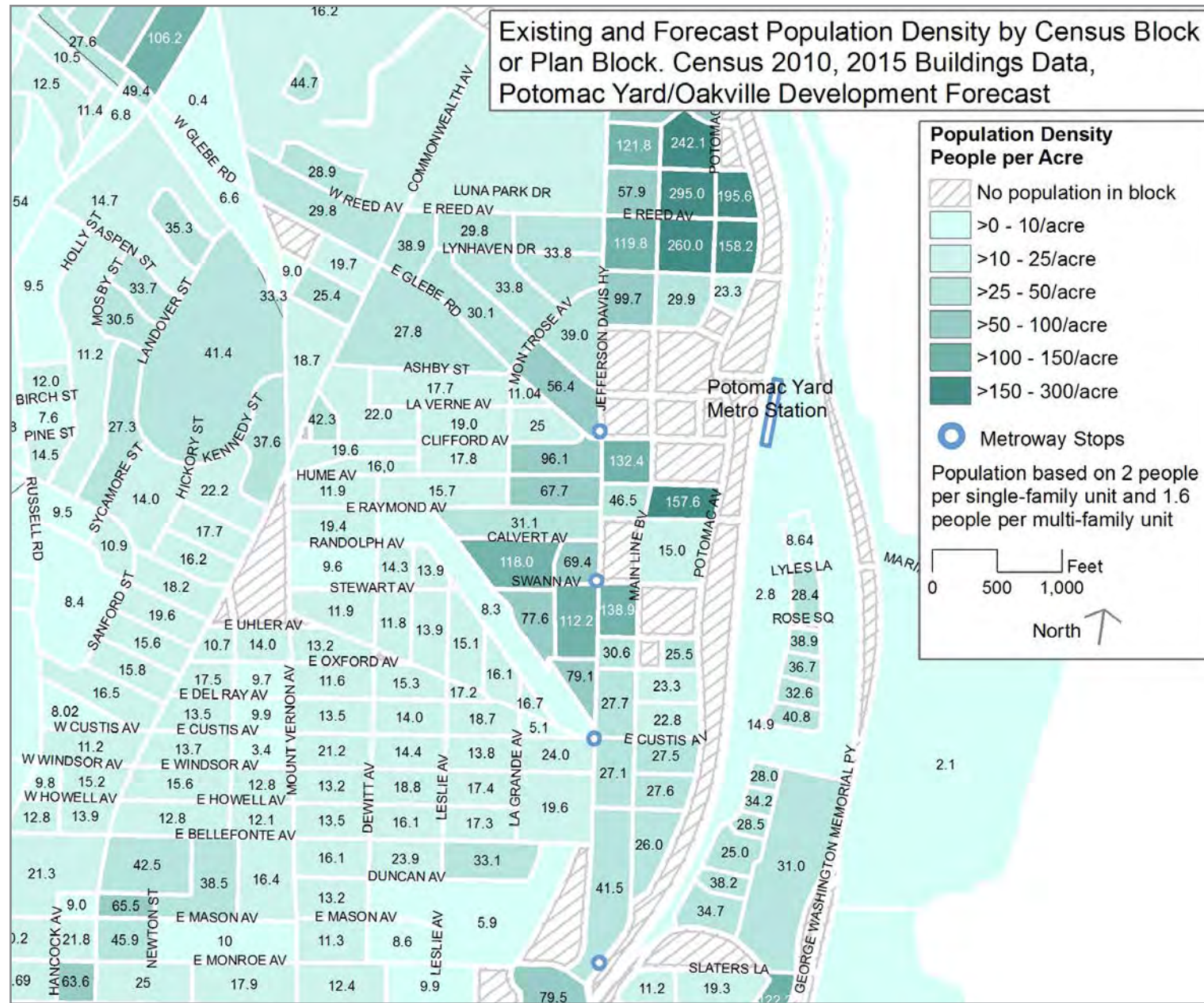
B. STUDENT GENERATION

The Oakville Triangle/Route 1 Corridor development is expected to include approximately 1,900 multi-family units and 100 townhouse units when fully developed. Recent school enrollment statistics indicate that new market-rate multifamily developments result in approximately 0.03 students per dwelling unit, or about one student for every 33 new apartment or condominium units. New townhouse units generate approximately 0.1 students per dwelling unit, or one student per 10 units. These generation rates for new development are based on 2013 student enrollment from existing market-rate apartments and condominiums that are less than 30 to 40 years old in Alexandria.

Based on these generation factors, the development anticipated in the Plan area would be expected to generate approximately 57 Alexandria City Public

CENSUS TRACTS IN THE VICINITY OF THE PLANNING AREA





Note: Anticipated number of new residents in Plan area projected: 3,200. Based on 1900 multi-family units and 100 townhouses.

Schools (ACPS) students in all grades from the proposed approximately 1,900 multi-family units, and 10 students in all grades from the 100 townhouse units, for a total of 67 students at full development.

The Oakville Triangle area is within the attendance area of Mount Vernon Elementary School, which feeds George Washington Middle School. Areas north of Hume Avenue are within the Cora Kelly Elementary School attendance area. Mount Vernon Elementary School enrollment in the 2014-15 academic year exceeded its nominal capacity of 755 students under recently adopted educational specifications. The school has additional capacity based on the number of classrooms available and adopted class size limits, but since this is one of the oldest schools in the system, current classrooms are comparatively small. Cora Kelly enrollment is currently below capacity under new educational specifications, and is expected to continue to be slightly below capacity in 2020.

In addition to market-rate housing development, new development may include affordable housing incorporated in market-rate buildings or funded through affordable housing contributions from both residential and commercial development. Affordable housing designed for families and made affordable for low- and moderate-income households generates about 0.6 students per housing unit. If one assumes that approximately 5 affordable units will be developed or reserved for each 100 net new housing units constructed, 91 affordable units would be constructed or existing units rehabilitated or reserved as affordable units as a result of this project. These affordable units would be expected to generate approximately 55 additional students in ACPS schools. If affordable housing is made available within the project, these students would attend Mount Vernon Elementary School. If affordable units are funded through affordable housing contributions in other locations, then these students could attend any ACPS school.

C. REDISTRICTING PROGRAM

ACPS is initiating a redistricting program that is expected to rebalance school attendance boundaries based on current and projected enrollment. Currently, schools in the West End are over capacity on balance, and some

capacity is available in schools on the east side of Alexandria, including Cora Kelly and the new Jefferson-Houston K-8 school. Redistricting may reduce the available capacity in the east end in order to relieve capacity issues in the west. Additional capacity programs are under way in the West End, including planning for replacement of Patrick Henry school with a K-8 school of increased capacity. Because the Oakville Triangle is on an attendance boundary, it is possible that the project may be placed in a different attendance area as a result of the redistricting program.

D. LONG-RANGE EDUCATIONAL FACILITIES PLAN

Alexandria City Public Schools, in cooperation with the City of Alexandria, recently completed and adopted a Long Range Educational Facilities Plan, focusing on needs for elementary and middle schools. This plan identified substantial potential school capacity problems, primarily in Alexandria's West End. However, schools in the eastern part of the city tend to be the oldest, and therefore have problems with classroom size and facilities to meet current educational needs. The plan identified a number of potential improvements to existing schools, as well as need for additional schools with possible specific locations for some.

With the adoption of the plan, the ACPS Board identified two immediate needs – a financing plan to meet the needs identified in the facilities plan, and development of a facilities plan for additional high school capacity. These two needs are to be addressed in 2015-16. As elementary enrollment continued to grow during the planning process, it became clear that more students are staying in ACPS schools as they reach the upper grades, and that the recently completed T.C. Williams High School and Minnie Howard 9th Grade would not be able to meet growing needs for high school into the 2020s if this trend continues. A financing plan is being developed to consider a variety of means of providing facilities to both rehabilitate or replace aging schools, and to meet capacity demands into the next decade through a combination of capacity improvements at existing schools, new school construction, and potential leasing of existing buildings as permanent or temporary school space. A need for continuing swing space to accommodate enrollment while existing schools are comprehensively rehabilitated was also

identified.

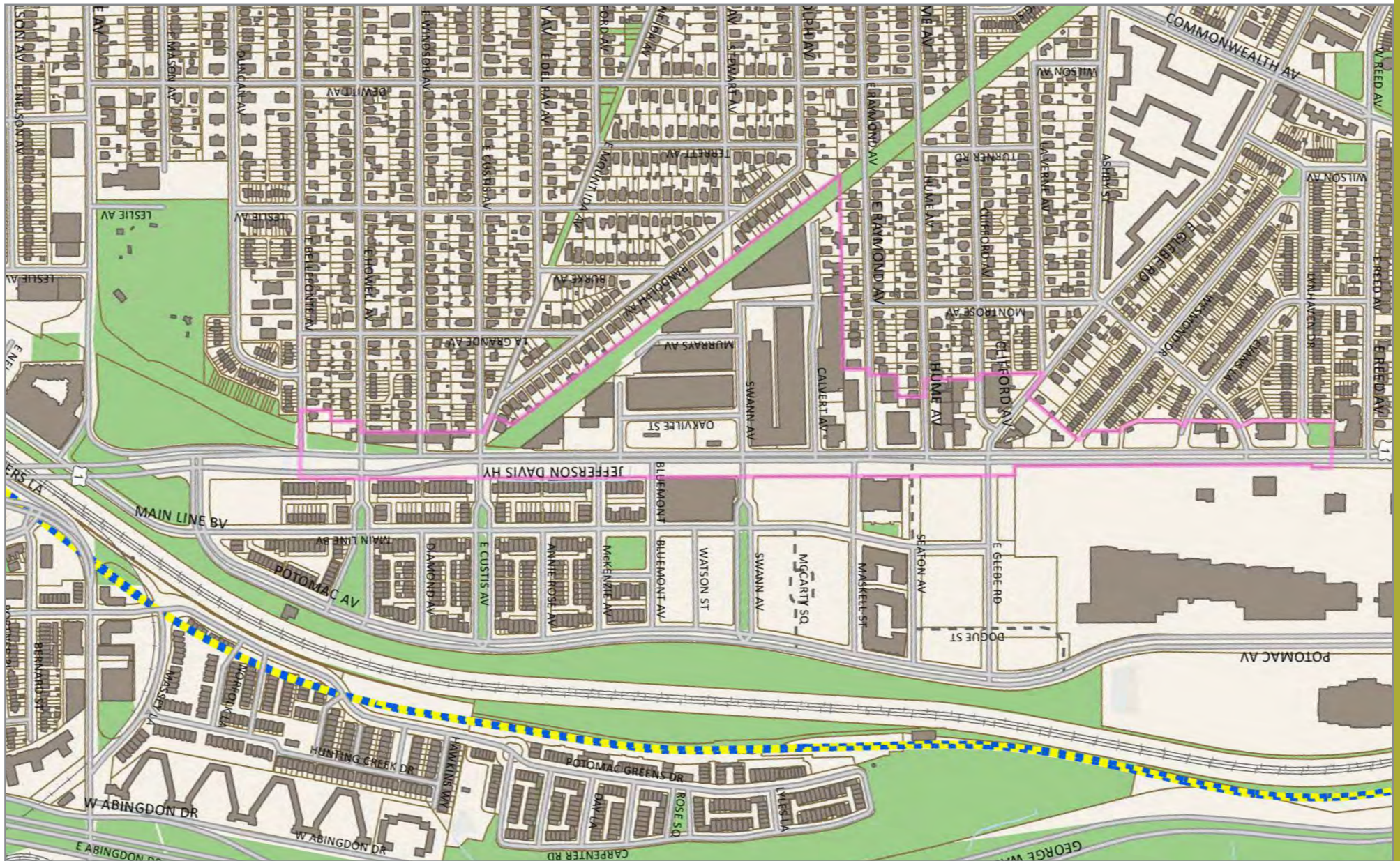
E. CAPITAL IMPROVEMENTS PLANNING

Long-term enrollment projections for ACPS are based on both current patterns of enrollment change from existing development, and enrollment expected from new development. Projections are used to identify the need for new schools and expansion of existing schools. The current long-range forecast anticipates significant further growth in enrollment before an expected slowing of growth in the mid-2020s as the current group of students generated by the recent growth spurt passes through the grades. Capital facilities to provide for growth are generally programmed and budgeted closer to the point of need when projections have been confirmed by continued births, actual growth in school enrollment and follow-through in plans for new construction of residential units. Major capital facilities improvements in the current ACPS Capital Improvement Program Budget include major expansion/reconstruction of Patrick Henry School, currently in the design process, and reconstruction of Cora Kelly School, programmed for 2019-2020. Expansion at James K. Polk Elementary School is programmed for 2017.

F. ADDITIONAL SCHOOL FACILITIES

In the long term, two additional school sites are potentially available and currently reserved for ultimate school use in the east part of Alexandria: a site near Four Mile Run in Potomac Yard that may be suitable for a special academy or urban school, and a larger site sufficient for a full-sized elementary school with shared open space near the new Simpson Fields on Route 1 at Monroe Avenue. That site is has been improved with multi-purpose fields. A new elementary school would provide space for 600 to 800 additional students, more than sufficient to accommodate the additional elementary demand currently expected in the east end of Alexandria well into the future, when combined with improvements to other existing schools to meet new educational specifications

OPEN SPACE AND PARKS



MOUNT JEFFERSON PARK

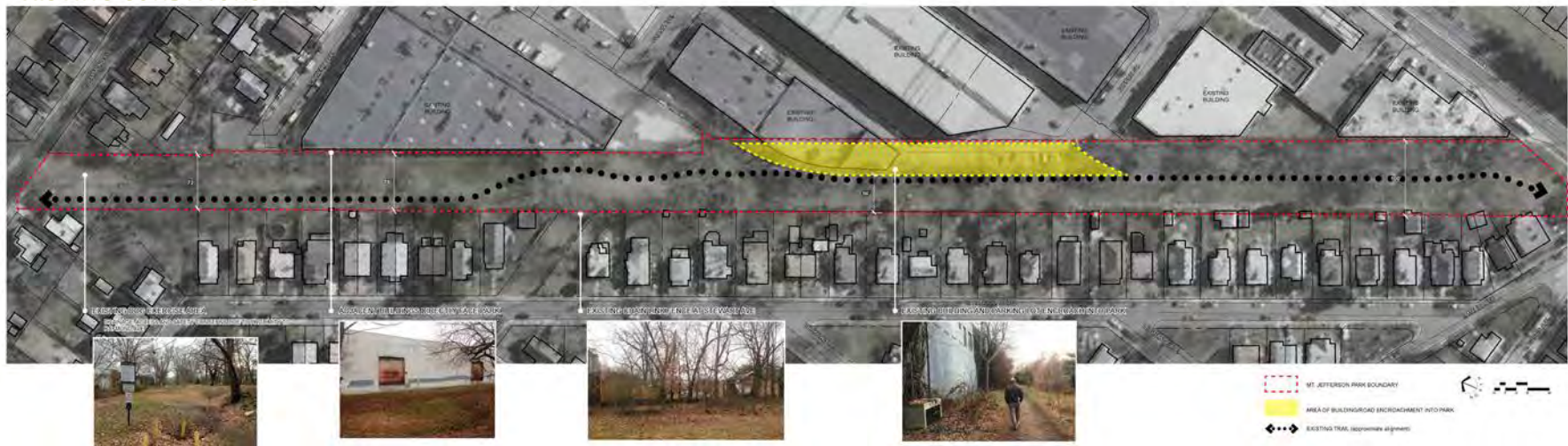
The Oakville Triangle/Route 1 Corridor Plan area is adjacent to Mount Jefferson Park and will include pedestrian connections in the future. In conjunction with the Oakville Triangle/Route 1 Corridor Plan process and the current Neighborhood Parks planning initiative, the Department of Recreation, Parks and Cultural Activities addressed the relevant section of Mount Jefferson Park (between East Raymond Avenue and Route 1) and how it could best be enhanced and made more accessible to the community.

As part of the planning process for this section of Mount Jefferson Park, staff worked with current park users and neighbors, the Oakville Triangle/Route 1 Corridor Advisory Group, as well as the broader community interested in the park. At their first public meeting in April 2014, the Advisory Group heard from the community that preserving the character of, while at the same time providing access and connections to, Mount Jefferson Park was a priority if/when the Oakville Triangle site redeveloped. Subsequent Advisory Group and park planning meetings reinforced those initial themes.

The planning process and timeline included:

- Advisory Group meetings beginning in April 2014 included discussions about the importance of Mount Jefferson Park and its relationship to the potential new development, and helped to develop a conceptual framework for park improvements.
- September 22, 2014: Advisory Group presentation and feedback on conceptual framework (based on feedback April-August 2014).
- October 25, 2014: Neighborhood Park Planning Workshop presentation and feedback on conceptual framework.
- November 18, 2014: Community Meeting to present planning process, existing conditions, 2013 Needs Assessment information, feedback received through the Oakville Triangle process, and the conceptual framework shown at the September 22 Oakville Triangle/Route 1 Corridor Advisory Group (AG) meeting. Staff received public comments and ideas regarding what they like about this section of Mount Jefferson Park, what needs improvement, and what they would like to see added (if anything). Received feedback regarding the conceptual framework.
- December 2014 to February 2015: Developed draft park plan based on community and Advisory Group feedback.
- March 12, 2015: Community Meeting on draft plan; received feedback on alternatives for each trail section and overall improvement plan.
- March 16 to April 15, 2015: Online survey on draft plan and trail section alternatives.
- March 26, 2015: Advisory Group meeting on draft plan; the group agreed that the plan reflected and balanced community needs and comments received for the park.
- April 15 to May 15, 2015: Developed final draft plan based on community meeting, Advisory Group feedback, and survey results.

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



SURFACING TREATMENT OPTION
CELL-TEK GRAVEL-LOK PERMEABLE SURFACE (or similar product)

- 7 LOW-IMPACT STORMWATER MANAGEMENT AND DRAINAGE**
- STORMWATER AND DRAINAGE ISSUES IMPROVED THROUGH LANDSCAPE TREATMENTS SUCH AS RAIN GARDENS AND SWALES
 - NO LARGE STORMWATER STRUCTURES PROPOSED



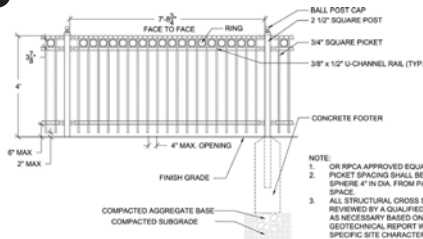
RAIN GARDEN / BEST MANAGEMENT PRACTICE (B.M.P.)



EXISTING TREES
TO REMAIN

PROPOSED TREES

- 8 ORNAMENTAL FENCE CREATES GATEWAY AT ROUTE 1**



- NOTE:**
1. OR RICA APPROVED EQUAL
 2. PICKET SPACING SHALL BE SET SO AS TO PREVENT A SPHERE 4" IN DIA. FROM PASSING THROUGH THE SPACE
 3. ALL STRUCTURAL CROSS SECTIONS SHALL BE REVIEWED BY A QUALIFIED ENGINEER AND MODIFIED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT WHICH IDENTIFIES THE SPECIFIC SITE CHARACTERISTICS
 4. COLOR TO BE BLACK
 5. ALL FIELD WELDING SHALL BE GROUND SMOOTH & CLEANED PRIOR TO PAINTING
 6. INSTALL PER MANUFACTURING INSTRUCTIONS
 7. FENCING TO BE INSTALLED AT DOG EXERCISE AREA AND RT. 1 ENTRANCE

GENERAL PARK IMPROVEMENTS

- 1 IMPROVE DOG EXERCISE AREA
- 2 TRAIL IMPROVEMENTS
- 3 TRAIL CONNECTION
- 4 IMPROVE SIGNAGE AND WAYFINDING
- 5 ENHANCE BUFFER
- 6 PHASED REMOVAL OF INVASIVE SPECIES
- 7 IMPROVE STORMWATER MANAGEMENT AND DRAINAGE
- 8 ROUTE 1 ENTRANCE

OVERALL PARK GOAL:

"MAINTAIN AND ENHANCE THE EXISTING PARK CHARACTER"



Mount Jefferson Park Concept Design

SUMMARY OF COMMUNITY IDEAS AND FEEDBACK:

Throughout the planning process, the community expressed that a key priority for this section of Mount Jefferson Park was to maintain the character of the park to the extent possible. Another priority identified by current users and neighbors to this section of the park was to improve the drainage problems that exist today throughout much of the park.

Addressing concerns about the off leash dog area was a third consistent priority. Currently the area has very poor drainage and no barrier from Raymond Avenue. Many current users run their dogs off leash throughout the park (outside of the designated area), and hoped the park plan would allow them to continue to do so. Other neighbors wanted to see the current rules enforced, more separation between the dog area and the trail, and less overall off leash activity. The final draft of the plan attempts to balance these two, somewhat conflicting needs for the park.

The trail, and the degree of connectedness to Oakville Triangle, is another interest point raised during the planning process. A number of current park users identified a preference for maintaining only the current access points to this section of the park (East Raymond Avenue and Route 1), while the Advisory Group and some neighbors desired connections to and from the Oakville Triangle site. Again, the final draft of the plan provides the latter desired connections to Oakville Triangle, while using landscape and topography to minimize and emphasize the points of access.

The results of the online survey regarding the draft plan showed that the majority of respondents agreed that the draft plan does “reflect and balance the community needs and comments received to date.” The unedited, completed survey responses can be found online at: <http://www.alexandriava.gov/recreation/info/default.aspx?id=83168>.

DETAILS OF THE FINAL DRAFT PLAN:

The final draft plan before the Park and Recreation Commission represents an effort to balance the community needs with the understanding that the adjacent Oakville Triangle property will likely be redeveloped in the future. The overall goals and improvements shown in the plan include:

- Maintaining the character of the park, including keeping the existing topography created by the old rail line;
- Addressing the stormwater/drainage issues;
- Enhancing and expanding the off-leash dog area;
- Providing better separation between the dog exercise area and the trail;
- Enhancing the trail with a pervious surface treatment;
- Providing 3' landscaped berms along the new Park Road (Oakville Triangle site) and the park;
- Improving access and wayfinding at East Raymond Avenue and Route 1;
- Improving a new pedestrian/bicycle access point at Stewart Avenue; and
- Enhancing native buffer plantings along the trail.



IMPLEMENTATION OF THE PLAN:

The Oakville Triangle/Route 1 Corridor Advisory Group, along with the involved community have expressed identified improvements to this section of Mount Jefferson Park as one of the highest priority community benefits. Implementation of this park plan is anticipated to occur in conjunction with the first phase of development of Oakville Triangle, if approved by the City. In the absence of Oakville Triangle redevelopment, the park plan would be included with the 17 Neighborhood Park Plans currently underway, and considered through the City's Capital Improvement Program (CIP) in future years.

SOLAR STUDY



ASSUMPTIONS:

- The model herein has been geo-referenced in Sketchup and Google Earth to the approximate location of the site in Alexandria, Virginia per the solar conditions on the given date(s) and time(s) analyzed.
- Topography was not included in the model.
- The dates selected were the first days of each season in the 2015 calendar year: March 21 (Spring), June 21 (Summer), September 21 (Fall), December 21 (Winter) at 9am, 12pm, and 5pm (4pm for Winter).

9AM - SPRING



9AM - SUMMER



9AM - FALL



9AM - WINTER



12PM NOON - SPRING



12PM NOON - SUMMER



12PM NOON - FALL



12 PM NOON - WINTER



5PM - SPRING



5PM - FALL



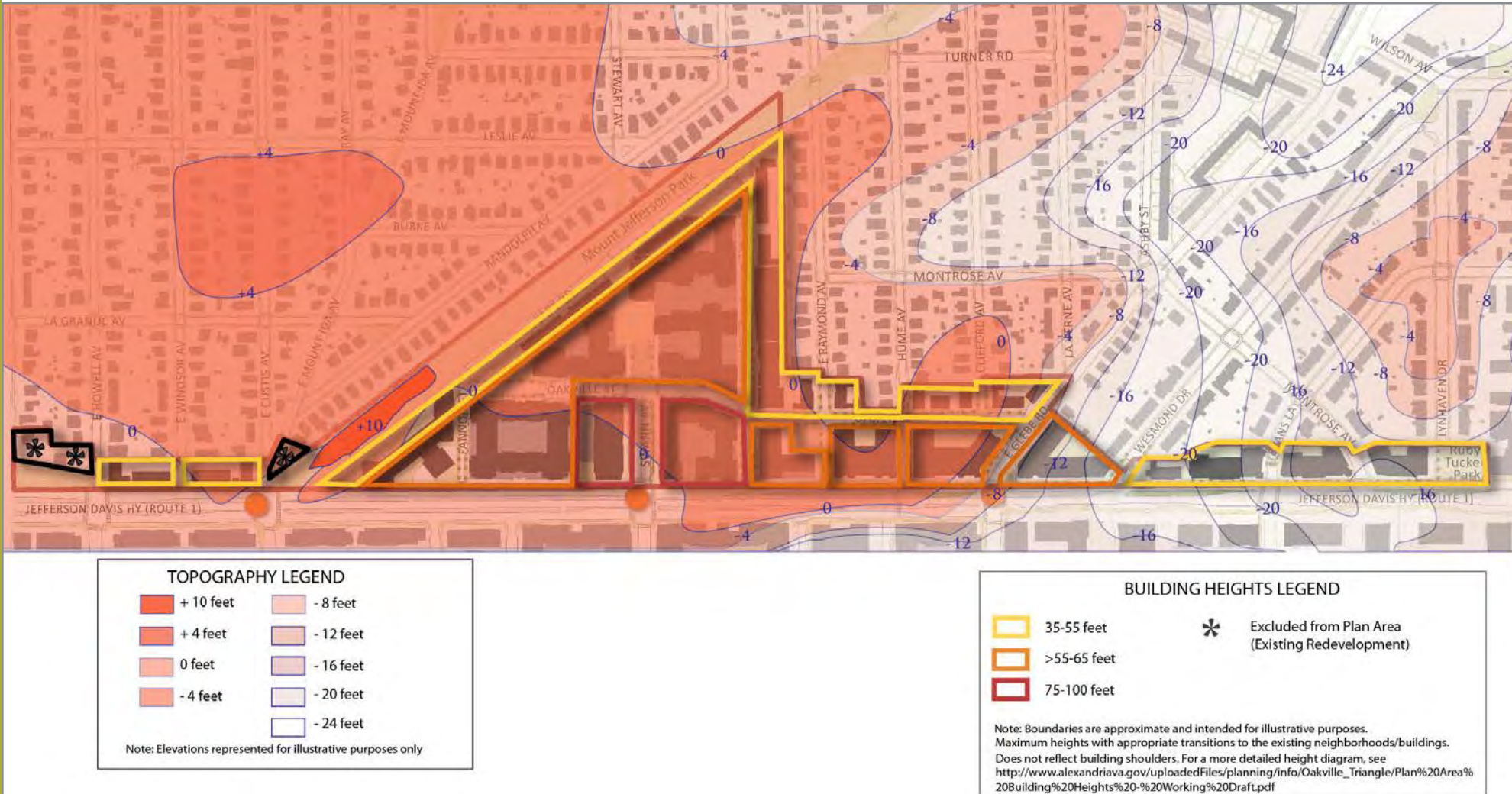
5PM - SUMMER



4PM - WINTER



PLAN AREA BUILDING HEIGHTS AND TOPOGRAPHY STUDY



MULTIMODAL TRANSPORTATION STUDY

A. [MULTIMODAL TRANSPORTATION STUDY \(MARCH 2015\)](#)

B. [MULTIMODAL TRANSPORTATION STUDY APPENDICES \(MARCH 2015\)](#)

REFERENCE ATTACHED DOCUMENTS via HYPERLINKS

WWW.ALEXANDRIAVA.GOV/76672

RETAIL MARKET ANALYSIS

OAKVILLE TRIANGLE / ROUTE 1 CORRIDOR PLANNING AREA STUDY | APRIL 27, 2015

Prepared by Delta Associates for StonebridgeCarras

REFERENCE ATTACHED DOCUMENT VIA HYPERLINK
WWW.ALEXANDRIAVA.GOV/76672

INTENTIONALLY LEFT BLANK

OAKVILLE TRIANGLE & ROUTE 1 CORRIDOR

City of Alexandria, VA

