



BEAUREGARD

URBAN DESIGN STANDARDS & GUIDELINES

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D R A F T

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Chapter 1: Introduction

1.1 Intent of Standards and Guidelines

- (1) These Design Standards and Guidelines (Standards and Guidelines) contain standards and guidelines that impact the design and character of development within the Beaugard Small Area Plan (BSAP). This document augments the BSAP and is intended to ensure the highest quality urban and architectural designs that affect the public realm. Their purpose is to shape high-quality public spaces and streetscapes with buildings and other physical features to create a strong sense of place that can become an amenity and model of sustainable growth for Alexandria. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals, requirements and this document.
- (2) These Standards and Guidelines ensure high quality design within the CDD #21 and #22. Standards shall require a higher level of review and the expectation is that projects 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 projects are encouraged to incorporate them as appropriate.
- (3) These Standards and Guidelines are exclusively applicable to new development within the CDD#21 and CDD#22. Existing buildings shall not be impacted by these Standards and Guidelines, unless a site plan or development special use permit is required due to building and /or site improvements.
- (4) The provisions of these Standards, when in conflict with other codes and standards, shall take precedence for issues related to urban and architectural design; however, these provisions shall not supersede any existing Building Code, Fire Code and/or other standards which relate to life safety and/or health issues.
- (5) Special Conditions for each neighborhood in Chapter 9 may supersede the Standards and Guidelines described in Chapters 4 - 8.
- (6) The photographs provided throughout these Standards and Guidelines are intended to illustrate the design principles stated herein and are for illustrative purposes only. The illustrative plan, building footprints, blocks sizes and massing are also shown for illustrative purpose and meant to help demonstrate future development within the CDD #21 and #22 .
- (7) The form of urban areas and compatibility of mixed-uses should be secured through regulating the form of buildings. These Standards and Guidelines do not apply to the interior of buildings.



1.2 Guiding Elements

This document is based on the following elements:

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

1.3 Planning Principles

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

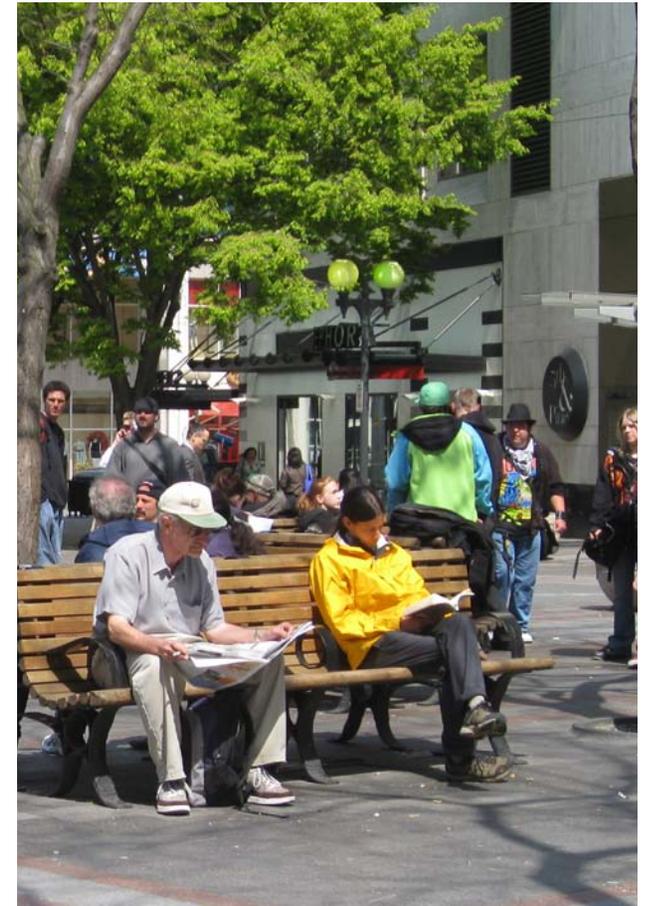
a) The Community

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



b) The Block and the Building

- (1) Buildings and the streetscape will define the streets, open spaces and civic spaces.
- (2) Block structure should adequately accommodate automobiles while also addressing the needs of pedestrians and the use of public areas.
- (3) The design of streets and buildings should contribute to safe, accessible environments, with active uses adjacent to the streets and open spaces. Architecture and landscape design should reflect local climate, topography, history, and building practice.
- (4) Public gathering places should be distributed to locations that reinforce neighborhood identity.



MARCH 5, 2013

INTRODUCTION 1.3

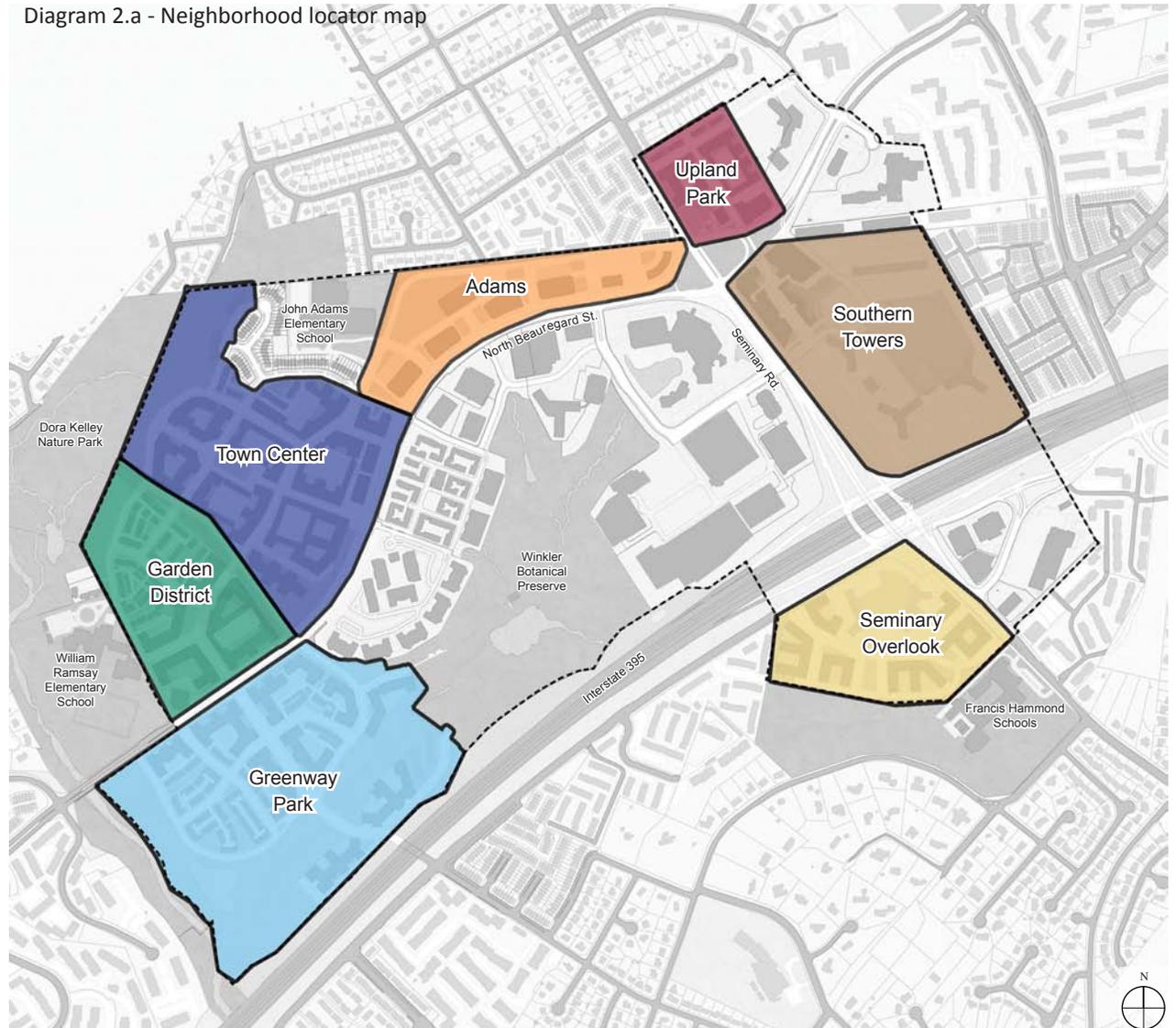
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Chapter 2: Neighborhoods

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

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

Diagram 2.a - Neighborhood locator map



a) Seminary Overlook Neighborhood

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

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

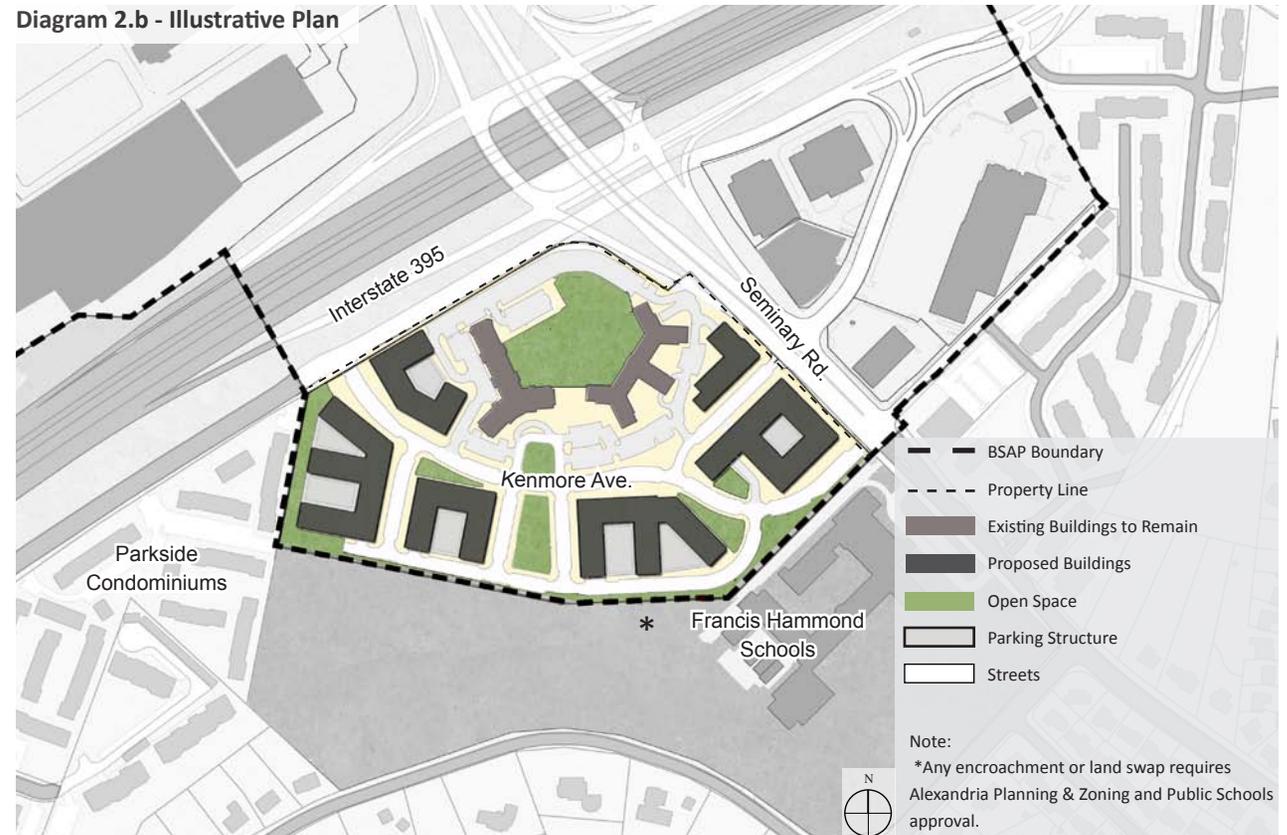
The central design feature of the Seminary Overlook neighborhood will be the development of a central public green that is prominently located along Kenmore Ave. and will serve as the heart of this primarily residential neighborhood. The green will further help to join together the new residential buildings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

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



Courtesy of RocketDogPhoto

Diagram 2.b - Illustrative Plan



b) Southern Towers Neighborhood

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

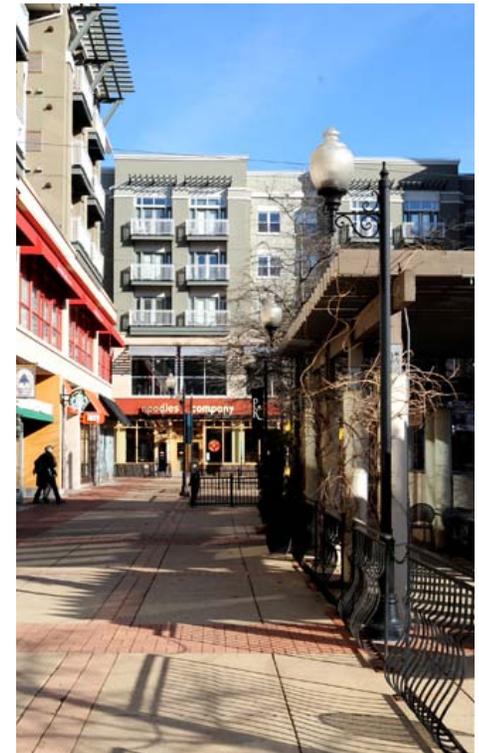
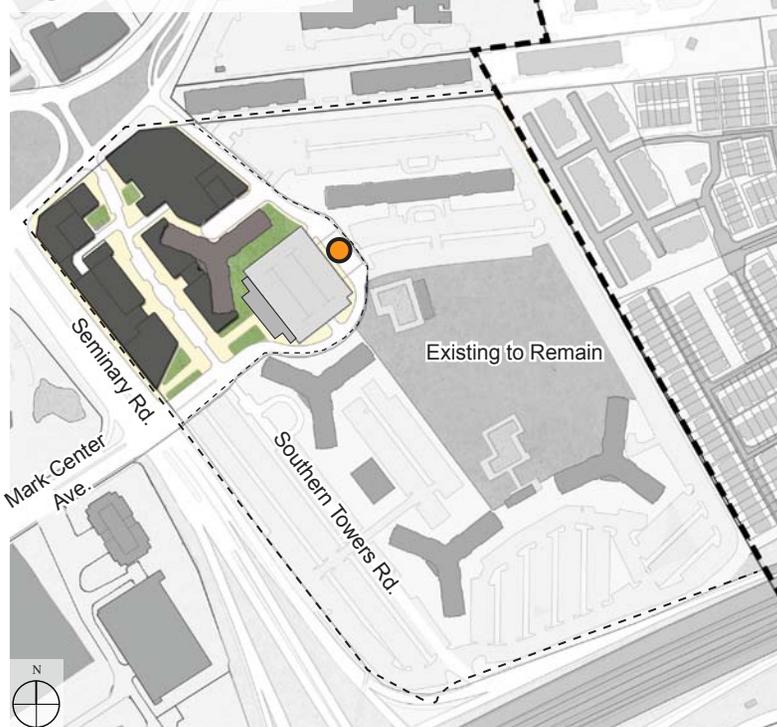
The northwest corner of Southern Towers is to include a new hotel, retail space with potential grocery store, office and multifamily residential. The existing residential building, the Berkeley, will continue to operate and will be the anchor to this new mixed-use environment. This portion of the property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

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



Courtesy of Humane Design

Diagram 2.c - Illustrative Plan



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

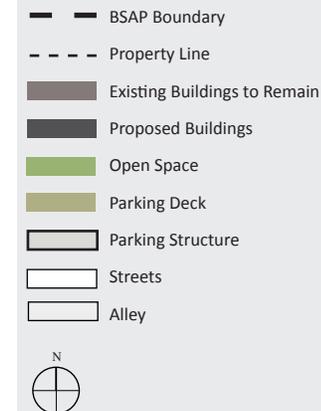
c) Upland Park Neighborhood

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

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

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

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



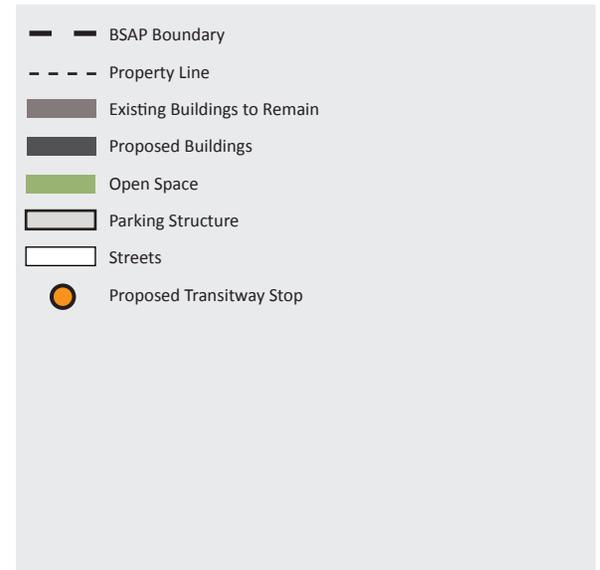
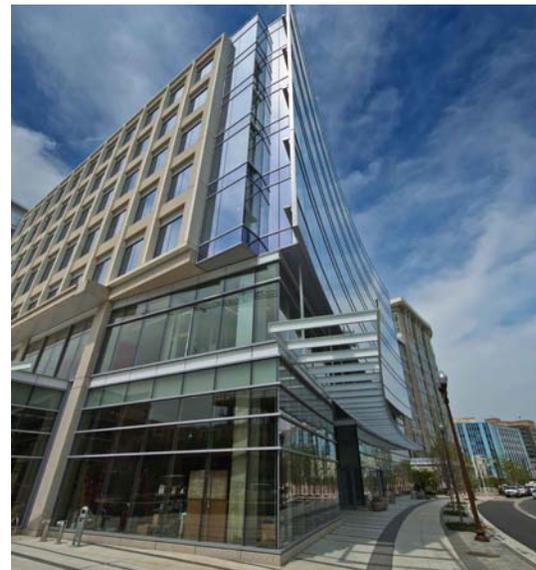
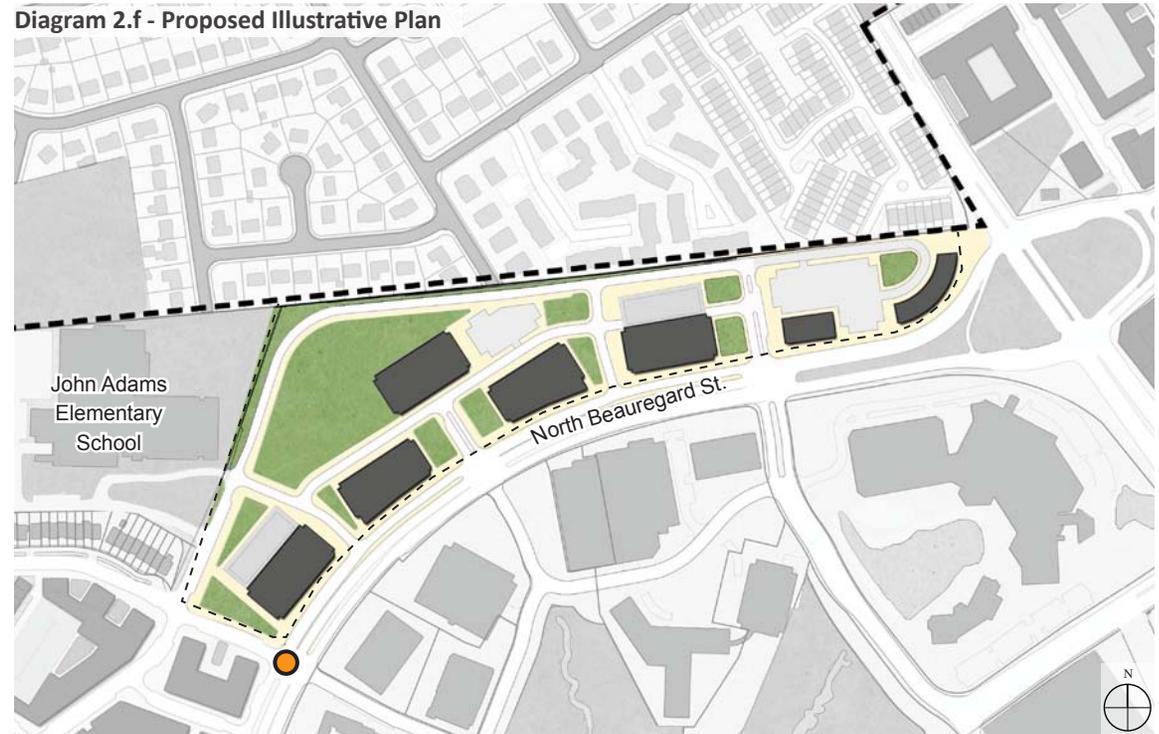
d) Adams Neighborhood

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

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

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

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



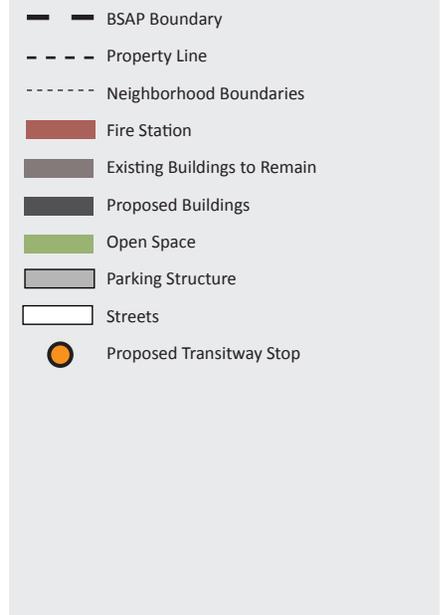
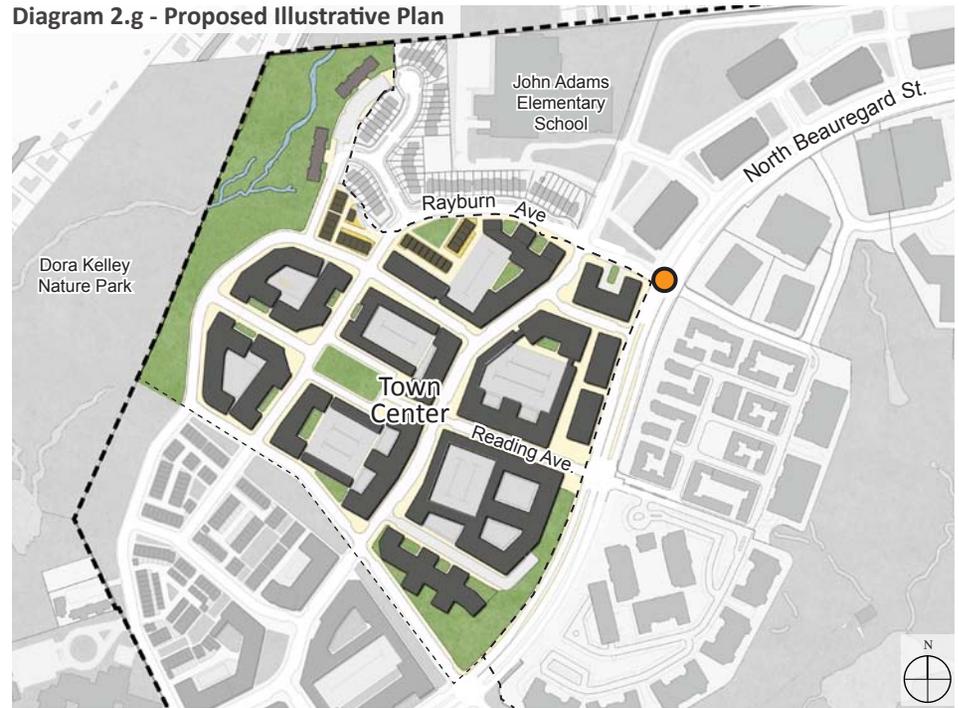
e) Town Center Neighborhood

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

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

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

Diagram 2.g - Proposed Illustrative Plan



f) Garden District Neighborhood

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



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



Multi-Purpose field and adjacent Firehouse

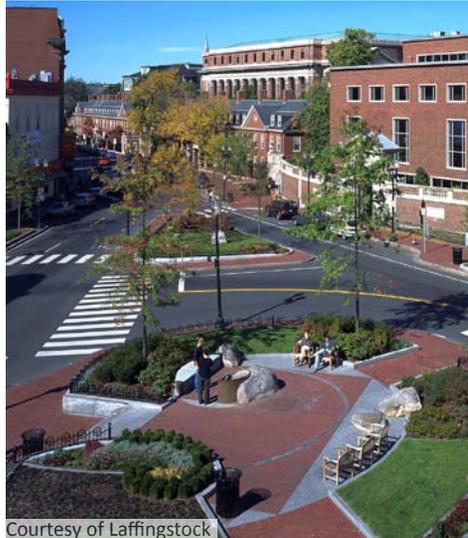


g) Greenway Park Neighborhood

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



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



Chapter 3: Plan Framework

a) Illustrative Plan

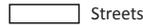
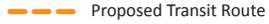
The Illustrative Plan is intended to portray the organization of its blocks, streets, public open spaces, and private development.

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

Diagram 3.a - Illustrative Plan



Diagram 3.a - Illustrative Plan

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

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b) Framework Streets

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

Diagram 3.b - Framework Streets

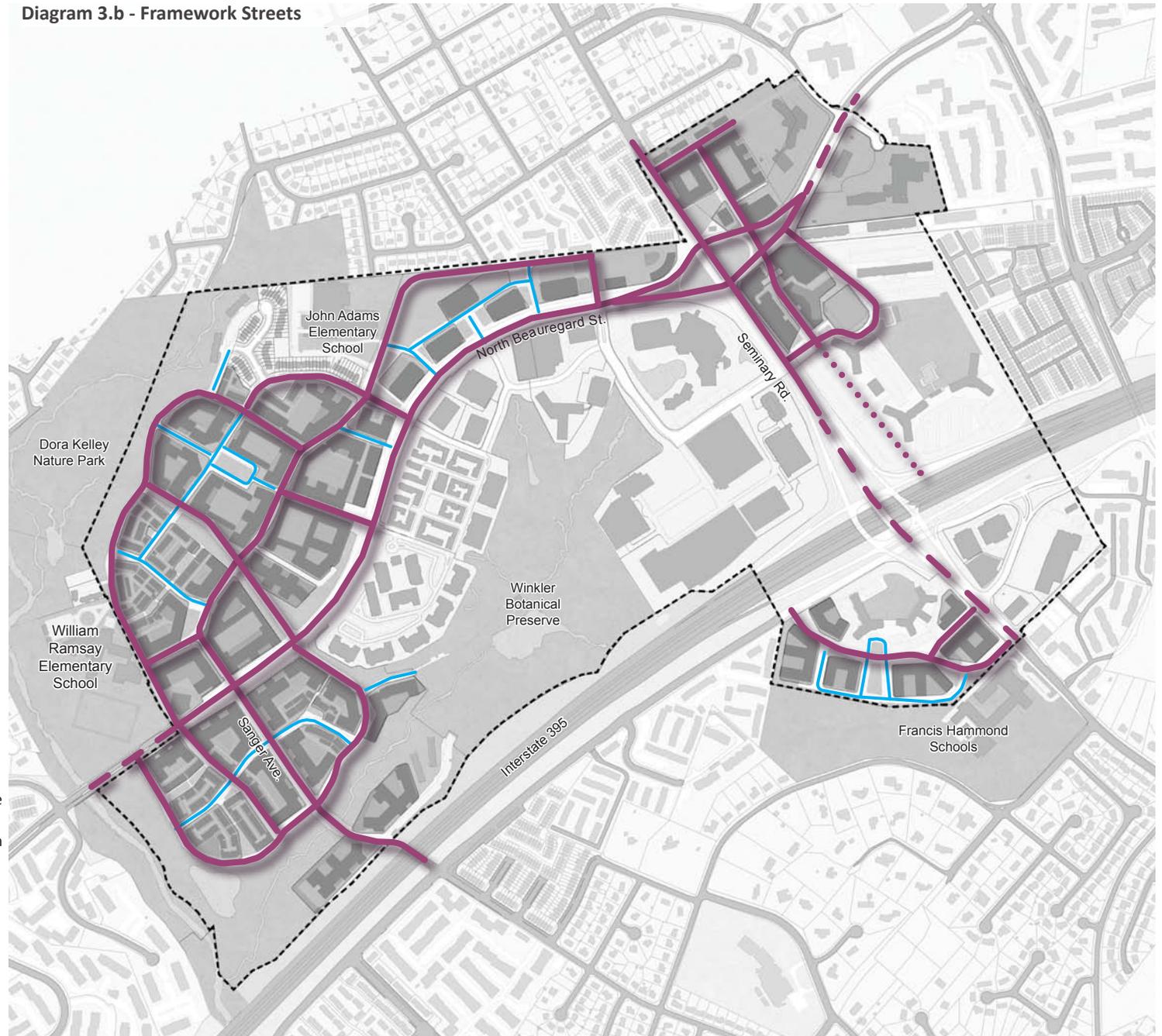


Diagram 3.b- Framework Streets

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

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

c) Street Hierarchy

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

i. Standards

- (1) The streets shall be built according to the Framework Street classification type assigned to each street as specified in Diagram 7.a.
- (2) Streets shall be constructed in the location depicted in the approved CDD #21 and #22 Plans and to their appropriate cross-section dimensions as shown in this Chapter 7.
- (3) The street hierarchy designations are as described below and shall meet the following requirements:
 - (a) **“A” street:** Primary streets include the major streets within the CDD #21 and #22 that manage a great deal of vehicular and pedestrian activity, and may accommodate transit. They are considered high priority for public realm improvements.
 - (i) Curb cuts, entrances to parking garage and service bays shall be prohibited along N. Beauregard St. and Seminary Rd. All other curb cuts, entrances to parking garages and service bays shall also be prohibited, unless otherwise not feasible for individual buildings. “A” streets are subject to the highest quality of architecture and streetscape. Access to alleys (excluding N. Beauregard St. and Seminary Rd.) may be permitted as part of the DSUP process.
 - (ii) Buildings shall front the street;

- (iii) Active uses, shall be located on street and open space frontages for each level of the building.
 - (iv) Buildings with frontage on both Seminary Rd. and the new internal street should have entrances on the internal streets.
 - (b) **“B” Street:** Secondary Streets include smaller, community-scaled streets that connect different neighborhoods together. A high quality of architecture and streetscape is required.
 - (i) Buildings shall front the street;
 - (ii) Active uses shall be located on street frontages and open space for each level of the building, except as required for parking screening in Chapter 7.
 - (iii) Minimize the number of curb cuts per block on each side of the street.
 - (c) **“C” Streets:** Tertiary Streets include local, residential streets within the communities. They are typically only one to two-blocks long and typically connect to the Secondary Streets.
 - (i) Curb cuts for internal alleys and service shall be located primarily on these streets.
- (4) The street network shall be designed to prioritize connectivity.
- (5) Pedestrian access shall be provided along sidewalks, as well as through pedestrian mid-block passages in locations depicted in the approved CDD #21 and #22 Plans.

ii. Guidelines

- (1) Streets should be built to consider all modes of transportation and should be consistent with the Complete Streets Policy.
- (2) Streets should terminate at other streets, forming a network.
- (3) Where possible, streets should connect to surrounding communities or pedestrian connections should be provided as shown in Diagram 3.g.
- (4) Transitway stops should be well integrated into the urban environment and should be safe and accessible for users.

Diagram 3.c - Street Hierarchy

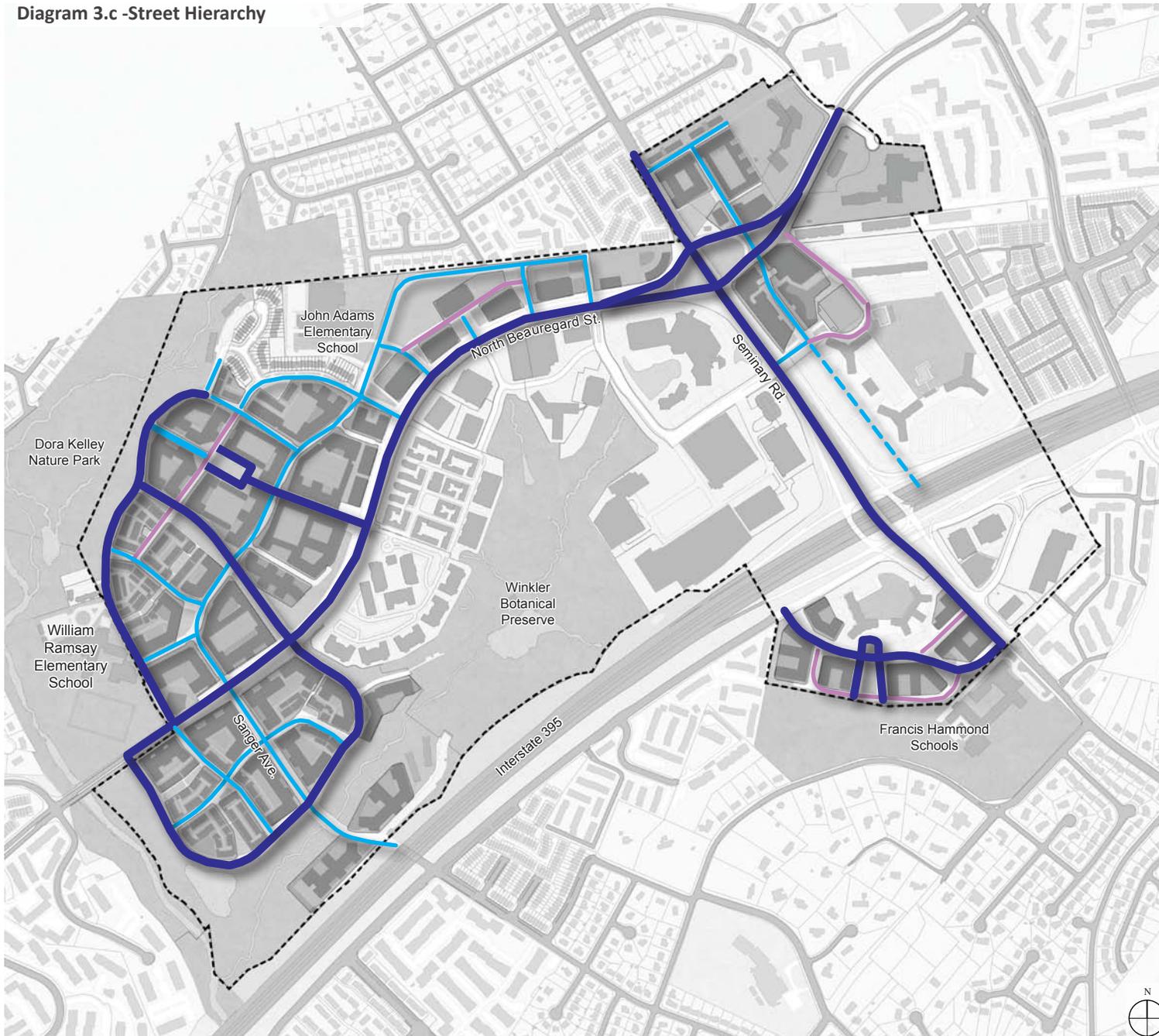


Diagram 3.c - Street Hierarchy

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

Notes:

Some streets may be privately owned and maintained and shall be determined during the CDD approval process.

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

d) General Land Use Plan

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

i. Standards

- (1) The Land Use Framework Plan assigns uses for certain blocks. Each block shall conform to the land uses specified; (Diagram 3.d) including all applicable provisions of the CDD zoning and concept plan.
- (2) Affordable and workforce rental housing units shall be dispersed throughout the Plan area in neighborhoods containing residential units and shall include a mix of unit types, a mix of affordability levels and a mix of existing and new units, including accessible units.
- (3) The neighborhoods shall be developed in the following manner:
 - (a) Seminary Overlook neighborhood shall be developed with residential uses.
 - (b) Southern Towers neighborhood shall be retail, hotel, office and /or multi-family residential uses.
 - (c) Upland Park neighborhood shall be office, retail, hotel and/or residential.
 - (d) Adams neighborhood shall be principally developed as office uses, with some retail and/or hotel uses.
 - (e) The Town Center has the greatest land use variety and shall be mixed use with retail, office, hotel and/or multi-family residential uses.
 - (f) Garden District shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.
 - (g) Greenway Park shall principally contain residential uses and/or may contain accompanying retail uses exclusively along primary or secondary streets.
 - (h) Ground floor retail uses shall be provided in locations shown as Required Retail frontages on Diagram 3.d.
- (4) Public open space shall be provided within each neighborhood as shown in Diagram 3.h, and should include types such as community gardens, passive open space, urban squares and neighborhood parks.

ii. Guidelines

- (1) Ground floor retail uses may also be provided in locations other than those shown on Diagram 3.d (required and optional retail), however they must be approved as part of the DSUP process and must be deducted accordingly from the permitted floor area pursuant to the requirements of the CDD zoning.
- (2) Retail uses are encouraged along Optional Retail Frontages.
- (3) Facilities for flexible community functions should be considered as part of the DSUP process.
- (4) Cultural and civic uses should be considered for each neighborhood to reinforce its distinct character as part of the DSUP process.



Diagram 3.d -General Land Use

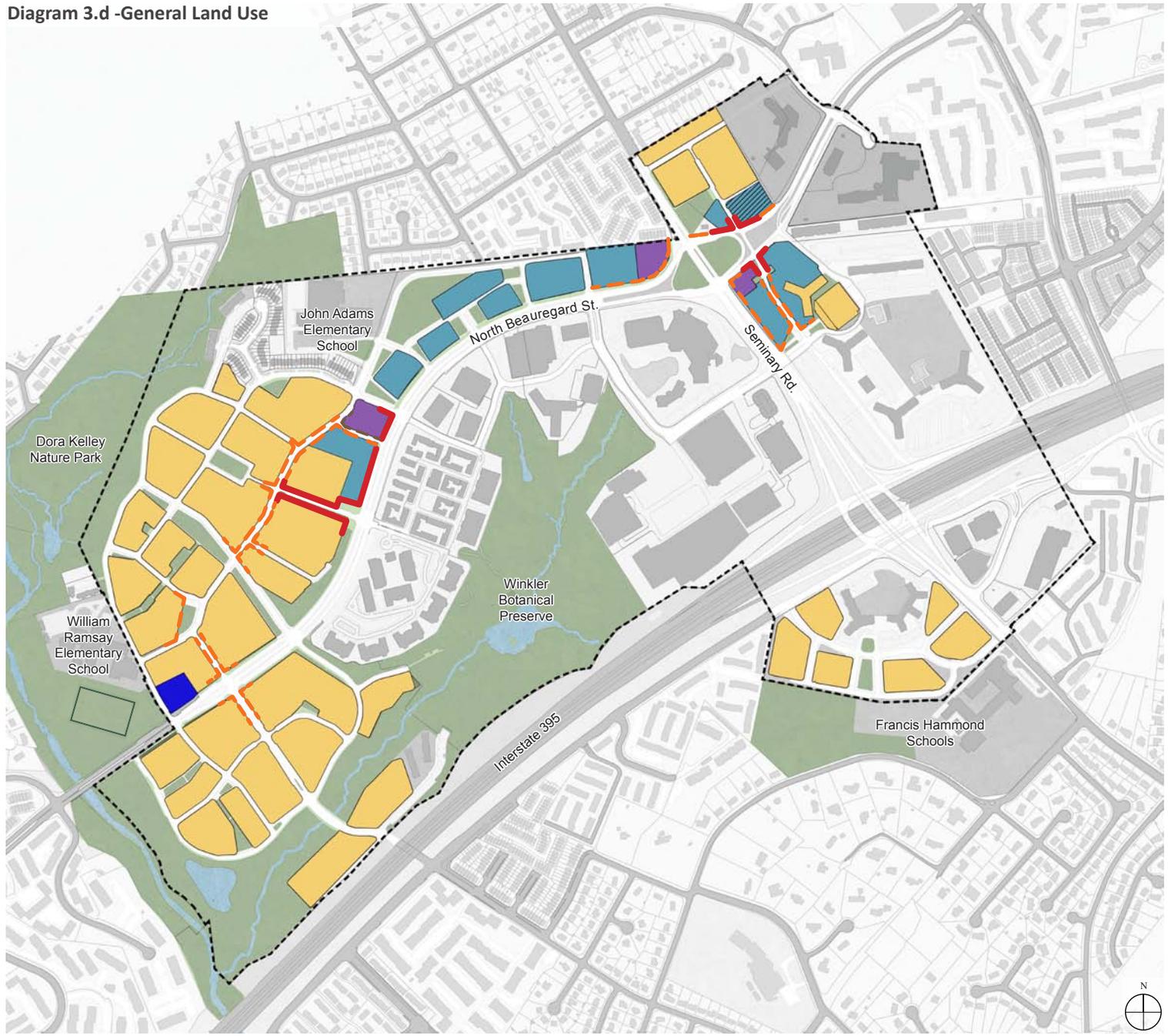


Diagram 3.d - General Land Use

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

e) Building Heights

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

i. Standards

- (1) Each block shall conform to the building height specified in Diagram 3.e.2.
- (2) New residential buildings taller than 100 feet shall have a clearly defined base, middle and top and shall use expression lines, changes in materials or articulations to distinguish these three building parts.
- (3) The height of the interior parking structures shall be concealed from street view and shall not exceed the eave height of that building, and shall be subject to the applicable height requirements.
- (4) Buildings shall be constructed to a minimum height of 40' for the areas shown in Diagram 3.e.1. Minimum height requirements shall not apply to interim uses in accordance with the CDD plan.

ii. Guidelines

- (1) Ceiling heights and depths for various uses should be flexible to encourage a broad range of uses within different building types.
- (2) The cornice line of a townhouse should not exceed 35 feet, or three stories. An optional fourth floor is permitted above the cornice line, provided it does not exceed 45 feet and is incorporated into a roof or provides a building setback.
- (3) The cornice line of a stacked townhouse should not exceed 45 feet, or four stories. An optional fifth floor is permitted, provided it does not exceed 55 feet.



Diagram 3.e.1 - Minimum Building Heights

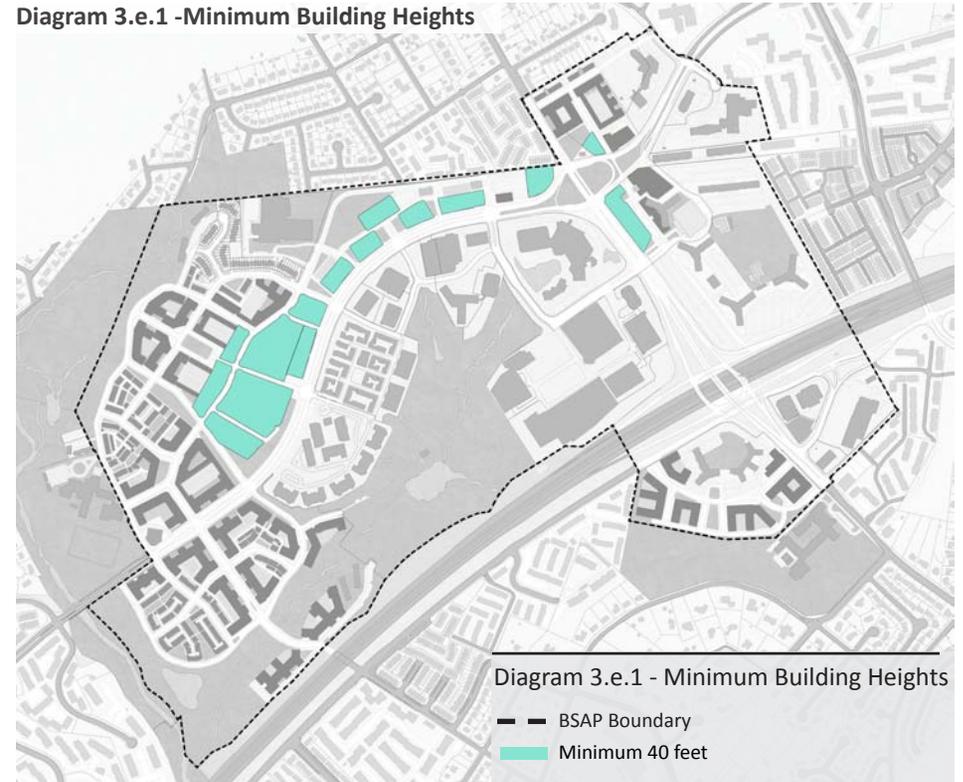


Diagram 3.e.2 - Building Heights

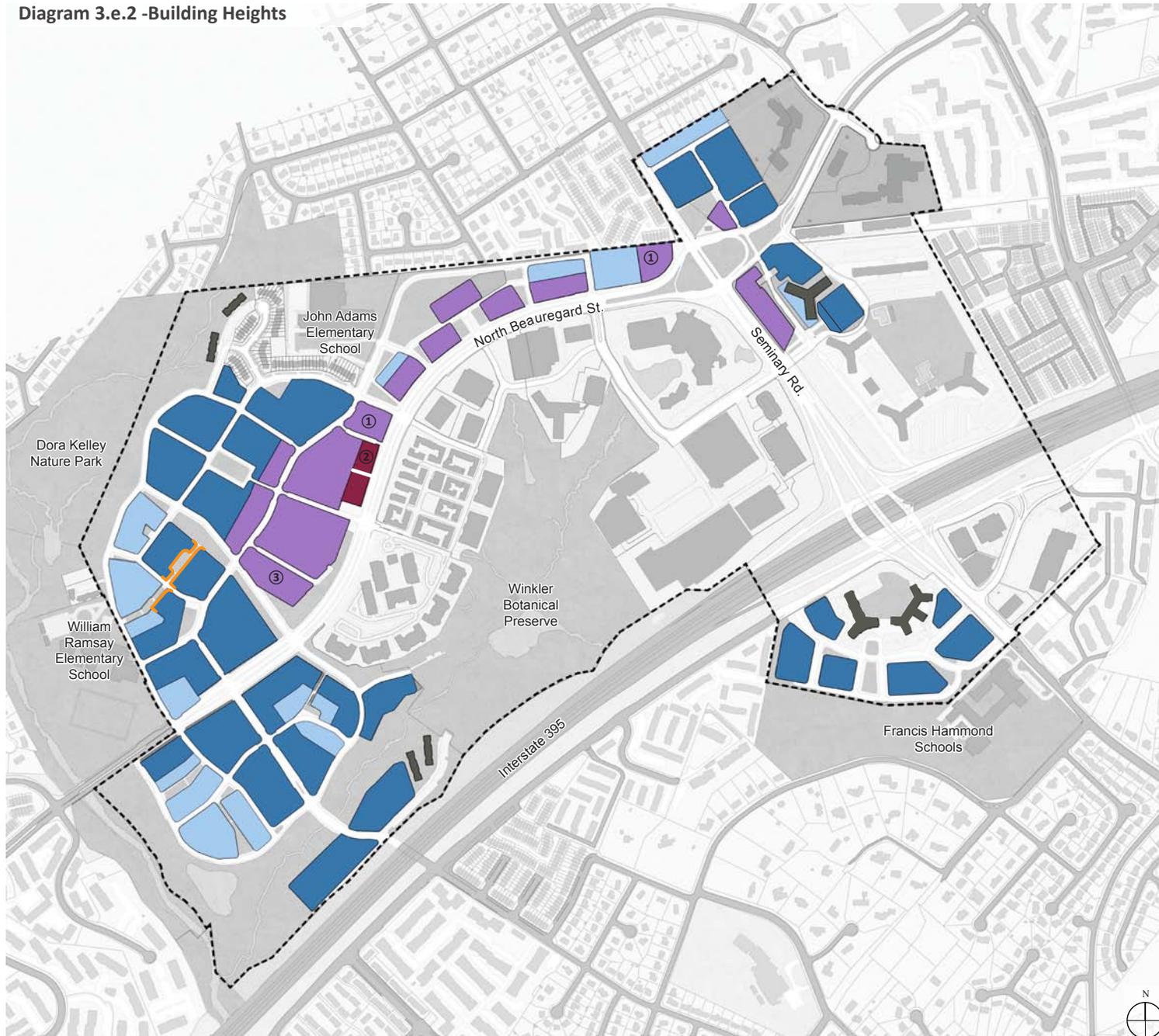


Diagram 3.e.2 - Building Heights

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

f) Gateway Elements & Signature Facades

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

i. Standards

- (1) Gateway elements and signature facades shall be provided at locations as depicted on Diagram 3.f.
- (2) Signature facades shall provide a high level of design and materials, as described in Chapter 5 of this document.
- (3) Gateway elements and signature facades shall be proportioned to the size and scale of the building.
- (4) Required gateway element(s) shall provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

ii. Guidelines

- (1) Signature facades should provide the highest level of design, and an innovative use of materials.
- (2) Architectural features, such as towers, cupolas and lanterns should be used to address highly visible corners or terminated vistas.
- (3) Gateway elements should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.

