f) Building Roofs and Tops

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

Buildings are encouraged to have green rooftop (gardens, etc.) that may be utilized as high quality outdoor open spaces and as an extension of the buildings common area. Rooftop open space may be used for the private open space percentage. The following shall apply:

i. Standards

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

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

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

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

(5) Flat roofs shall be enclosed by parapets.

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

(7) Roof top projections (clock towers, towers, lanterns, etc.) shall be permitted to exceed the height limits by 18'.

ii. Guidelines

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

(2) Pitched roofs should be symmetrically sloped.

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

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

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

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

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

i. Standards

(1) Building projections shall meet the following requirements:

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

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

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

ii. Guidelines

(1) Building projections should meet the following requirements:

(a) Porches

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

(b) Stoops:

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

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

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

(c) Columns:

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

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

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

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

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

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

Chapter 6: Parking

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

a) Structured Parking Configuration and Access

i. Standards:

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

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

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

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

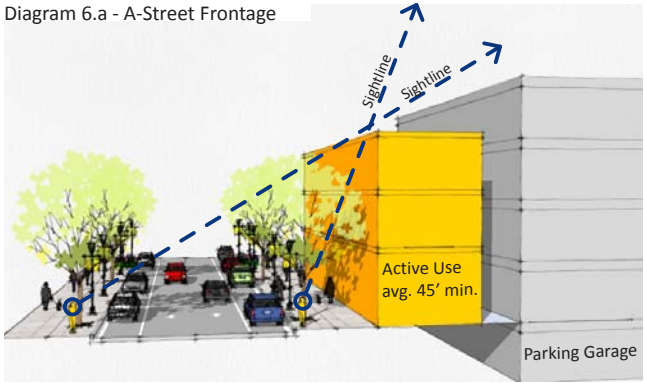
(b) Frontages along "B" Streets: Parking structures entirely surrounded by "A" and "B" streets (i.e.: do not have alley or "C "street frontages) shall be screened as follows: up to two "B" street frontages within a neighborhood may be screened with architectural treatment compatible to the building,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

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

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

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

Diagram 6.a - A-Street Frontage



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

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

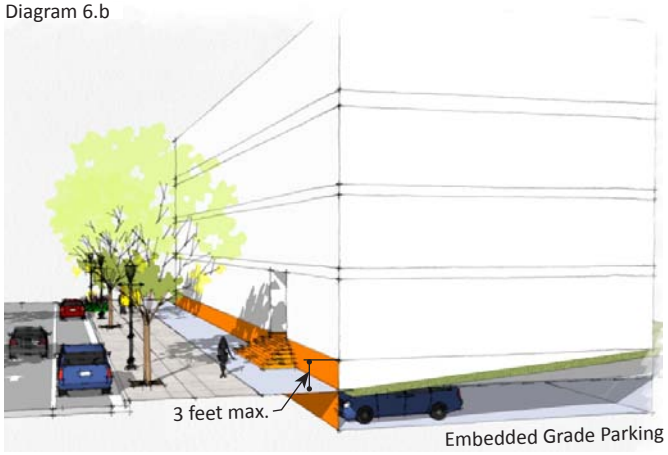
(b) Screens, panels and comparable elements shall be limited to accent elements

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

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

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

Diagram 6.b



Embedded Grade Parking

ii. Guidelines:

(1) No more than 20% of any street frontage should be curb cuts or driveway entrances.

b) Access to Off-Street Parking

i. Standards:

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

(2) Parking for townhouses and stacked townhouses (urban loft) shall be accessed from an alley, shall be provided on their lot and may be located within detached or attached garages.

ii. Guidelines:

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

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

c) Surface Parking Lot Configuration

i. Standards:

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

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

ii. Guidelines:

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

d) Vehicular On-street Parking Configuration

i. Standards:

(1) On-street parking shall be required along at least one side of all new or improved public street frontages, unless spatially limited by topography, BRT lanes, indicated in Chapter 7- Street Standards and Guidelines, Chapter 9 in Neighborhood Specific Standards or other existing conditions.

e) Bicycle Parking

i. Standards

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

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

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

Page intentionally left blank

Chapter 7: Streets

a) Street Assembly

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

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

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

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

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

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

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

b) Street Components

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

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

Diagram 7.a - Framework Street Classifications

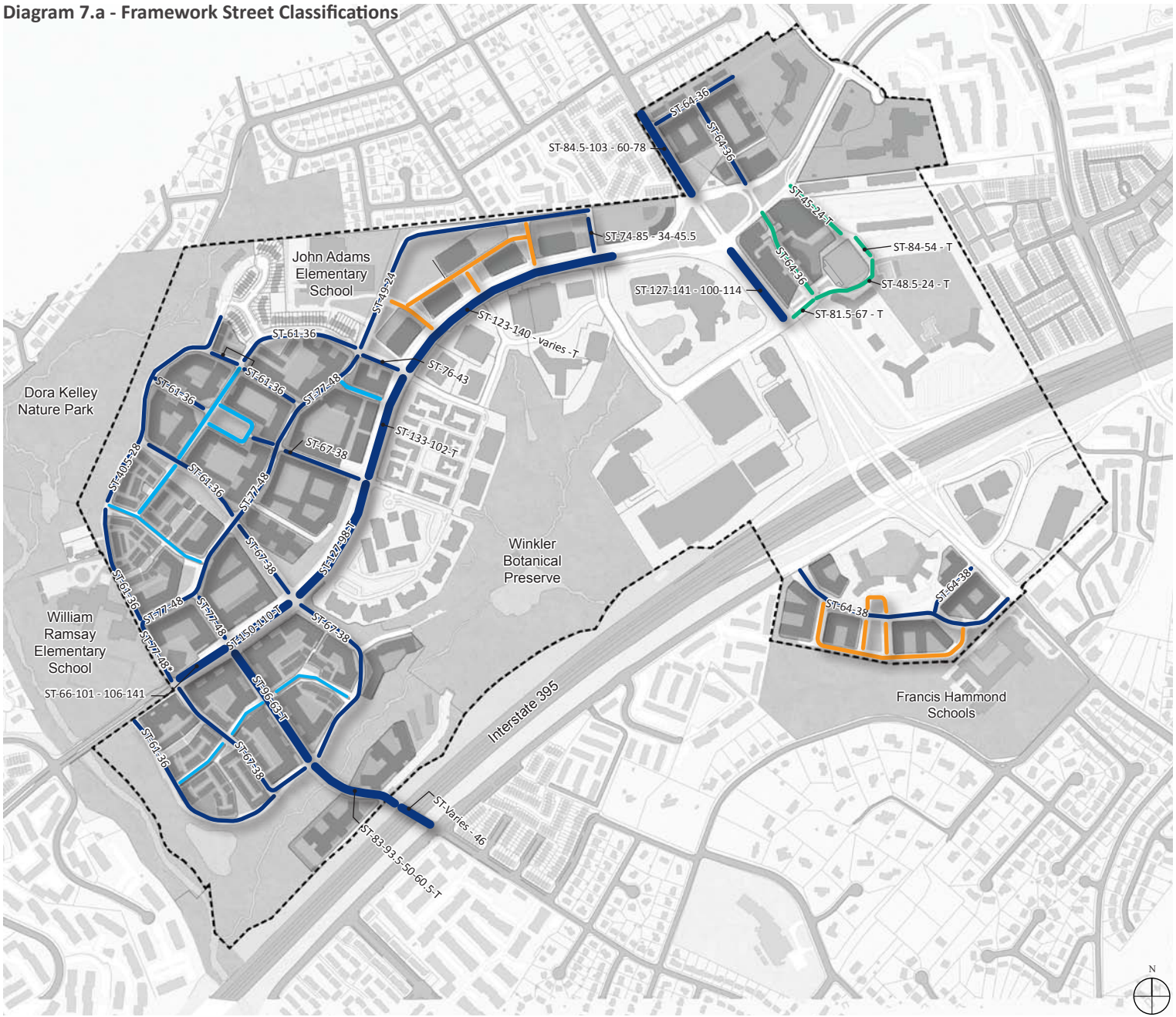


Diagram 7.a Framework Street Classification

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

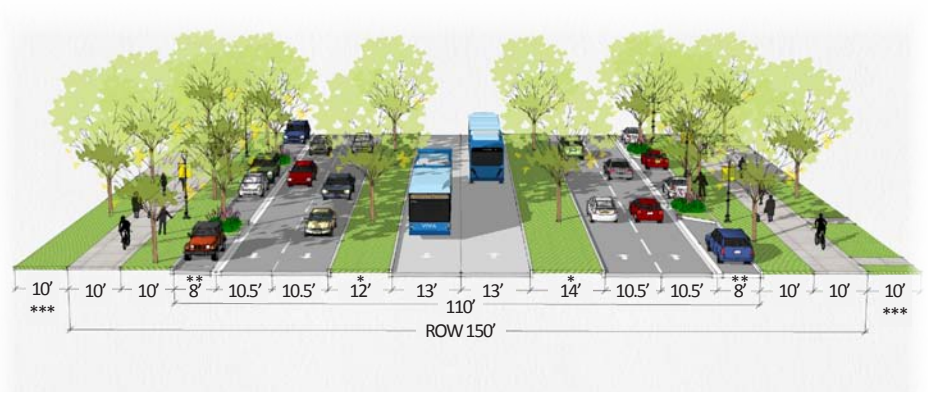
Street (ST)

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

Notes:

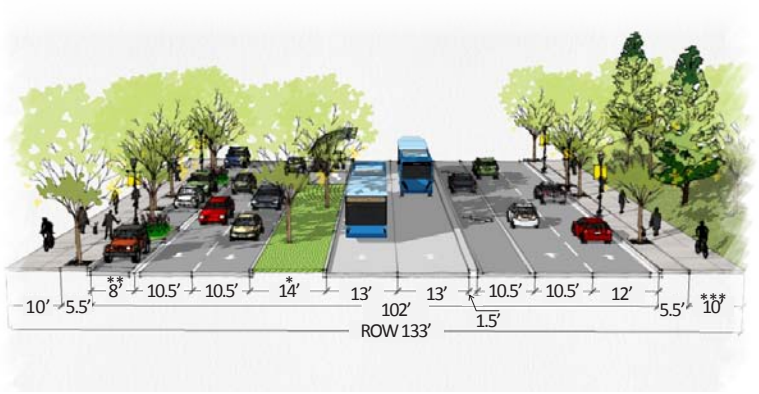
- Streets numbers ordered according to R.O.W. size.
- Building footprints shown for illustrative purposes.
- At secondary and tertiary streets, curb radii shall be limited to 15' where curbside parking occurs and 25' where curbside parking does not occur and where bulb-outs occur.
- Proposed private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

North Beauregard St.
ST - 150 - 110 - T



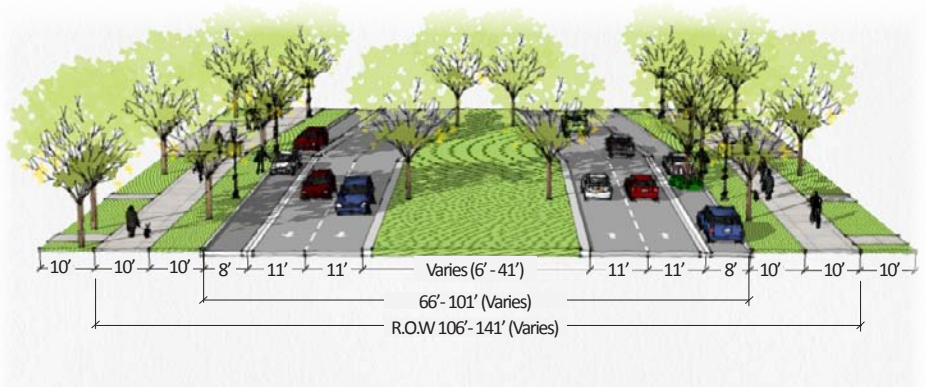
Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Optional bulb-outs shown.
*** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

North Beauregard St.
ST - 133 - 102 - T

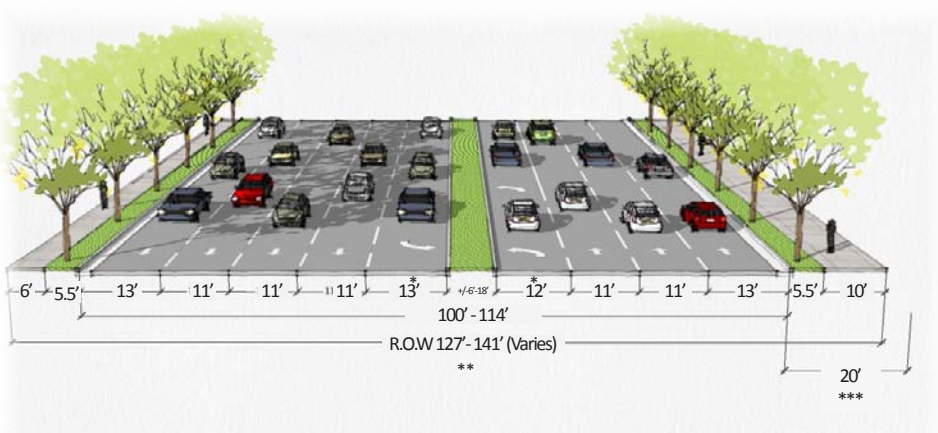


Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Optional bulb-outs shown.
*** R.O.W. to be acquired from the property owners, as needed.

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



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

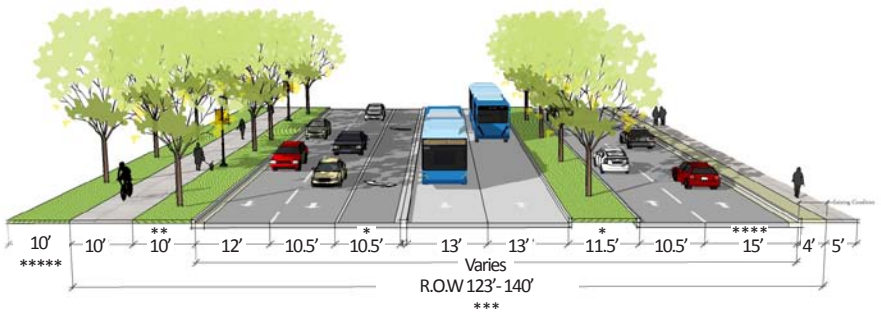


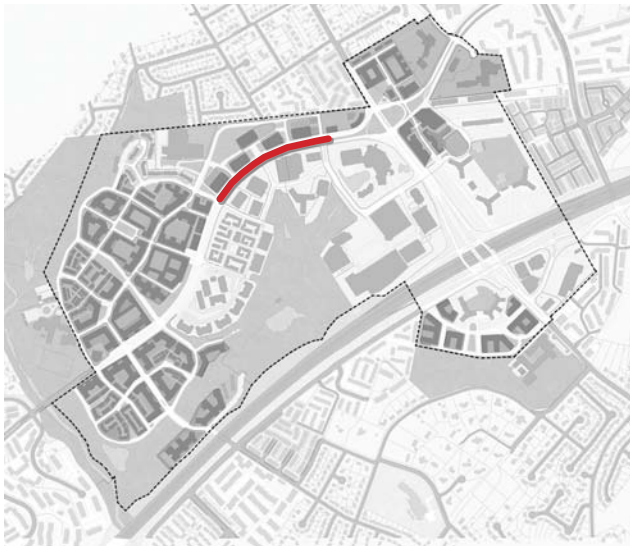
Notes:
* Planting median at intersections will be reduced, where turn lanes are provided.
** Optional bulb-outs shown.
*** Required Setback - Refer to Chapter 9 neighborhood specific guidelines for details

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

7.4 Streets

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





Notes:

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

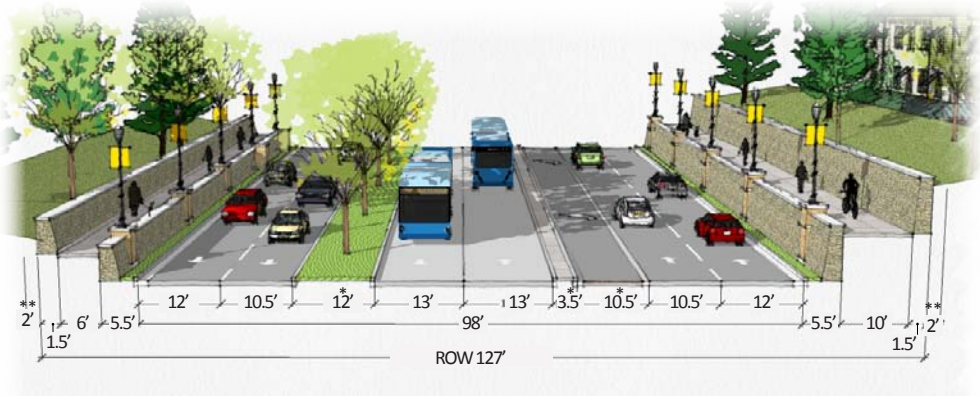
** Variable width landscape strip @ certain locations

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

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

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

North Beauregard St.
ST - 127 - 98 - T



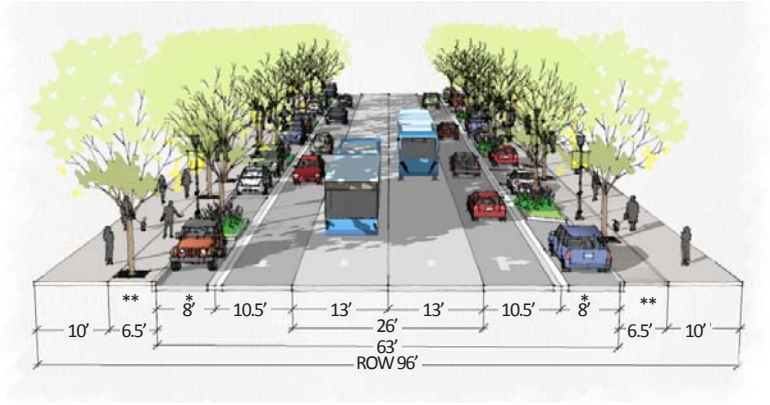
Notes:

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

** Maintenance easement for the wall

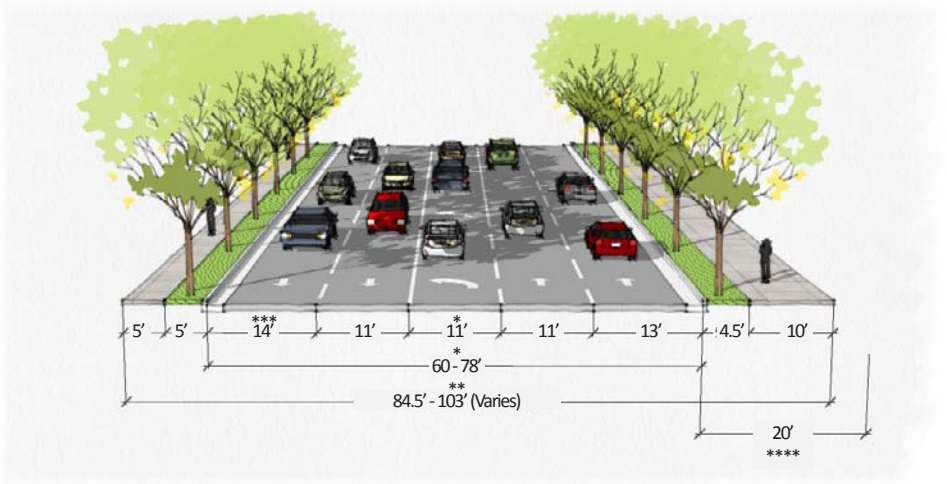
***The wall shall be divided into two walls to ensure a pedestrian scale on North Beauregard St..

Sanger Ave.
ST - 96 - 63 - T



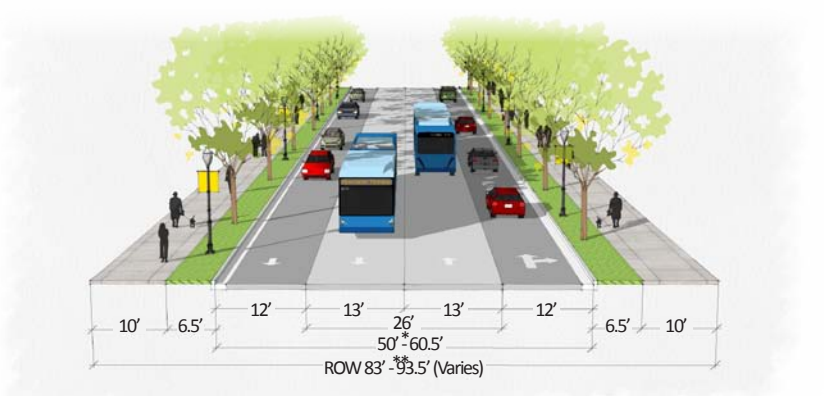
Notes:
*Optional bulb-outs shown.
** Tree well and concrete verge shown and maybe a planting strip.

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

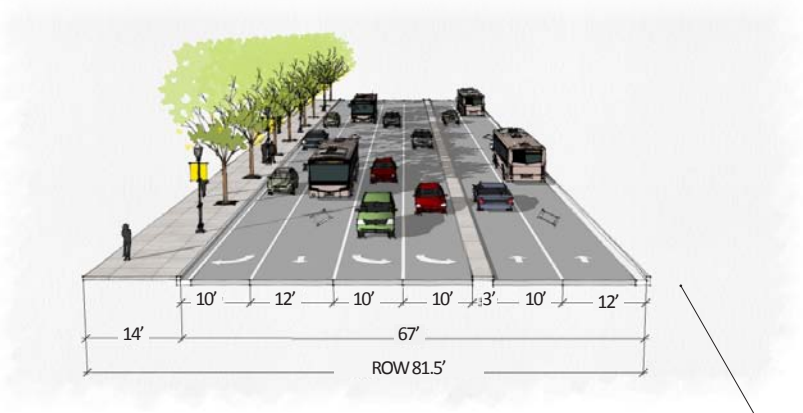


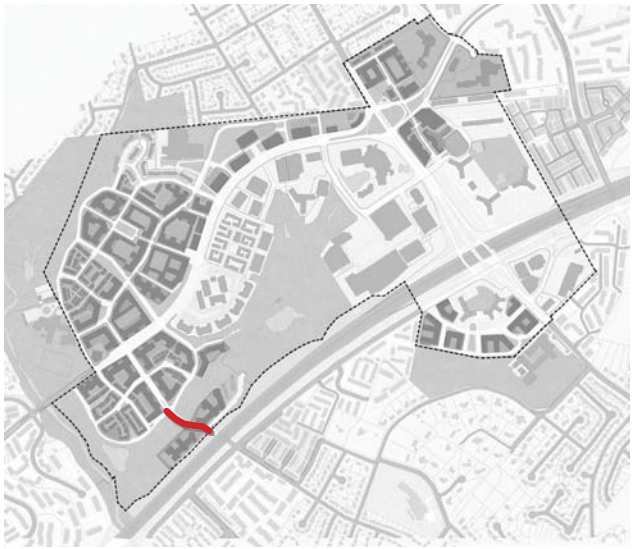
Notes:
* Turn lane only present in certain areas. Pavement width varies.
** Total right-of-way width varies based on turn lane and existing conditions.
*** Section does not include the additional eastbound right turn lane to the southbound direction of the ellipse.
**** Required Setback from face of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

ST - 83-93.5 -50-60.5 - T



ST - 81.5 - 67 - T





Note:

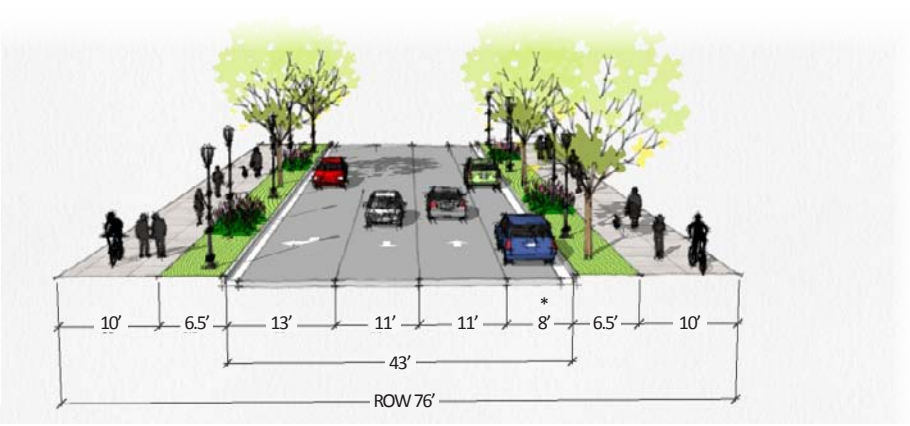
* Turn lane only present in certain areas. Pavement width varies.

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

ST - 77 - 48

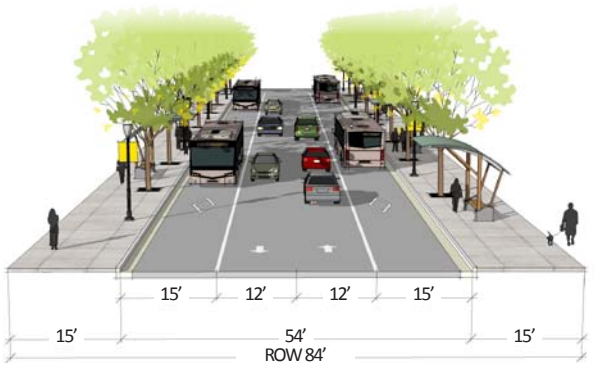
Notes:
* Optional bulb-outs shown.
**Planting strip at urban locations shall be tree wells
- R.O.W.s may vary based on existing conditions.

ST - 76 - 43



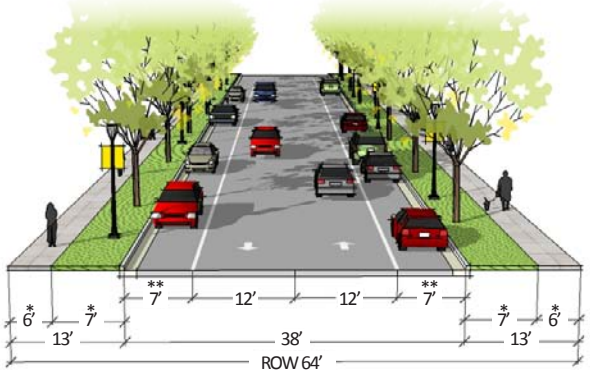
Note:
*Optional bulb-outs may be placed at the intersection N. Beauregard Street

ST - 84 - 54 - T



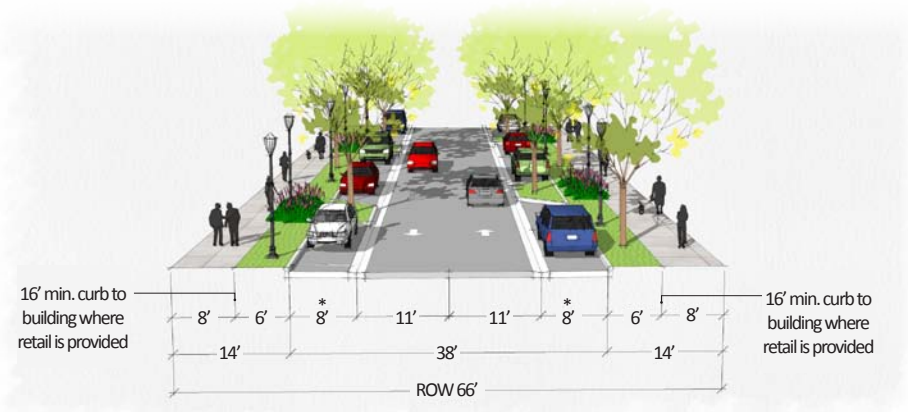
Note:
Section for transitway station may shift in location along the street.

Old/New Kenmore Ave.
ST - 64 - 38



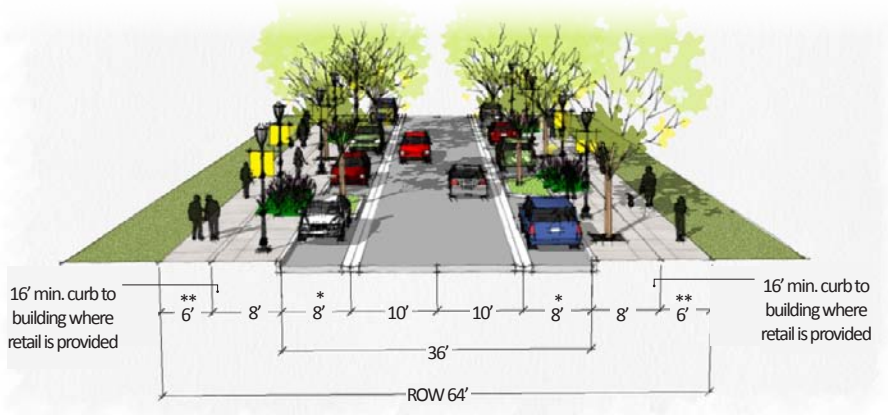
Note:
R.O.W. based on existing condition
*Planting strip at urban locations may be tree wells
**On-street parking dedicated to Seminary Towers

ST - 66 - 38



Notes:
*Optional bulb-outs shown.
There will be turn lanes at some intersections

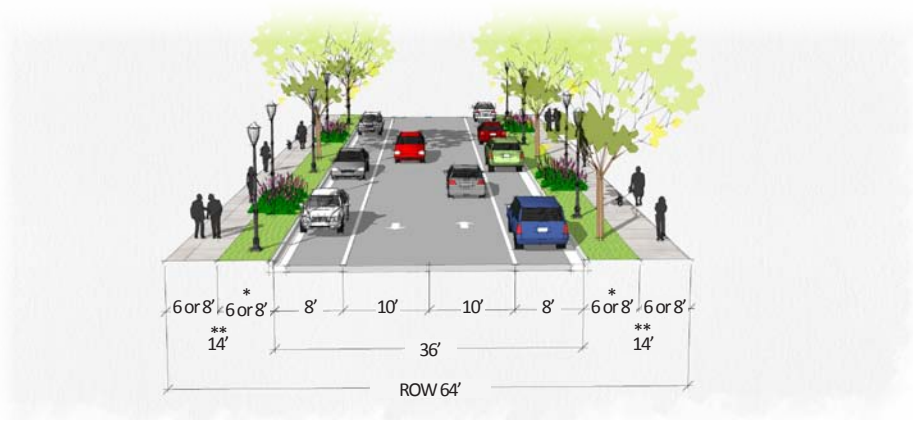
ST - 64 - 36



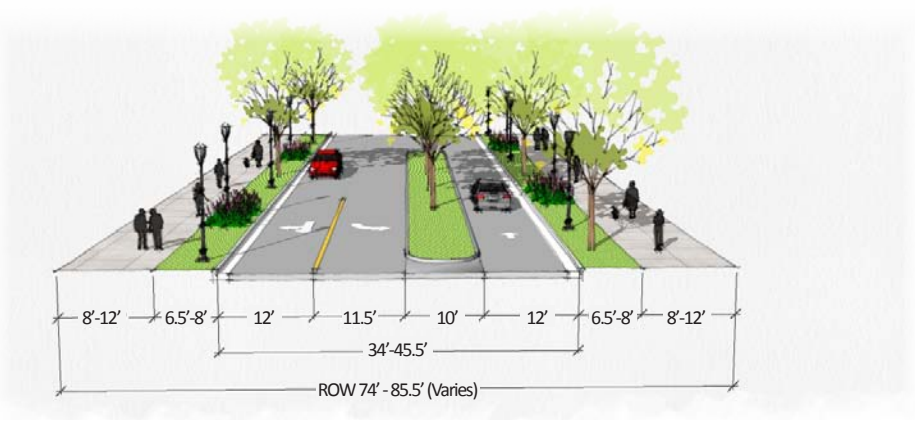
Notes:
*Optional bulb-outs shown.
** Sidewalks vary on the Southern Towers neighborhood. Refer to the Framework Diagram and/or for details.
There will be turn lanes at some intersections.

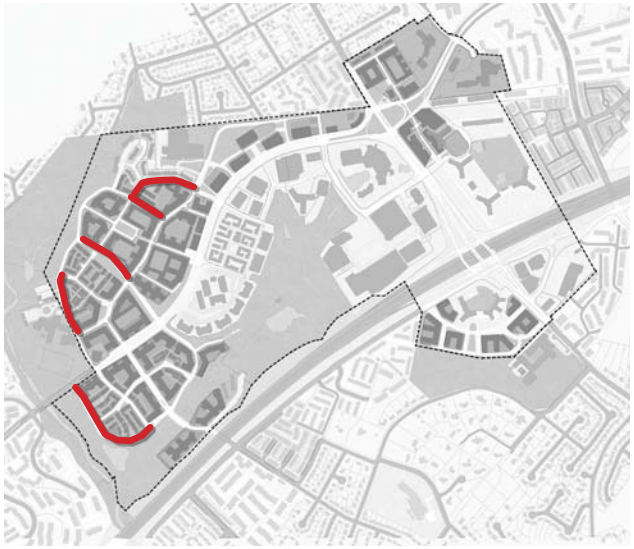
7.10 Streets

ST - 64 - 36



ST - 74-45.5 - 34-45.5





Notes:

* Planting strip at urban locations may be tree wells

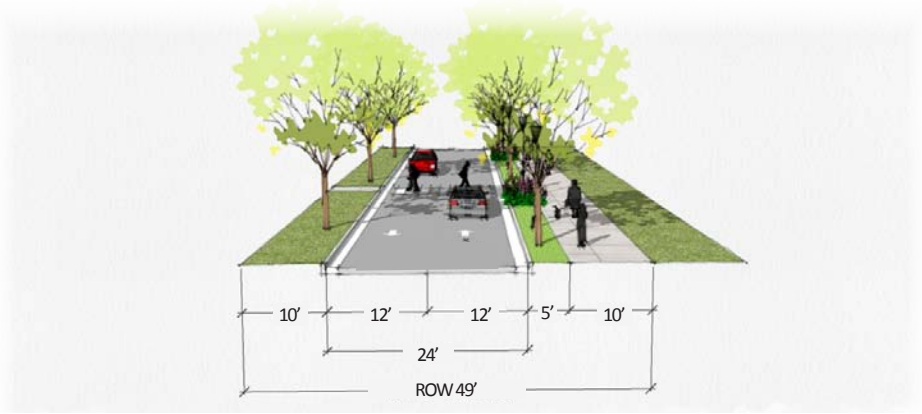
** Where 6 feet. sidewalk is provided the landscape strip or the tree wells shall be increased in width to 8 feet.

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

Note:

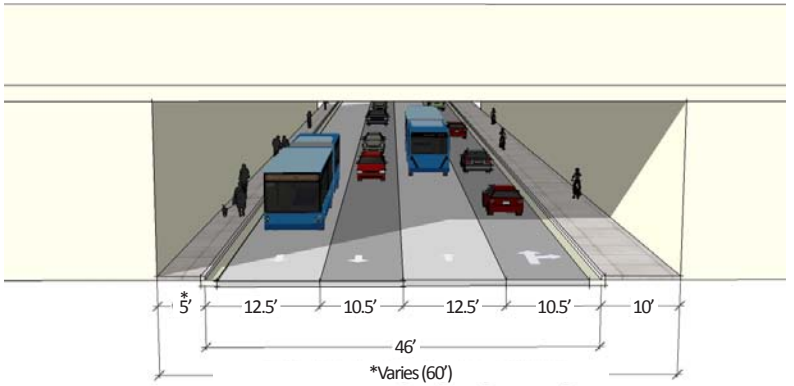
The location and design of the streets within the Adams neighborhood are subject to the CDD conditions and shall be finalized in the DSUP approval.

ST - 49 - 24



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

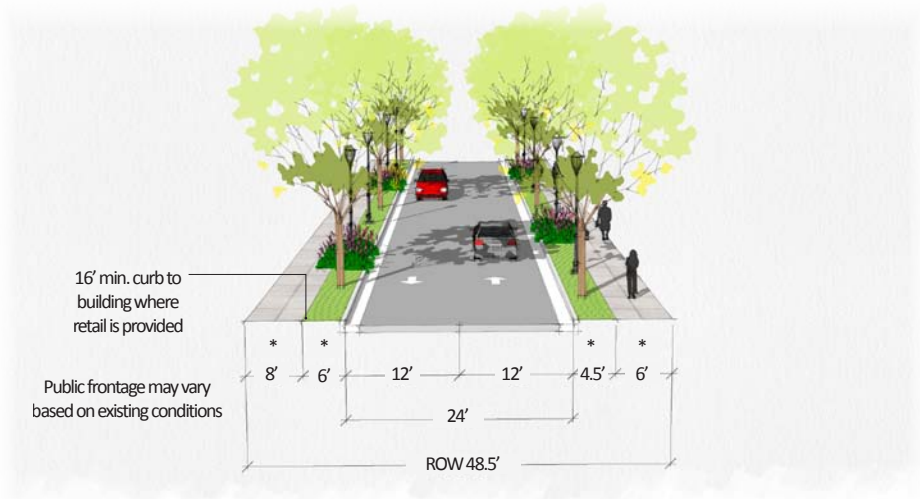
ST - varies - 46



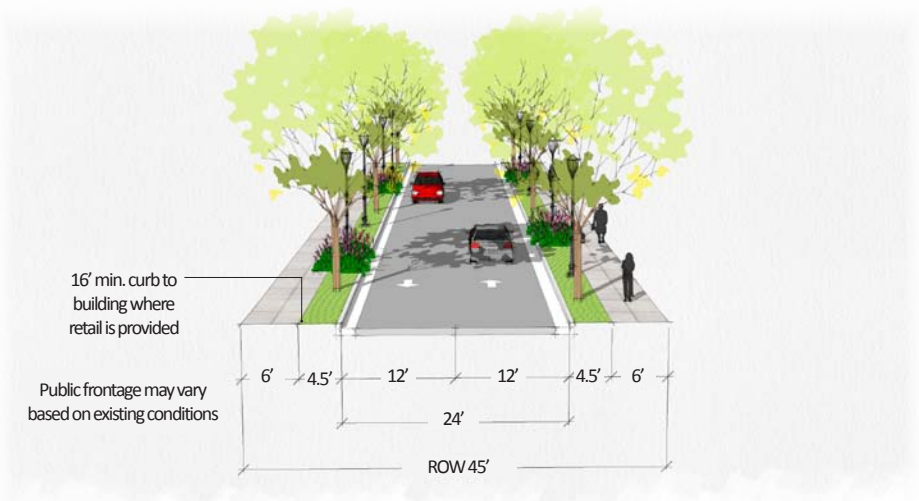
Note:
*Width of sidewalk varies pending on existing width of bridge

7.12 Streets

ST - 48.5 - 24 - T

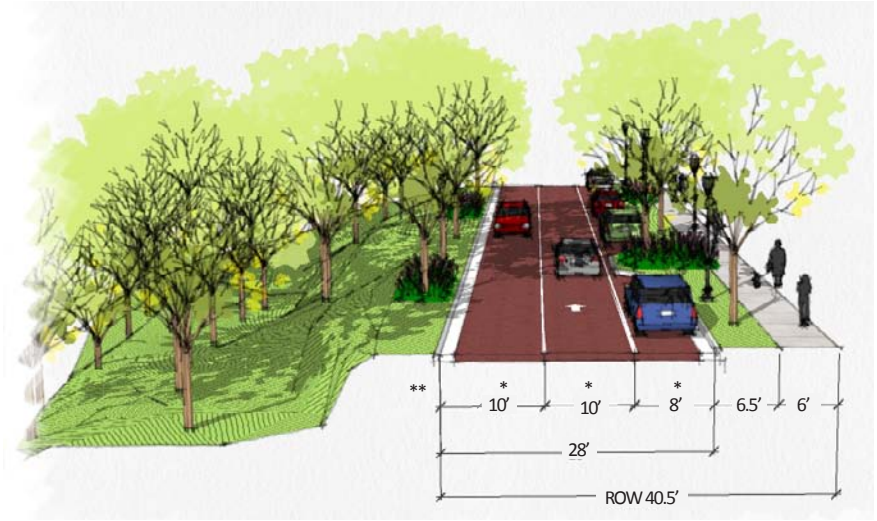


ST - 45 - 24 - T



Note:
Street sections on the Southern Towers site are under reconsideration.
*Public frontage (sidewalk/verge) may vary based on existing conditions

ST - 40.5 - 28



Notes:

Street may be one or two way circulation as determined by the development review process.
*Pavement material should be pervious, unique in textured and appearance from typical streets. Optional landscape islands may be used within the transitway.
**A swale curb type should be utilized along the Dora Kelley Nature Park frontage.

7.14 Streets

Chapter 8: Public Realm - Streetscape

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

i. General Standards

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

a) Sidewalks

i. Standards

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

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

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

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

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

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

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

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

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

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

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

ii. Guidelines

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

b) Benches

i. Standards

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

ii. Guidelines

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

c) Bike Racks

i. Standards

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

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

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

ii. Guidelines

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

d) Trash/Recycling Receptacles

i. Standards

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

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

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

e) Bollards

i. Standards

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

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

f) Street Trees

i. Standards

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

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

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

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

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

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

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

ii. Guidelines

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

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

g) Lighting

i. Standards

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

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

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

i. Guidelines

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

h) Transit Stations and Stops

i. Standards

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

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

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

(4) Bus stops shall be well illuminated.

i) Stormwater Management Ponds

i. Standards

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

ii. Guidelines

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