

WORKING DRAFT JUNE 2015

OAKVILLE TRIANGLE & ROUTE 1

Corridor Vision Plan and Urban Design Standards & Guidelines

City of Alexandria, VA



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ACKNOWLEDGEMENTS

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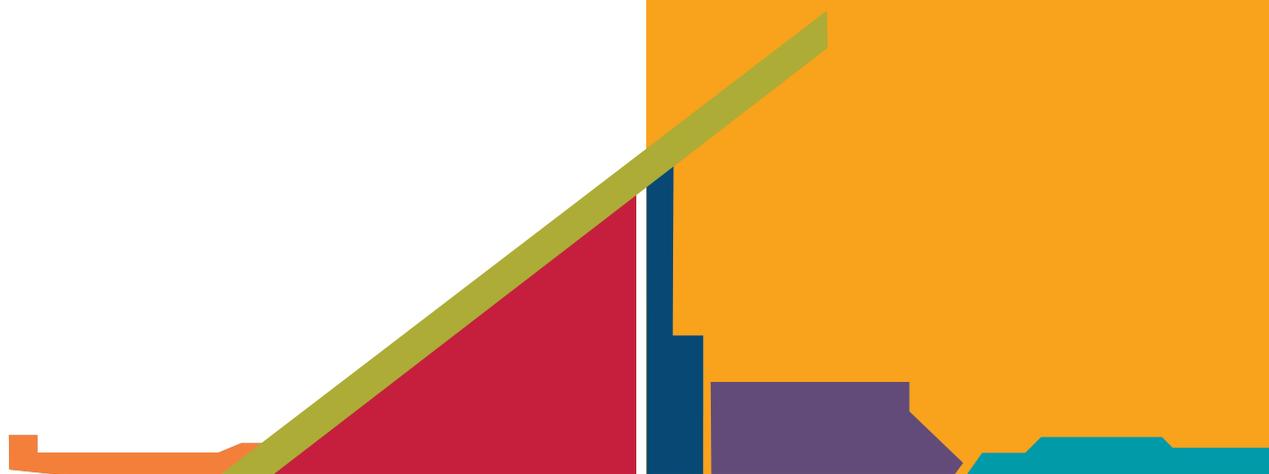
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VISION PLAN



I. HEADER 2

VISION

The Plan envisions a future Oakville/Triangle Route 1 Corridor that is compatible with the fabric of existing neighborhoods, includes an enhanced Mount Jefferson Park/Trail, a mix of land uses including retail that is neighborhood-serving and contributes to the “maker” economy, concentrates height at transit stops and in close proximity to the Potomac Yard Metrorail Station, a range of housing opportunities, and an attractive public realm.

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, streetscape, 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. 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 ensure new development is compatible with the adjoining neighborhoods.
- 1.2 Ensure that new development complies with maximum height limits and appropriate building transitions. (Figures 25 & 26)



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. Where possible, 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 improved safety with “eyes” on the park.

RECOMMENDATIONS:

- 1.3 Require that the redevelopment of the Oakville Triangle site fund and implement 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 three new public open spaces within Oakville Triangle to build on and visually connect to 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 roof top open space to ensure adequate opportunity for new residents’ access to the outdoors, designed and to minimize impacts on the adjoining neighborhoods.

RECOMMENDATIONS:

- 1.4 Require new development to provide ground level open space and rooftop open space within redevelopment sites as specified in Design Standards and the new zoning for the Plan area.
- 1.5 Expand Ruby Tucker Park within the City’s existing right of way on Lynhaven Drive.



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 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:

- 1.6 Encourage integration of the area's industrial heritage into new building , park and streetscape design.
- 1.7 Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.8 With redevelopment of sites on Route 1, require undergrounding of utilities and construction of 25-foot pedestrian areas with street trees.



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 to maximize use of the adjoining transit options of the Potomac Yard Metrorail Station and the Transitway. Taller heights will require appropriate scale and height transition to the adjoining neighborhoods.

RECOMMENDATIONS:

- 1.9** Plan for taller heights at the locations of transit stations at Swann Street/Route 1 and E. Glebe Road/Route 1, following standards for required height transitions to the adjoining neighborhoods as depicted in Figure 25.

TRANSPORTATION OPTIONS AND CONNECTIVITY

Enhance the road network within the Plan area by establishing new blocks, including a new North-South road connecting the Oakville Triangle property to the south with East Glebe Road to the north, providing additional options for connectivity. Consider additional transportation improvements, including a new traffic signal at Montrose Avenue and Route 1. Create new sidewalks, pedestrian connections, and bike facilities connecting current residents with new neighborhoods and transit facilities. Construct a new signalized pedestrian connection at Fannon Street across Route 1 between Oakville Triangle and Potomac Yard.

In addition, improvements will need to be made to 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 property owners.

RECOMMENDATIONS:

- 1.10** Require construction of the planned North-South road and streets with redevelopment of adjacent parcels, as depicted in Figure 9.
- 1.11** Install a new traffic signal at Montrose Avenue and Route 1.
- 1.12** Construct a new signalized pedestrian connection at Fannon Street across Route 1 between Oakville Triangle and Potomac Yard.
- 1.13** Implement improvements to the intersection at East Glebe Road and Route 1.

Figure 2: Metro Proximity and Adjoining Transit Stops



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 hotel and office use within Oakville Triangle, and residential and retail throughout the Plan area.

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 retail/ maker space to encourage these uses. Parking, loading, and noise abatement will be addressed in the design of the buildings to be compatible with the adjoining residential neighborhoods.

RECOMMENDATIONS:

- 1.14** Require a mix of land uses as depicted in Figure 24.



DIVERSITY OF HOUSING OPTIONS

Develop 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.

RECOMMENDATIONS:

- 1.15** Encourage the contribution of on-site affordable housing or monetary affordable housing contributions with all redevelopment sites, including a significant on-site contribution for the Oakville Triangle site.
- 1.16** Require a diverse mix of building types within the Plan area.



PLAN RECOMMENDATIONS

- 1.1** Establish Design Standards and Guidelines to ensure new development is compatible with the adjoining neighborhoods.
- 1.2** Ensure that new development complies with maximum height limits and stepdowns as specified in Figure 26.
- 1.3** Require that the redevelopment of the Oakville Triangle site fund and implement the approved plan for Mount Jefferson Park.
- 1.4** Require new development to provide publicly accessible ground level open spaces and rooftop open space within redevelopment sites as specified in Design Standards and the new zoning for the Plan area.
- 1.5** Expand Ruby Tucker Park within the City's existing right of way on Lynhaven Drive.
- 1.6** Encourage integration of the area's industrial heritage into new building, park and streetscape design.
- 1.7** Ensure that new buildings within redevelopment blocks are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.8** With redevelopment of sites on Route 1, require undergrounding of utilities and construction of 25-foot sidewalks with street trees. Where this is not feasible, prioritize implementation funding for these improvements as part of the plan-wide public benefits package.
- 1.9** Plan for taller heights at the locations of transit stations at Swann Street/Route 1 and E. Glebe Road/Route 1, following standards for required height transitions to the adjoining neighborhoods as depicted in Figures 25 & 26.
- 1.10** Require construction of the planned North-South road with redevelopment of adjacent parcels, as depicted in Figure 9.
- 1.11** Install a new signal at Montrose Avenue and Route 1.
- 1.12** Construct a new signalized pedestrian connection at Fannon Street across Route 1 between Oakville Triangle and Potomac Yard.
- 1.13** Implement improvements to the intersection at East Glebe Road and Route 1.
- 1.14** Require a mix of land uses as depicted in Figure 24:
- 1.15** Encourage the contribution of on-site affordable housing or monetary affordable housing contributions with all redevelopment sites, including a significant on-site contribution for the Oakville Triangle site.
- 1.16** Require a diverse mix of building types within the Plan area.

IMPLEMENTATION

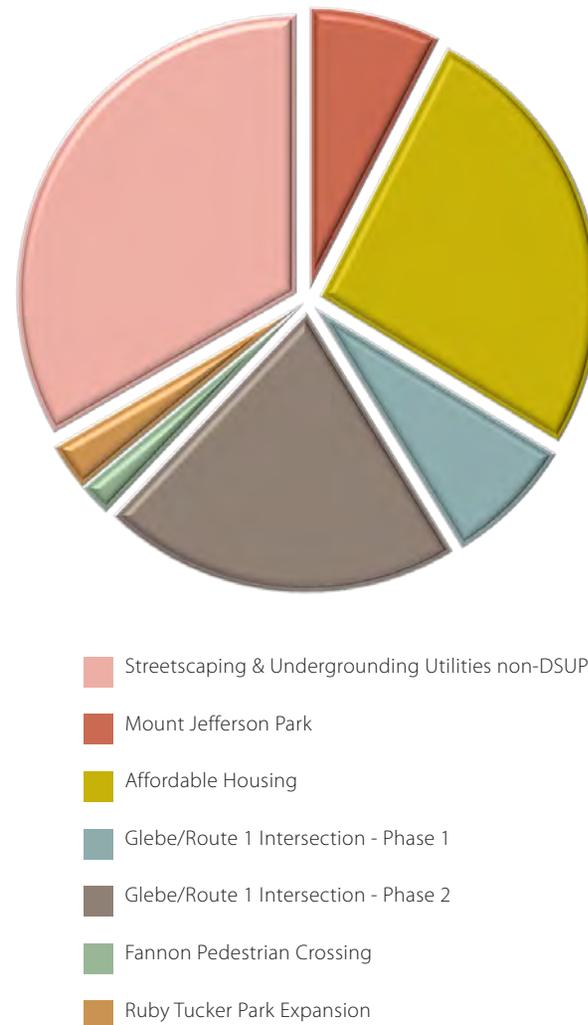
The Plan establishes a 20-30 year vision to enable the City to coordinate short-term and future growth in the Oakville Triangle-Route 1 Corridor. In addition to setting a framework for the type, scale and compatibility of anticipated development, the long-term vision for the area also establishes a plan for amenities and improvements.

There are a number of public benefits that have been identified as necessary to maintain and enhance the livability of existing and future residents and workers in the Plan area, in adjacent neighborhoods, and in the Alexandria community at large. These include:

- Implementation of the Mount Jefferson Park Plan
- Improvements to the Glebe Road/Route 1 intersection (Phase 1 and Phase 2)
- Streetscaping and undergrounding utilities for the Route 1 frontage
- Expansion of the Ruby Tucker Park
- Fannon/Route 1 pedestrian crossing
- On-site affordable housing
- Installation of traffic signal at Montrose Avenue and Route 1

The cost of the above public benefits has been estimated at a planning level basis. More detailed costs based on more detailed engineering will be prepared at a later date. Chart 1 shows the relative costs of the recommended public amenities.

Chart 1: Allocation of Funding for Plan Implementation



In order to fund these improvements, the Plan identifies three sources of funding.

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);
- Ground level open space;
- 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;
- Underground parking where specified.

2. DEVELOPER CONTRIBUTIONS

As with other Small Area Plans, the City anticipates that a portion of the 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 not typically required as part of the DSUP process. These improvements are related to the impact of the new development. Developer contributions will be determined based on value increase.

3. NET NEW TAX REVENUE

It is proposed that a portion 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 under new zoning 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. Which improvements need to occur first? Which can occur more gradually over the life of the plan? In addition, some of transportation infrastructure will be required with certain development thresholds. Chart 2 shows the general phasing of the benefits over the life of the Plan.

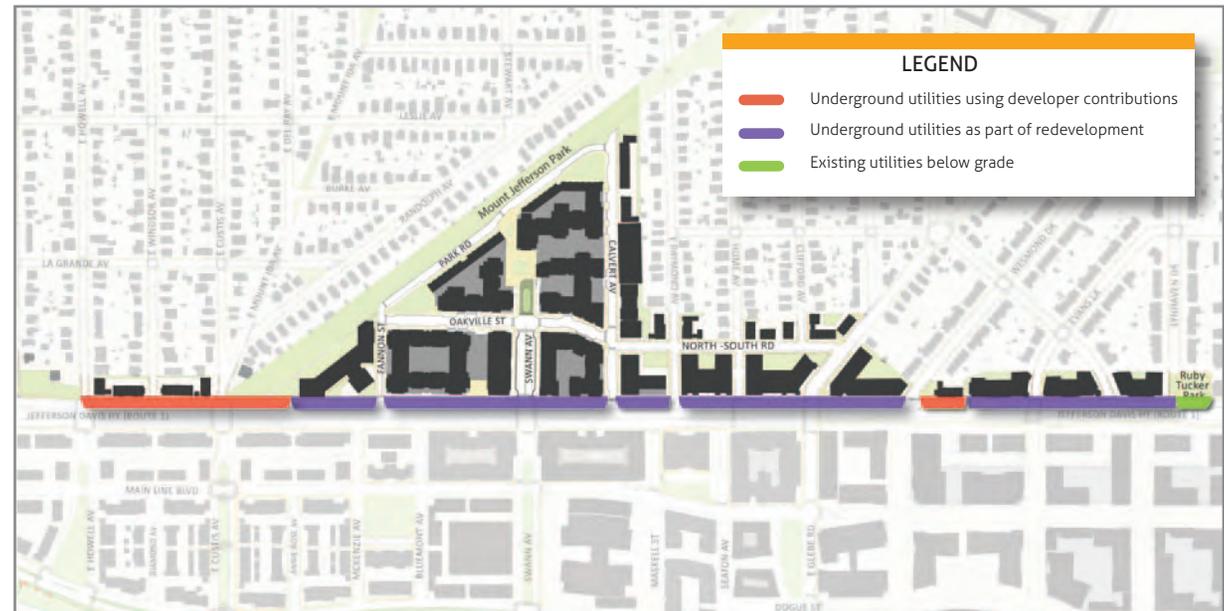
Because of the complex, urban infill redevelopment efforts contemplated in the Plan, and due to real estate demand driven market absorption rates which will set practical limits as to how much new development can occur each year, this Plan could take about 20-30 years to fully implement. Real estate 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 Coordinated Development District (CDD) zoning.

Chart 2: Public Benefits Phasing

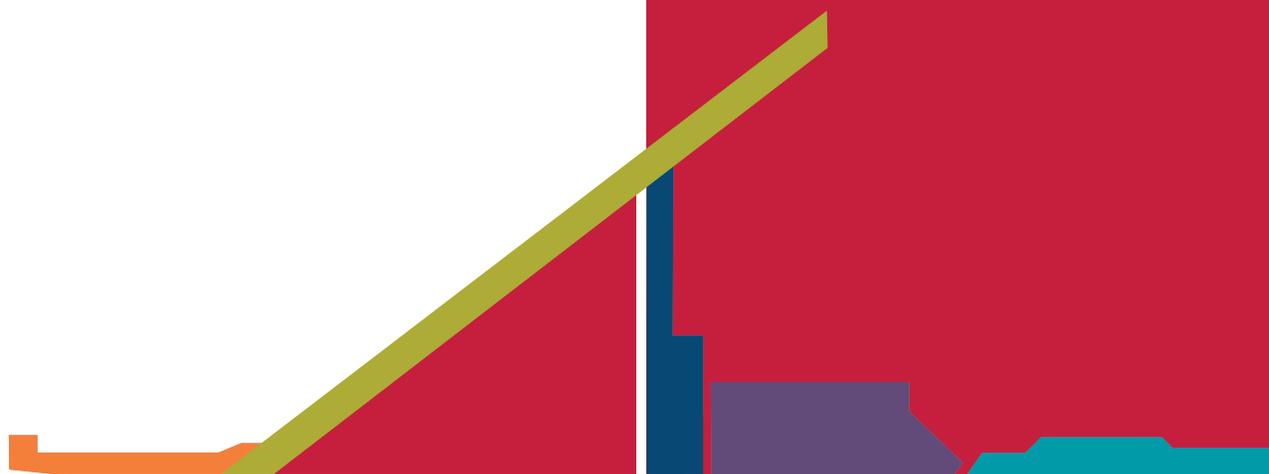
0-5 YEARS	6-10 YEARS	11-15 YEARS	16-25 YEARS
MT. JEFFERSON PARK			
AFFORDABLE HOUSING			
GLEBE/ROUTE 1 PHASE I		GLEBE/ROUTE 1 PHASE II	
ROUTE 1 UTILITIES-STREETSCAPE			
RUBY TUCKER PARK EXPANSION			

Figure 3: Route 1 Streetscape & Undergrounding Utilities



2

INTRODUCTION - DESIGN STANDARDS AND GUIDELINES

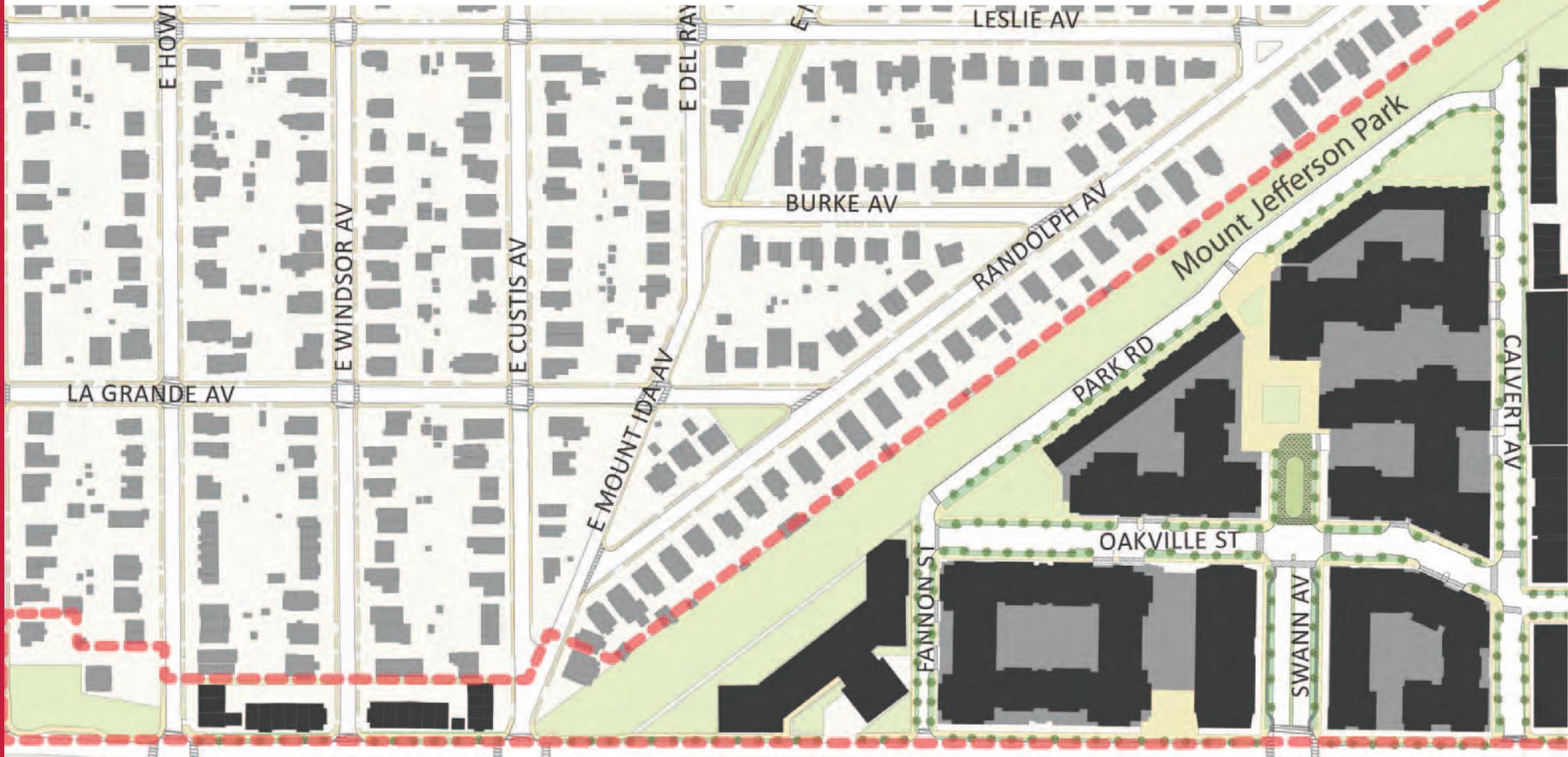


I. ROLE OF THE STANDARDS AND GUIDELINES

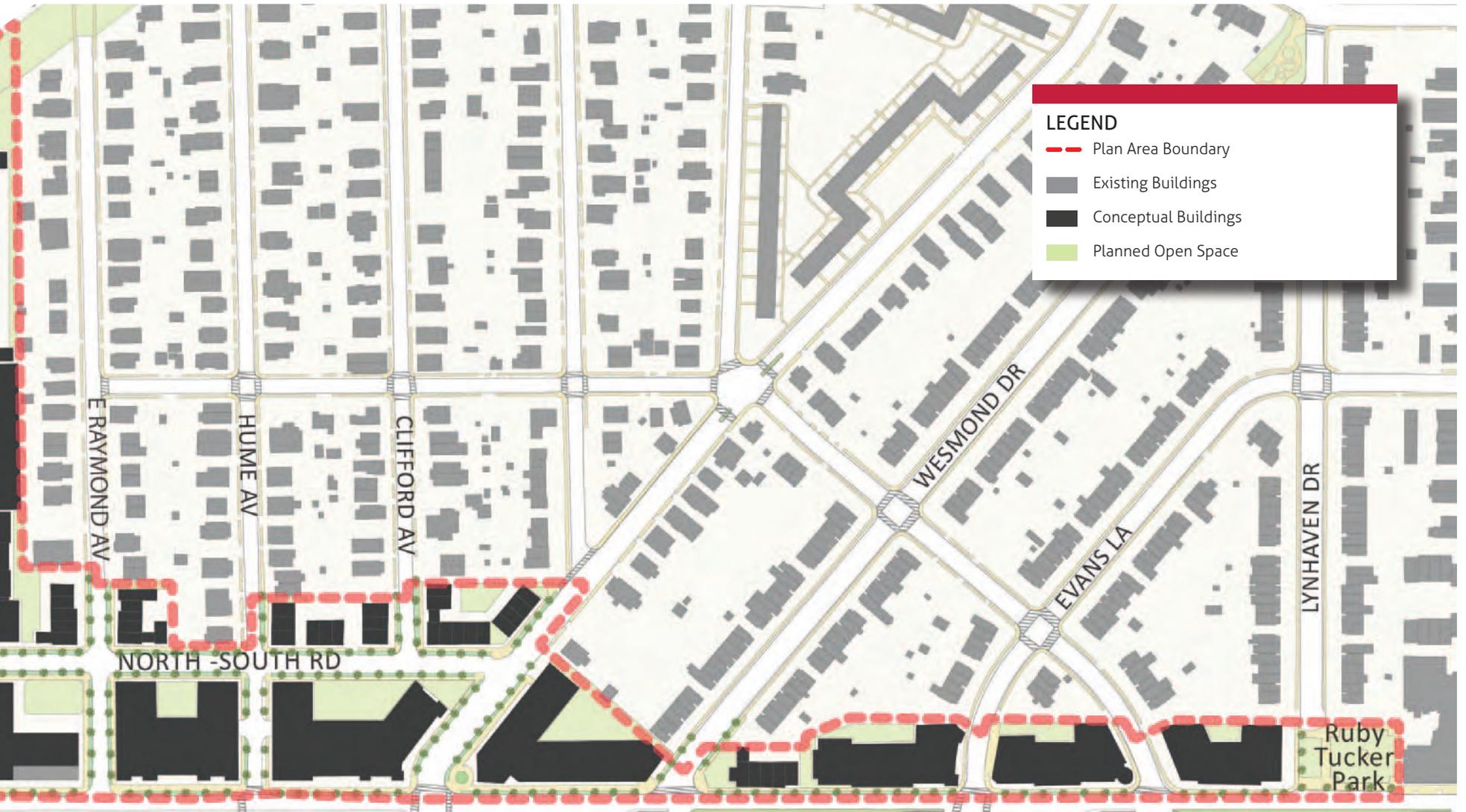
The Oakville Triangle & Route 1 Corridor Vision Plan and Design Standards & Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the Plan area to implement the Vision Plan. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals,

requirements and this document. Projects are required to comply with all Design Standards 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 4 : Illustrative Plan



Note: Figure 4 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** Provide building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.
- 2.2** 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.
- 2.3** Develop a generally orthogonal street grid pattern, including the introduction of several new streets.

OPEN SPACE

- 2.4** Improve Mount Jefferson Park consistent with the park improvements approved by the Parks and Recreation and Planning Commissions.
- 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 three new ground level public green spaces adjacent to Mount Jefferson Park.
- 2.7** Expand the existing Ruby Tucker Park.

STREETS

- 2.8** Provide a hierarchy of streets.
- 2.9** Provide on-street parallel parking for the new streets (excluding Route 1) as depicted in the attached street cross sections.
- 2.10** The new streets are designed to be low speed, local serving, pedestrian-oriented which encourage bicycle and transit use and accommodate stormwater management.

PUBLIC REALM

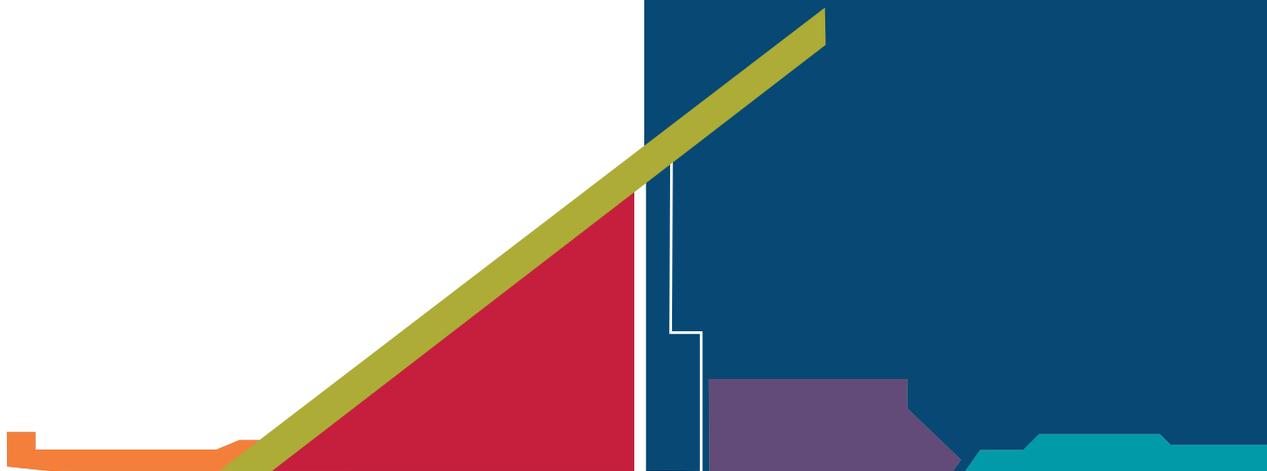
- 2.11** Create pedestrian-oriented streetscapes.
- 2.12** Incorporate the provision of safe, efficient, and convenient pedestrian and bicycle circulation systems that connect neighborhoods, transit, and open spaces.
- 2.13** Provide careful attention to sidewalk design and detailing to support the walkability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

BUILDINGS

- 2.14** 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.
- 2.15** Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.
- 2.16** 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.
- 2.17** Select appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

3

PLAN DISTRICTS



I. DISTRICTS

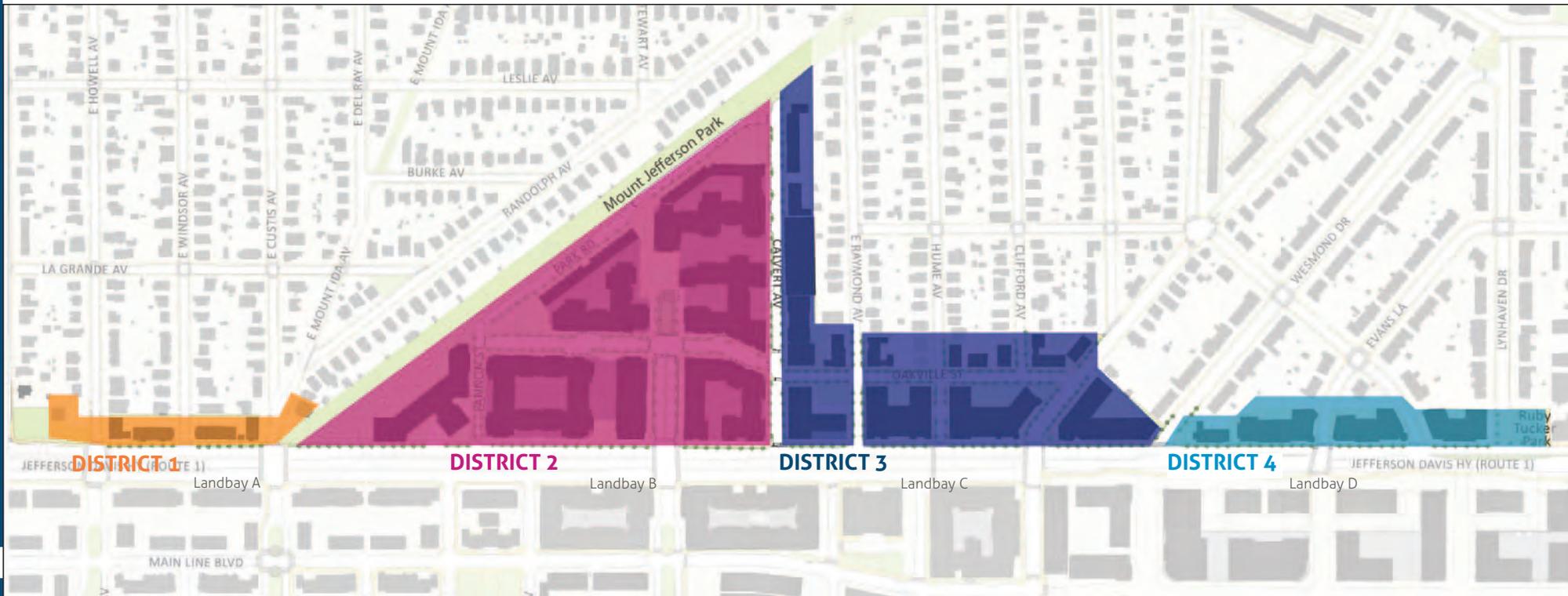
A defining element of Alexandria is its unique and distinct neighborhoods. The districts identified in the Plan are intended to appear and function as extensions of the adjoining unique neighborhoods of Del Ray, Lynhaven and Potomac Yard. The Plan districts are based on the depths of blocks, overall 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. Due to the size, shape, and adjacent neighborhoods, the character of each district is intended to vary by location.

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

- MIKE BURTON

Figure 5: Plan Districts

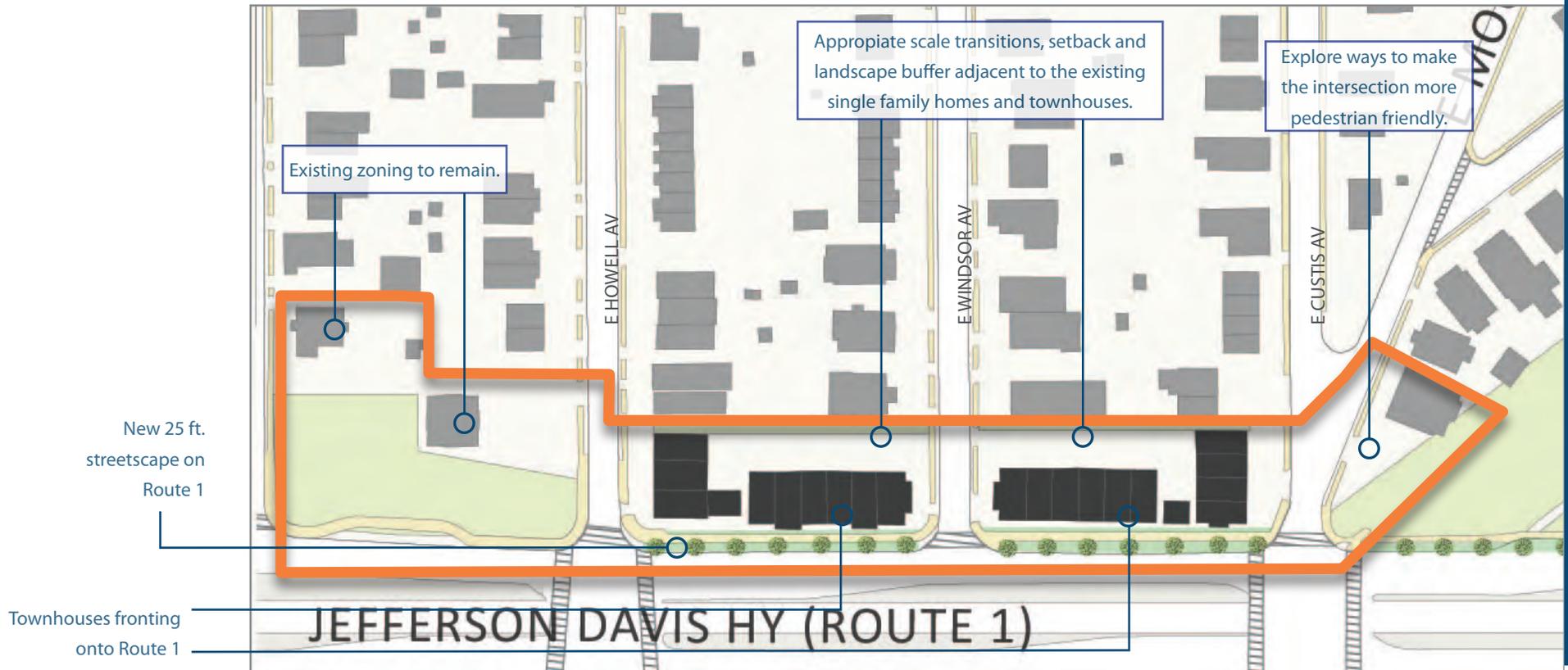


A. DISTRICT 1

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 height, 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.

Figure 6: District 1 Illustrative Plan



A. DISTRICT 1



Figure 7: View Looking South, Route 1 and Custis Ave (Adjacent to Mount Jefferson Park)



DISTRICT 1 CHARACTER

TOWNHOUSES



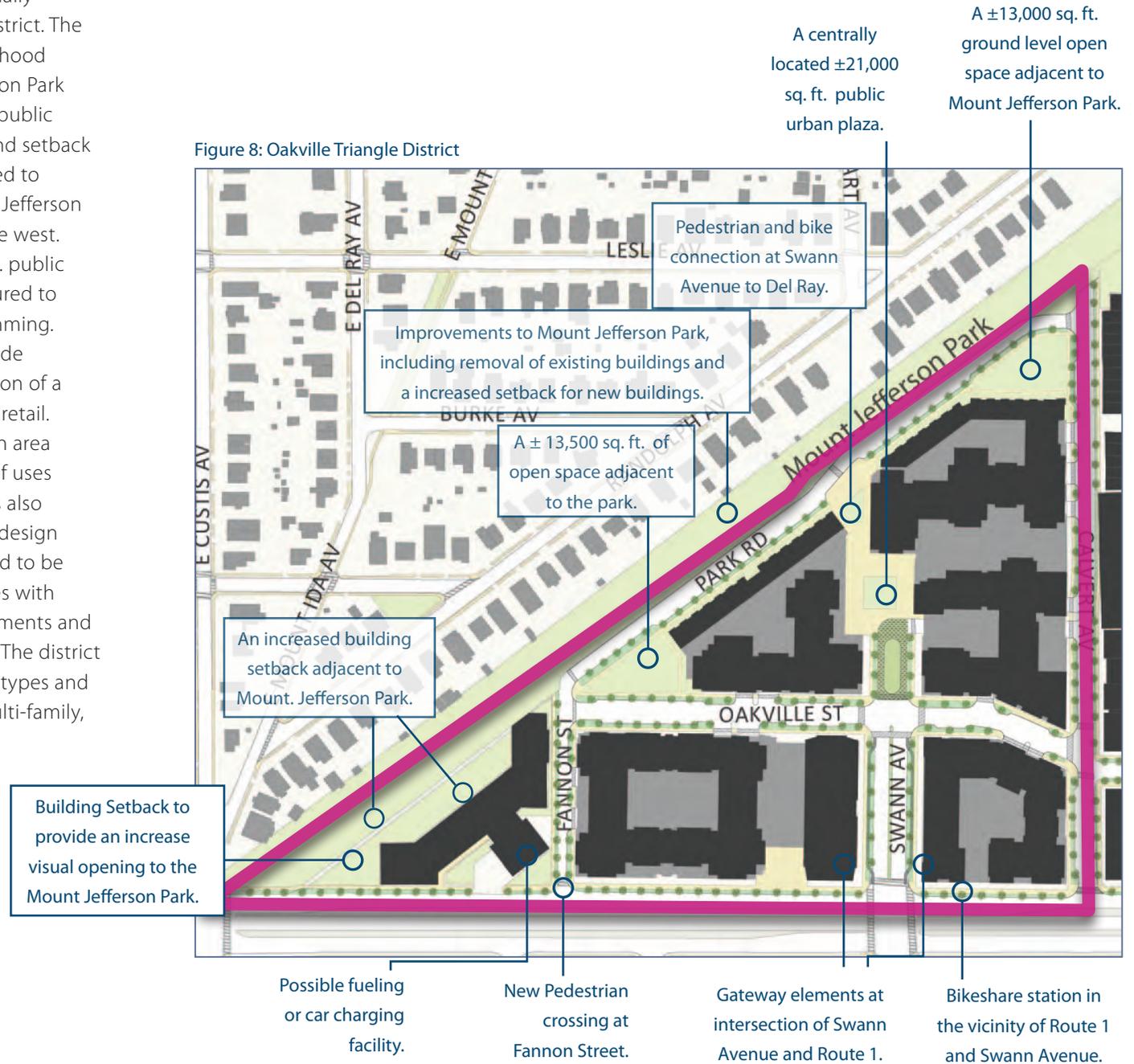
MOUNT JEFFERSON PARK



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 types of 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 35’-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, and hotel buildings.

Figure 8: Oakville Triangle District



OAKVILLE TRIANGLE CHARACTER

OAKVILLE TRIANGLE - SWANN AVENUE



PARK ROAD



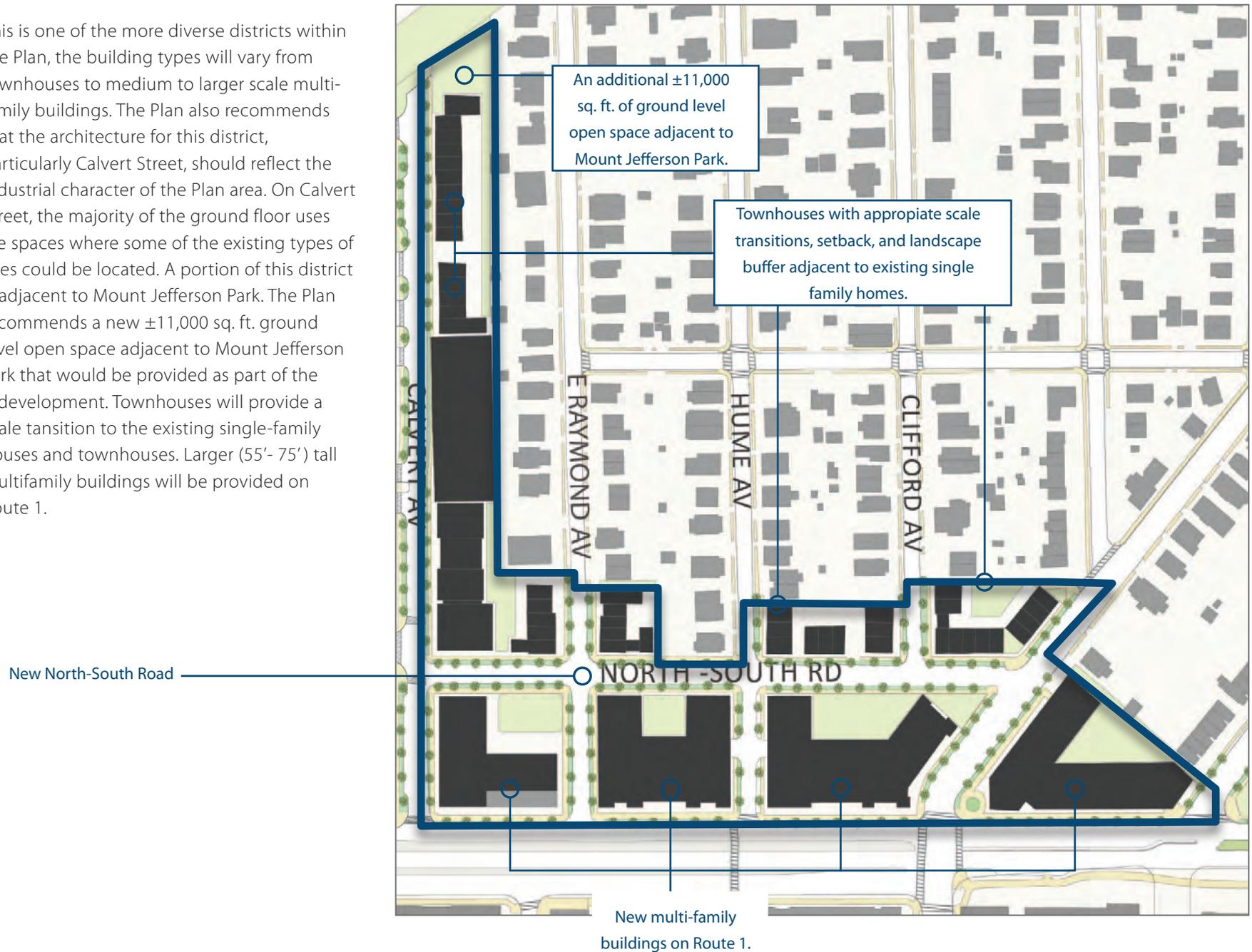
CALVERT AVENUE



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 Calvert Street, should reflect the industrial character of the Plan area. On Calvert Street, the majority of the ground floor uses are spaces where some of the existing types of uses could be located. 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'- 75') tall multifamily buildings will be provided on Route 1.

Figure 9: Plan District 3 Illustrative Plan



DISTRICT 3

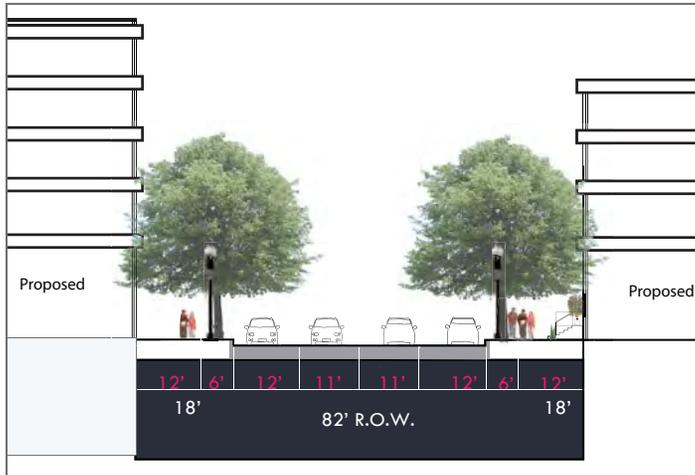
The building types will range from multifamily buildings on Route 1 and a portion of Calvert and predominantly townhouses adjacent to existing neighborhoods. The Plan also permits office uses at the intersection of Route 1 and Glebe Road, where taller heights are permitted due to the proximity to the transit stop on Route 1, and the Potomac Yard Metrorail station. This district will include a new North-South road connecting Calvert Street to Glebe Road as part of the redevelopment. A reconfiguration of the intersection of Glebe Road and Route 1 is recommended as part of the Plan (Figure ____). 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 11: View of Proposed North-South Road, Looking South



Figure 10: Glebe-Route 1 Intersection, Conceptual Design



DISTRICT 3 CHARACTER

NORTH-SOUTH ROAD



Figure 12: View of Proposed North-South Road, Looking South



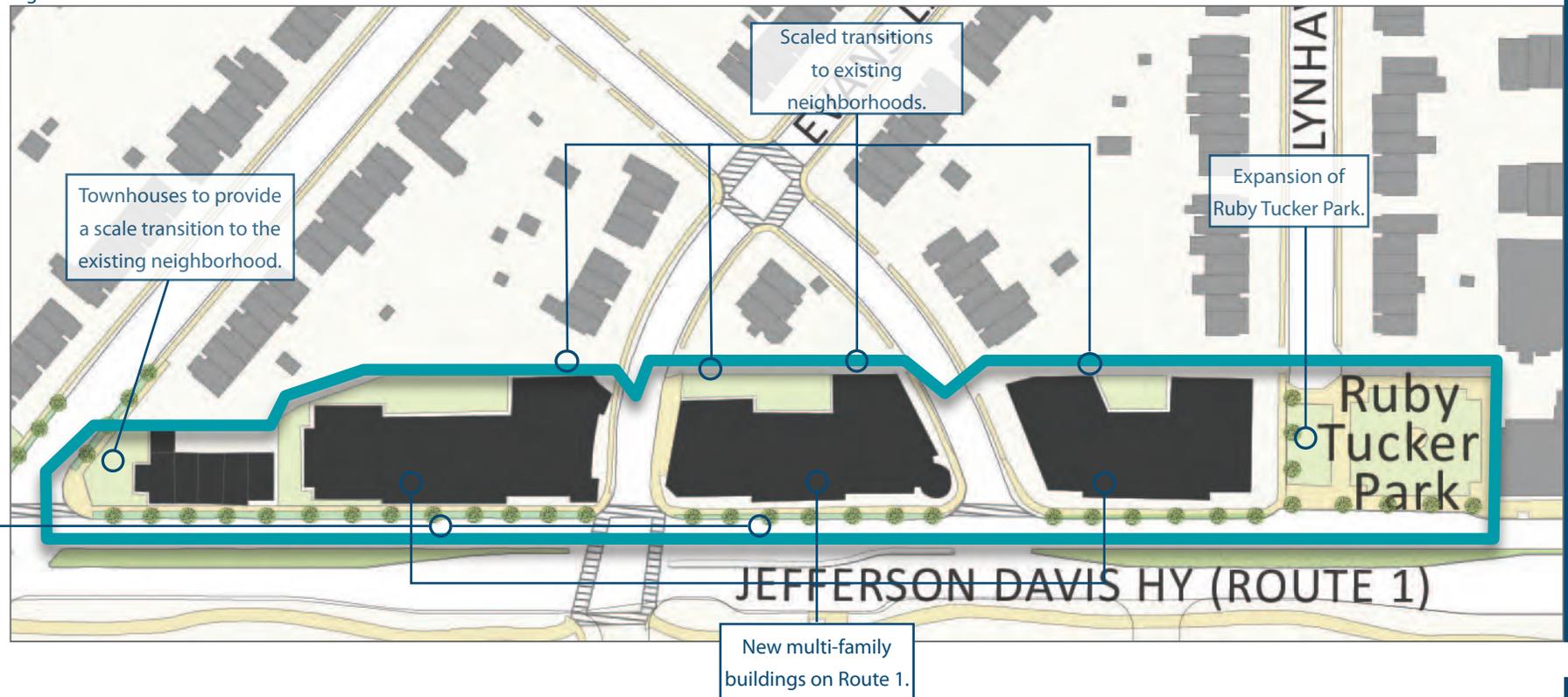
ROUTE 1 FRONTAGE



DISTRICT 4

Similar to District # 1, many of the lots/blocks within this district are 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 requires setbacks and height and scale transitions to the existing townhouses. The Plan also recommends expanding the existing ±10,450 sq. ft. Ruby Tucker Park by approximately ±4,000 sq. ft.

Figure 13: Plan District 4

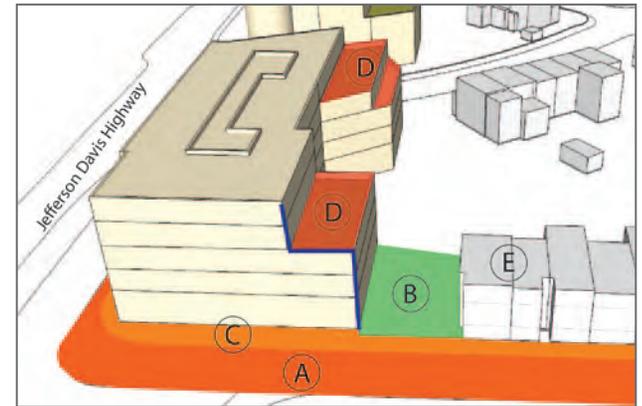
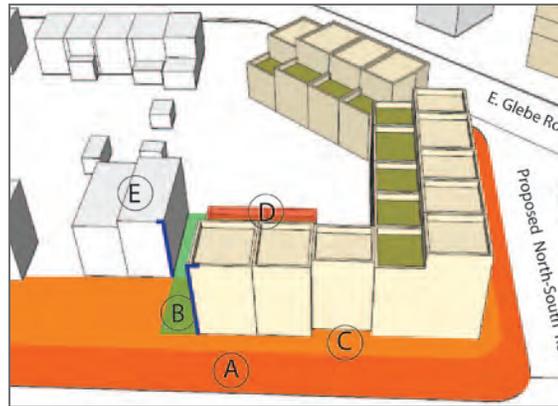


DISTRICT 4 NEIGHBORHOOD CHARACTER

ROUTE 1



SCALE TRANSITIONS



EXPANDED RUBY TUCKER PARK



Figure 14: Ruby Tucker Expansion (On Route 1 Looking South)

ROUTE 1 FRONTAGE

The Route 1 frontage is a visually prominent gateway for the City, and serves as a “front door” for the Plan area. The Plan recommends enhancements to the Route 1 frontage, including a 25 ft. streetscape, continual street trees, below grade utilities, 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.

Figure15: Illustrative of Route 1 Street Improvements and Underground Utilities



Figure16: Route 1 Streetscape Cross-Section

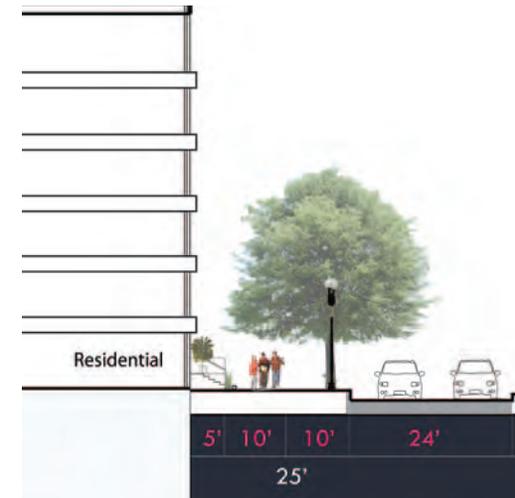


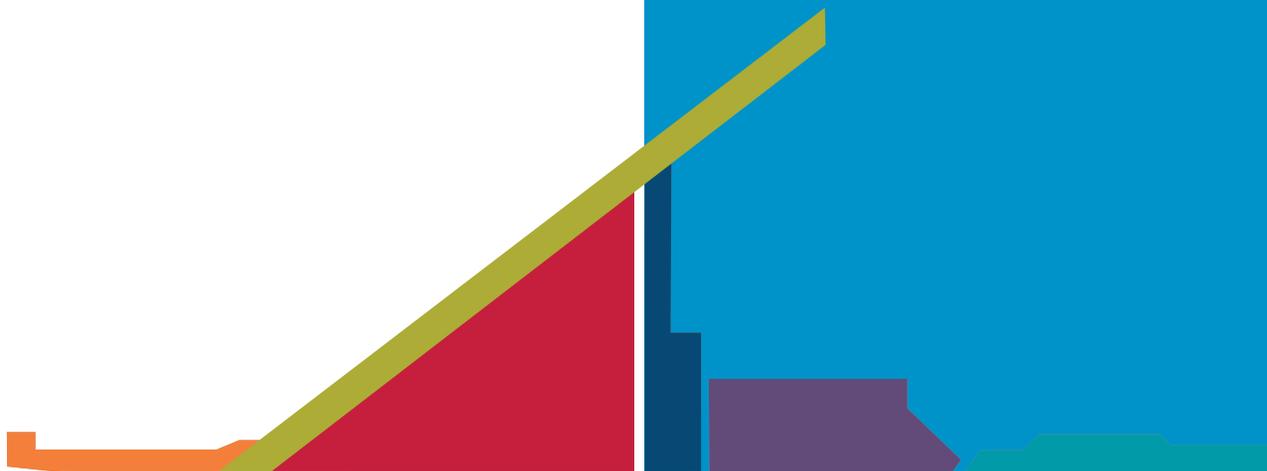
Figure 17: Route 1 Streetscape Improvements



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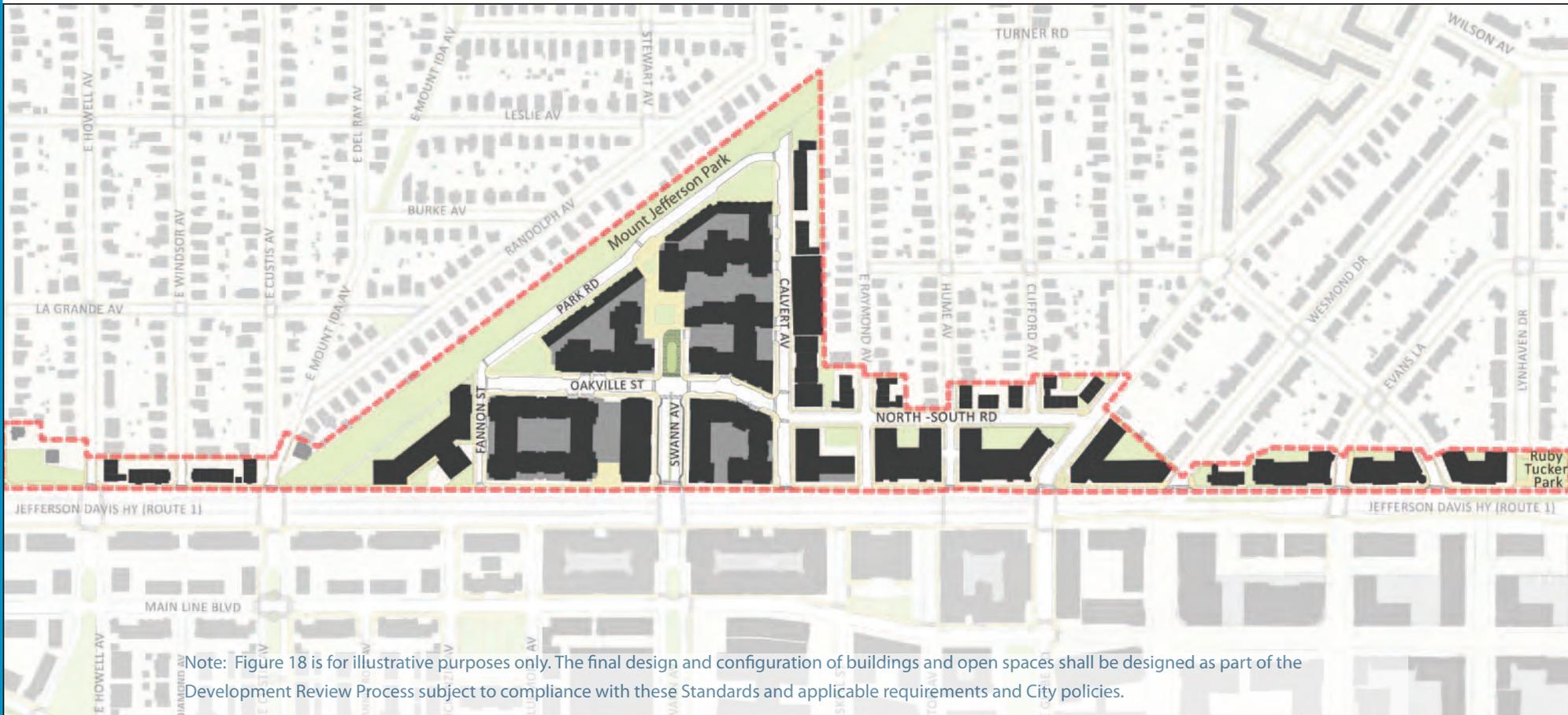
PLAN FRAMEWORK



ILLUSTRATIVE PLAN

The Plan creates a framework for the uses, streets, and open spaces, which function as the foundation for the Plan area. In addition, 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 18: Illustrative Plan

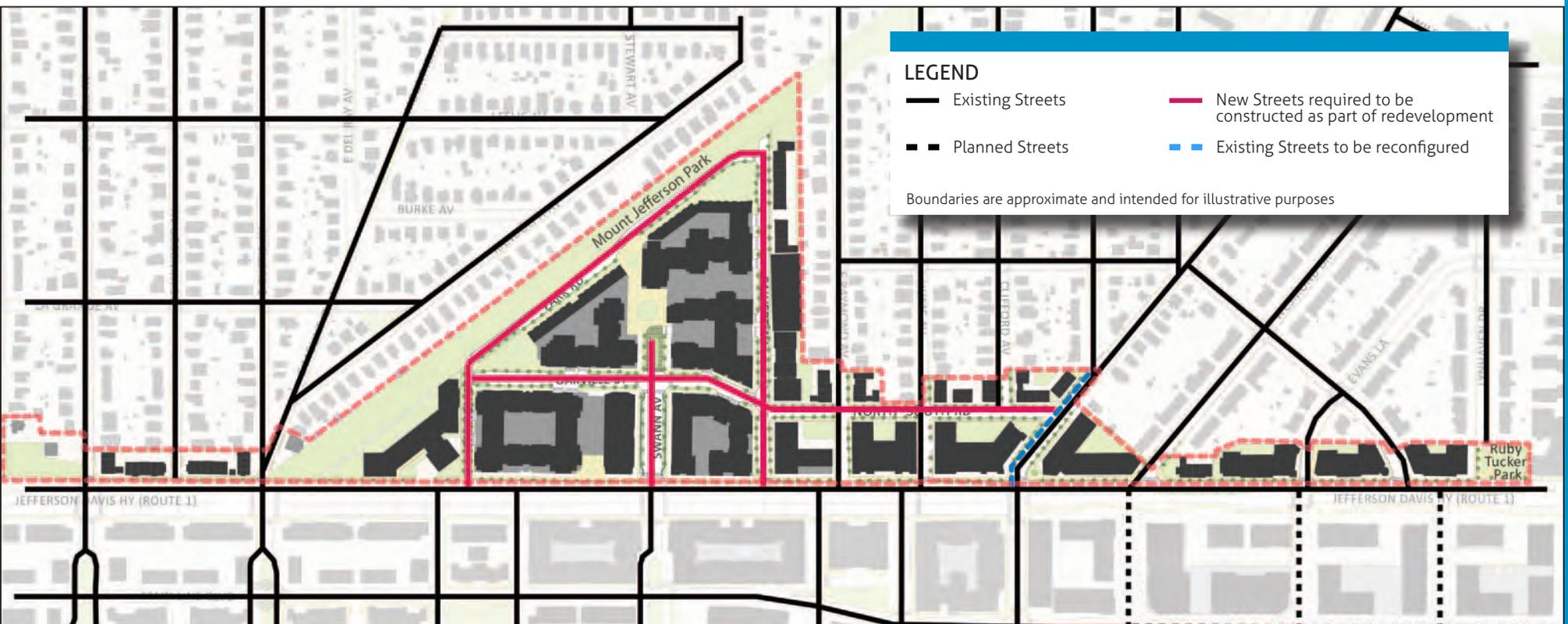


Note: Figure 18 is for illustrative purposes only. The final design and configuration of buildings and open spaces shall be designed as part of the Development Review Process subject to compliance with these Standards and applicable requirements and City policies.

A. FRAMEWORK STREETS

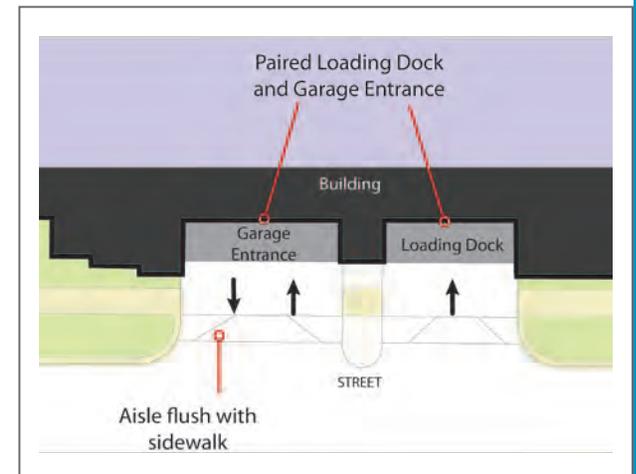
Figure 19 depicts the framework streets, or the streets that are required to be constructed and/or reconfigured as part of the redevelopment. The graphic also depicts the Glebe Road and Route 1 intersection improvements.

Figure 19: Framework Streets



GENERAL 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 20, 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. "A" streets are subject to the highest design standards:
- i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building.
 - iii.** The highest quality of architectural façade and streetscape treatment shall be used.
- 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.
 - 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. Where ground floor retail is provided or required, residential lobby entrances should be minimized but are not prohibited. The final location of residential entrances will be determined as part of the development review process.



Paired loading and garage entrances shall provide a drive aisle flush with the sidewalk.

B. 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 Plan area will take approximately 20 years to fully implement the vision of the Plan. During this timeframe, it will often be considered more expeditious or cheaper to create larger “megablocks,” however this document requires that development occur according to the required framework streets.

Many of the redeveloped areas will be an extension of existing blocks within Del Ray and Lynhaven. The blocks will be established through the framework streets and existing streets.

Figure 21: Development Blocks in Plan Area



C. ZONING

A Coordinated Development District (CDD) is recommended for the Plan Area to implement the Vision Plan. This approach is similar to the zoning used for the adjoining North Potomac Yard and South Potomac Yard zoning approvals. As depicted in Figure 23, the Plan does not proposed CDD zoning for some of the properties due to their size and shape. For these properties the existing CSL zoning will be retained.



Figure 22: Existing Zoning

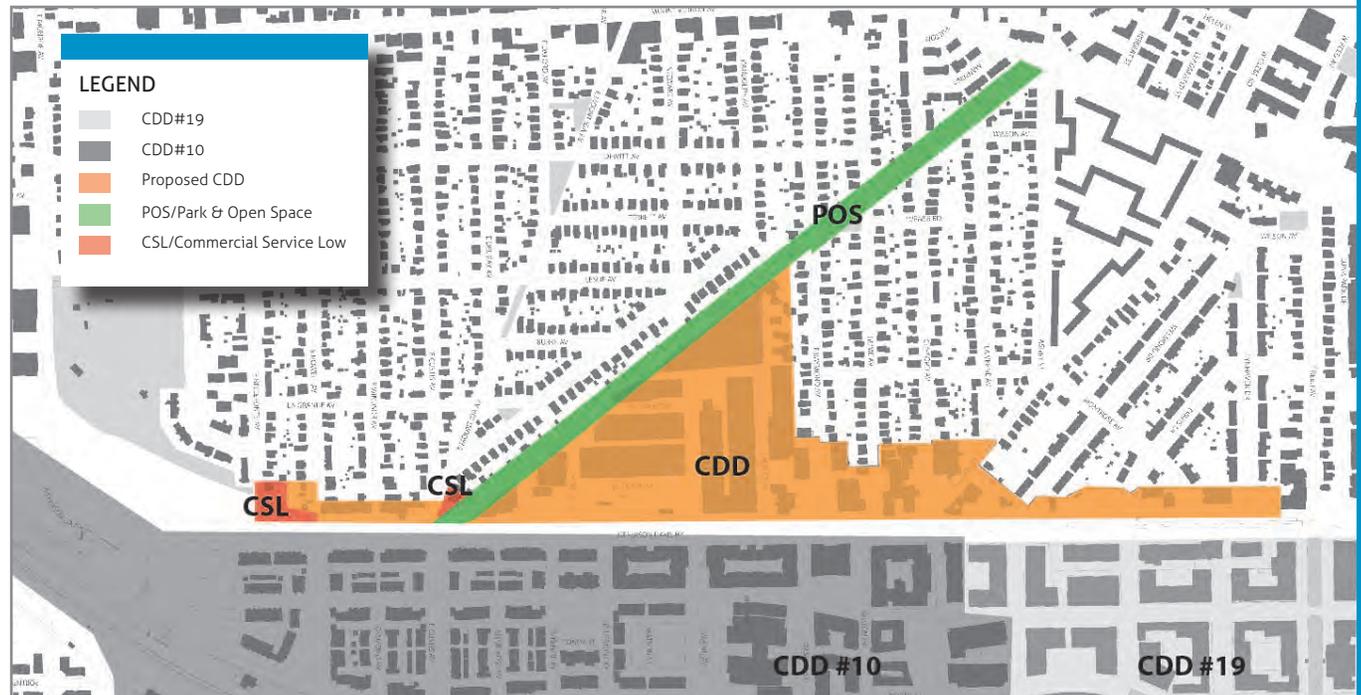


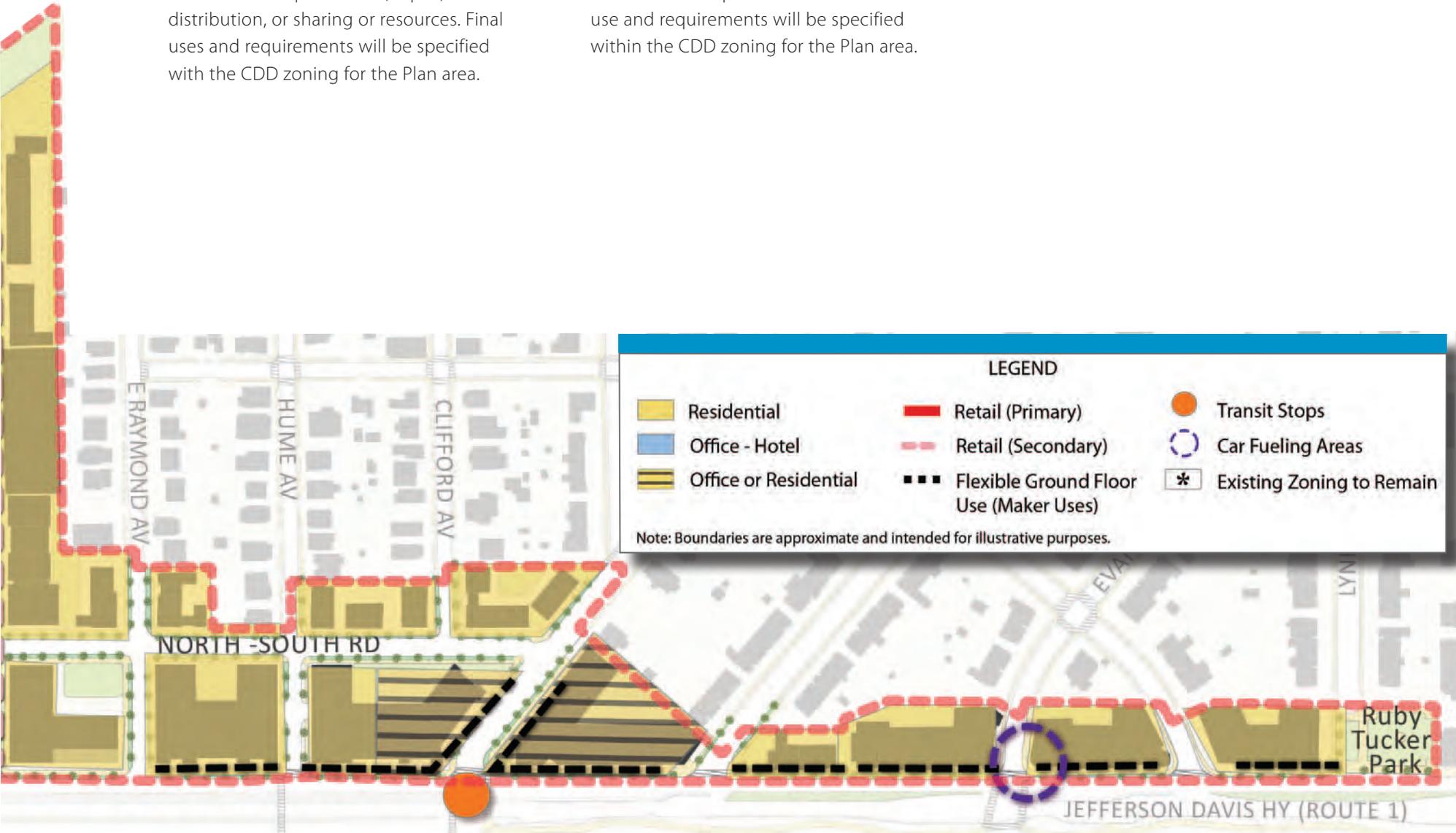
Figure 23: Proposed Zoning and Existing Zoning

MAKER USES:

For purposes of the Design Standards, maker uses constitutes 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.

SECONDARY RETAIL:

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



E. FUELING/CHARGING STATIONS

There are two existing gas stations in the Plan area. The land use plan (Figure 24) permits fueling/charging as part of the redevelopment at two locations within the Plan area. While not required, if these facilities are provided, they will be subject to the following standards.



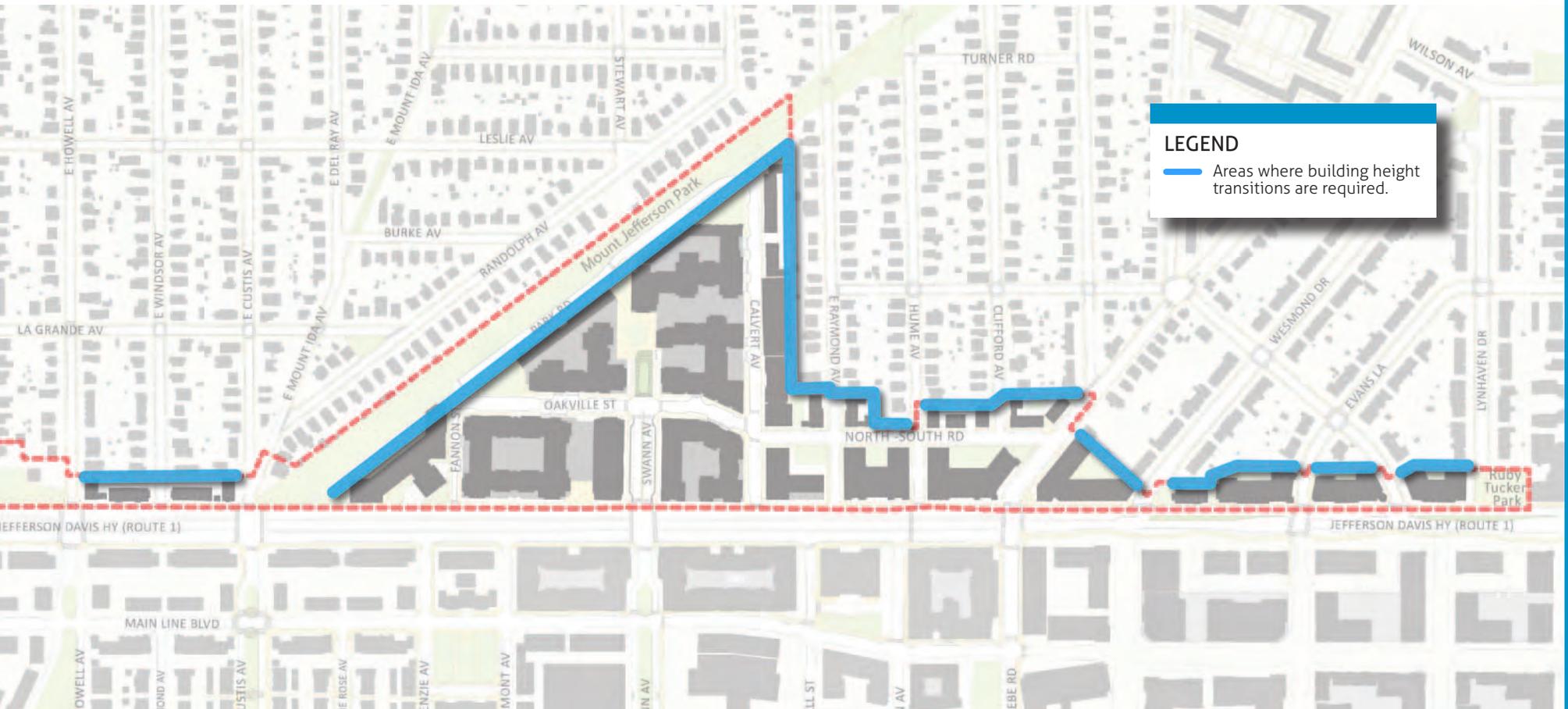
GENERAL STANDARDS

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

F. BUILDING HEIGHTS-TRANSITION ZONES

To ensure compatibility with adjoining neighborhoods, the Plan requires appropriate transitions where buildings either step down in height and/or provide setbacks and/or landscaping to buffer new development and adjacent and adjoining properties. See Figures 36 and 37 for the standards.

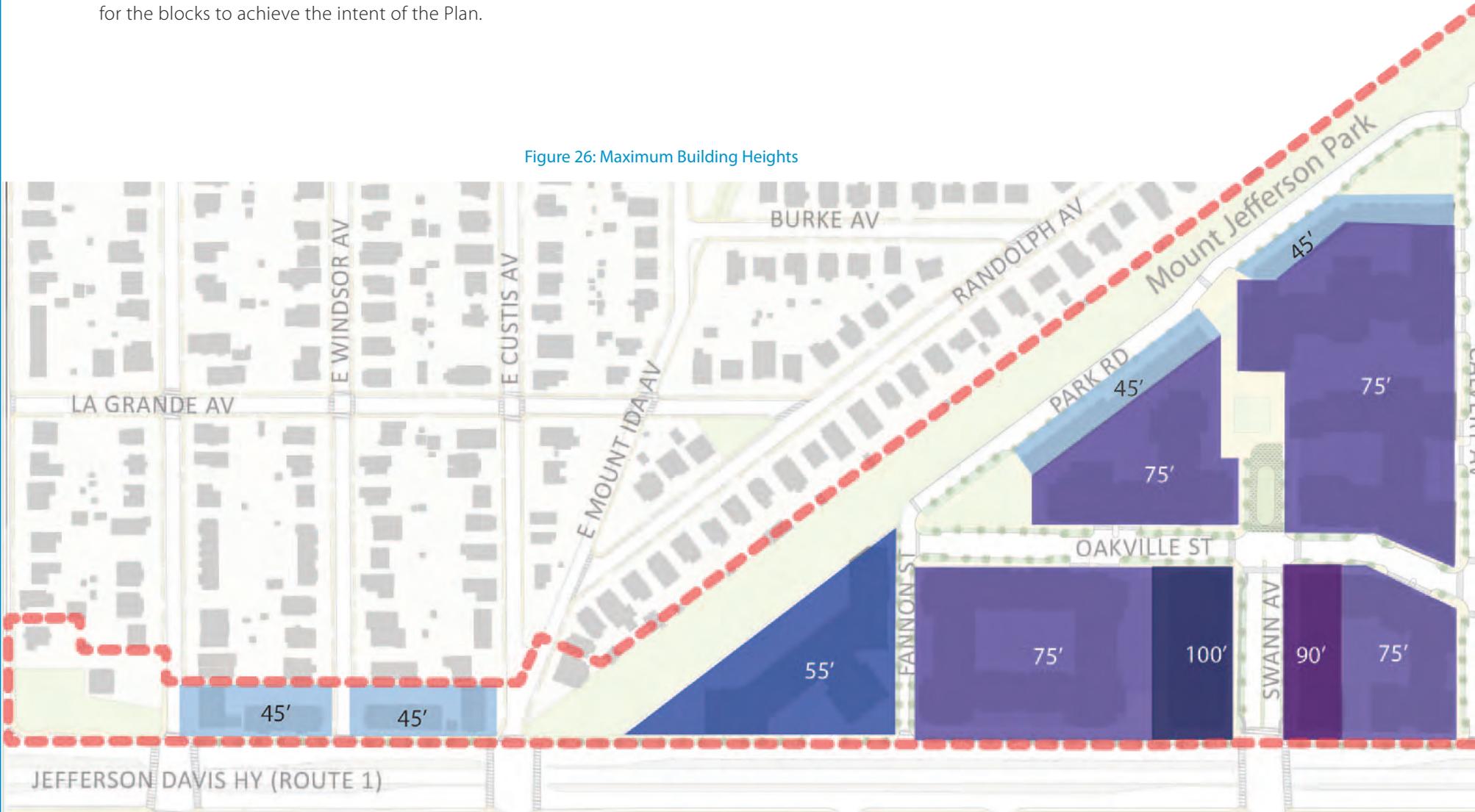
Figure 25: Building Heights - Transitions Zones



F. BUILDING HEIGHTS-MAXIMUM

Maximum building heights are intended to ensure buildings of compatible size and massing given the context of each block. Figure 26 depicts the maximum heights. Figure 27, also establishes minimum heights for the blocks to achieve the intent of the Plan.

Figure 26: Maximum Building Heights



LEGEND

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

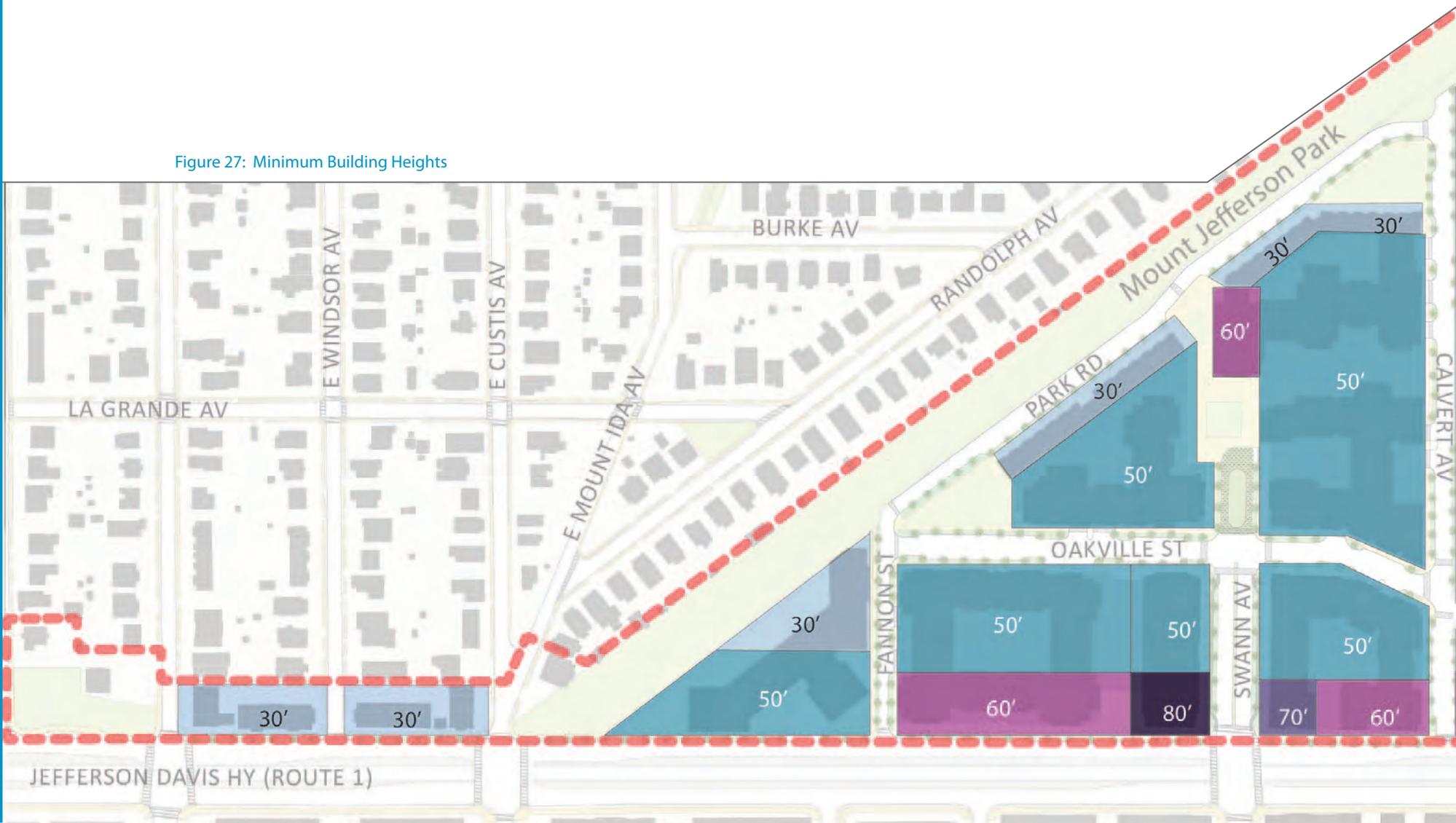
Note: The heights depicted are maximum heights. The heights shall be subject to all applicable standards herein, such as height transitions, setbacks, and variety in height and applicable building requirements.



F. BUILDING HEIGHTS-MINIMUM

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

Figure 27: Minimum Building Heights



LEGEND

	30'		60'
	50'		70'
	55'		80'



G. OPEN SPACE

Open spaces are the living rooms of the City, the places where people come together to enjoy the City and each other. Public spaces make high-quality life in the City possible. They form the stage and backdrop to the drama of urban life and activity. Public spaces and improvements within the Plan area will include:

- Renovation of the 4.7 acre Mount Jefferson Park,
- Four additional open space adjacent to Mount Jefferson Park, ranging in size from $\pm 11,000$ 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.
- For townhouse developments, 15% ground level and 15% roof-top open space as part of redevelopment.
- A minimum of 25 % ground level and 15 % roof-top open space as part of the redevelopment.
- For mixed-use projects (with ground floor retail - commercial) a minimum of 15% ground level open space and 25% roof-top open space as part of redevelopment.

Figure 28: 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.

RUBY TUCKER PARK EXPANSION

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

LEGEND

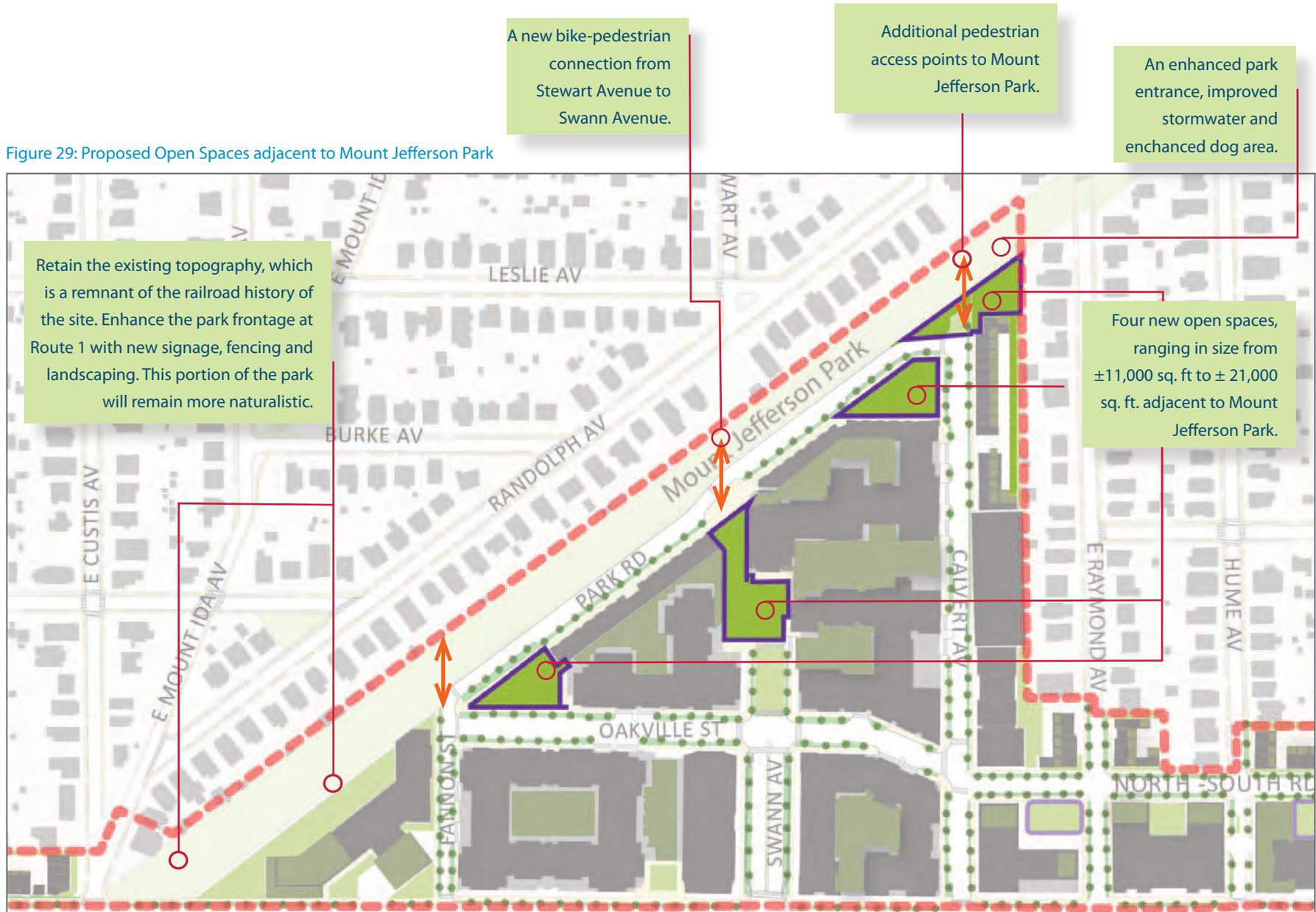
- Public Parks
- Ground level Open Space
- Rooftop Open Space
- Public Access Easement
- M Metro Alternative B

- Notes:
1. Boundaries are approximate and intended for illustrative purposes.
 2. All townhouses -third level depicted as rooftop open space.
 3. Open spaces depicted include existing and planned open spaces and parks.



MOUNT JEFFERSON PARK IMPROVEMENTS

Figure 29: 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 OPEN SPACE:**

Rooftop open 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 open space will integrate with the architecture and serve as an extension of each building’s common areas. The rooftop open space on buildings in close proximity to the adjoining neighborhoods will need to be designed in a manner compatible with the character of the adjoining residential neighborhoods.



STANDARDS

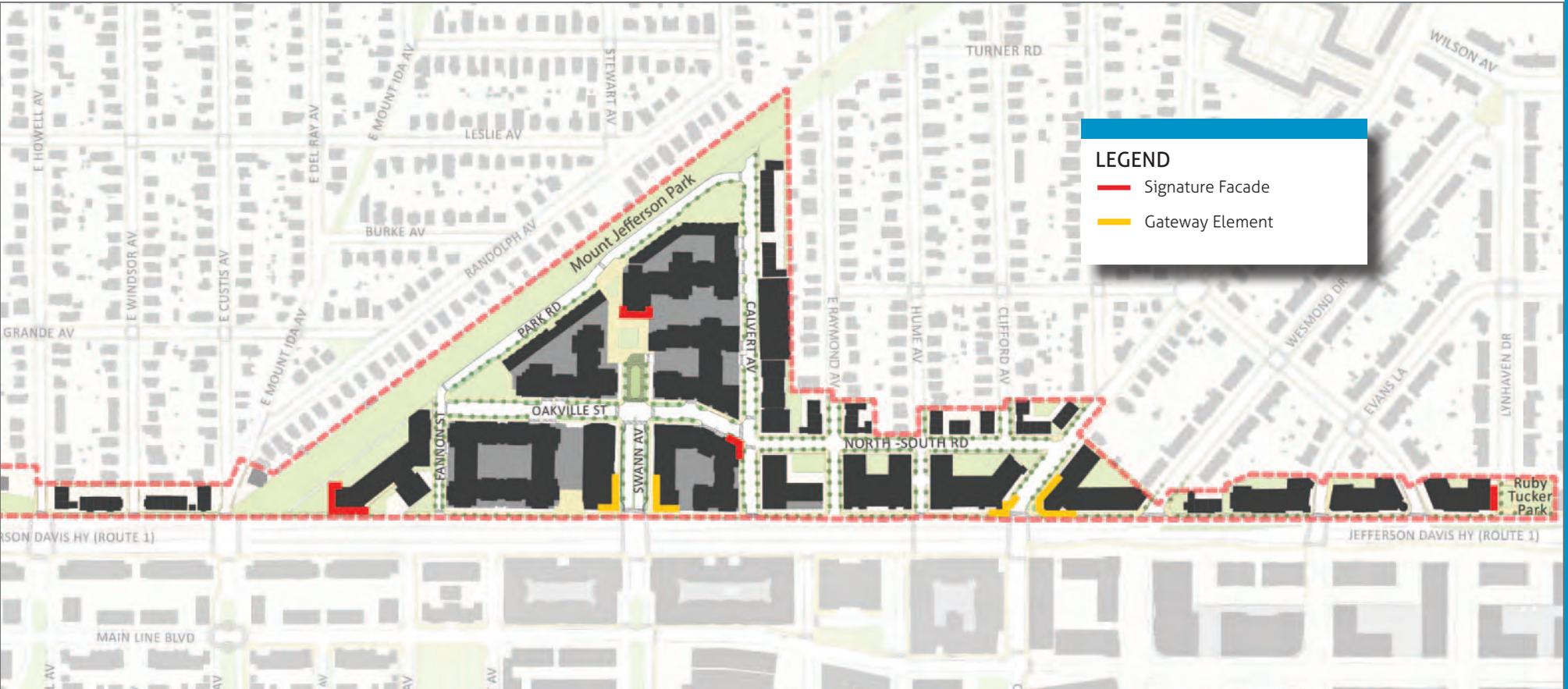
- 4.14** Mount Jefferson Park shall be completed as part of the redevelopment of the Oakville Triangle site and shall be consistent with the park improvements approved by the Parks and Recreation and Planning Commissions.
- 4.15** The four new open spaces adjacent to Mount Jefferson Park shall be constructed as generally depicted in Figure 29, as part of the redevelopment adjacent to the Mount Jefferson Park.
- 4.16** The central open space within Oakville 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.
- 4.17** The Ruby Tucker Park shall be expanded by \pm 4,000 sq. ft by utilizing the existing Lynhaven Drive right-of-way.
- 4.18** New townhouse developments shall provide a minimum of 15% ground level open space and 15% roof top open-amenity space.
- 4.19** New multifamily developments shall provide a minimum of 25% ground level open space and 15% roof top open-amenity space.
- 4.20** For mixed-use projects (with ground floor retail-commercial) a minimum of 15% ground level open space and 25% roof-top open space shall be provided.
- 4.21** For office and hotel uses, roof top open spaces or courtyards are encouraged.
- 4.22** 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.
- 4.23** 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.
- 4.24** 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.
- 4.25** 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.
- 4.26** Garden screen wall and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material.
- 4.27** 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.
- 4.28** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.
- 4.29** Landscapes shall be sustainably designed with 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.

H. GATEWAY ELEMENTS - SIGNATURE FACADES

Gateway elements and signature façades shall be provided at visually prominent locations within the Plan area. These locations will need to be designed to be distinctive architectural elements and/or special building forms.



Figure 30: Gateway Elements & Signature Facades

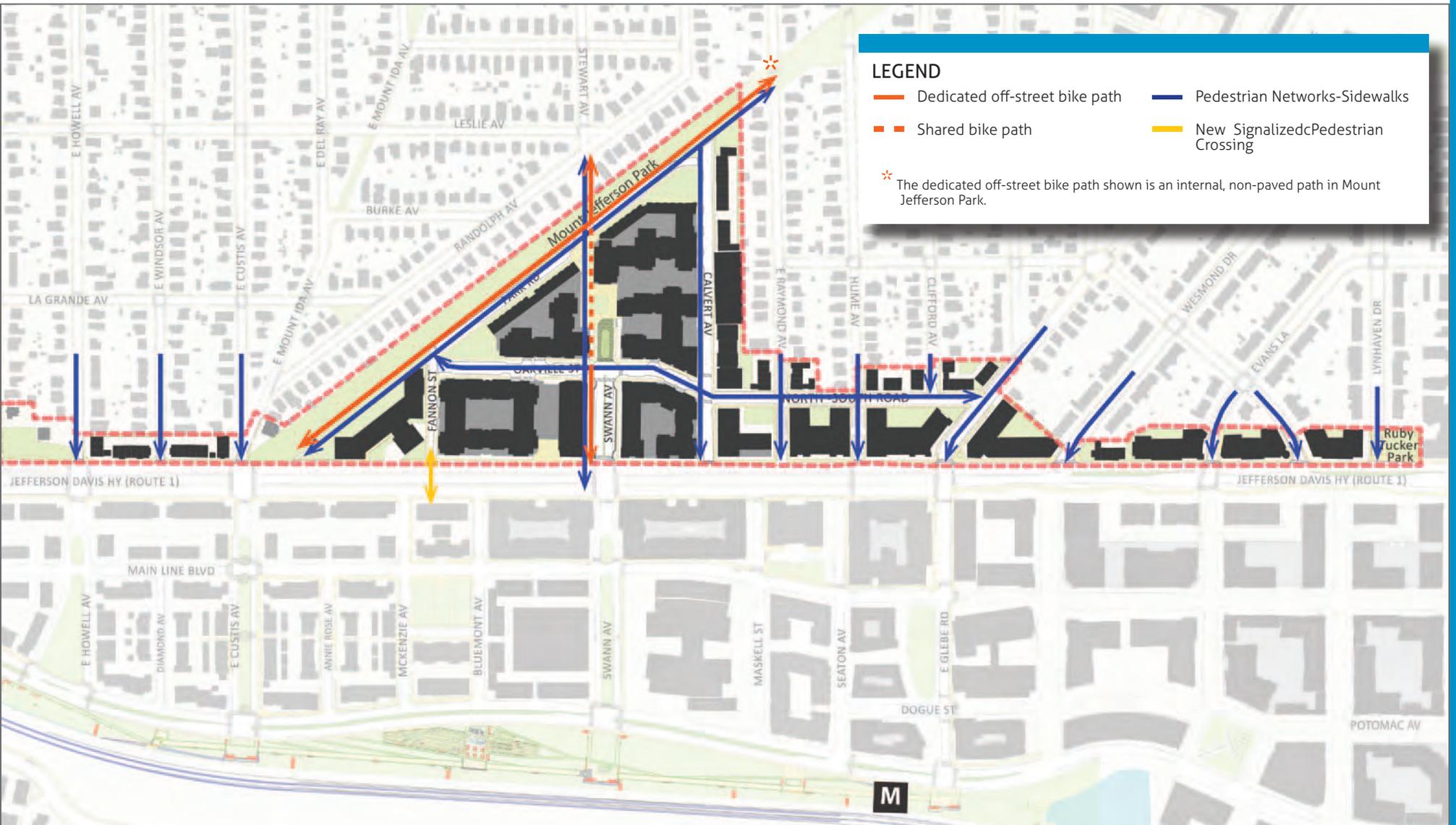


STANDARDS

- 4.30** Gateway elements and signature facades shall be provided at locations as depicted in Figure 30.
- 4.31** Gateway elements and signature facades shall be proportional to the size and scale of the building.
- 4.32** 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.
- 4.33** Signature façades shall be designed to reflect their visually prominent location.
- 4.34** 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.

I. BIKE PEDESTRIAN NETWORK

Figure 31: Pedestrian and Bike Circulation

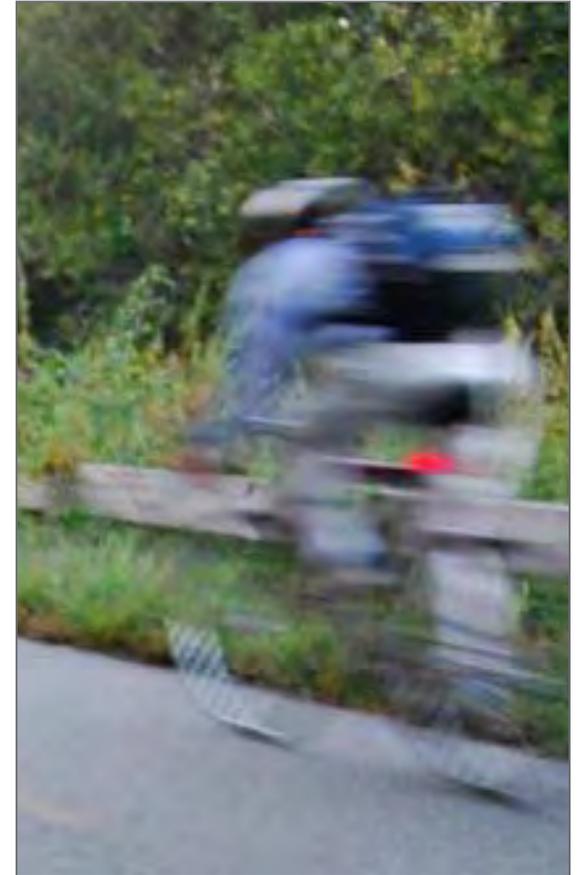


A basic foundation of the Plan is to provide safe and attractive spaces and connections for pedestrians. The design of the new streetscapes and streets create a pedestrian-oriented environment. The pedestrian areas will range from 25 ft. on Route 1 to 15 feet for the residential streets.

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, bike facilities will be added within Mount Jefferson Park and on Swann Avenue to provide better connectivity to the Del Ray neighborhood, Route 1 and the Potomac Yard neighborhood and Potomac Yard Metrorail station.

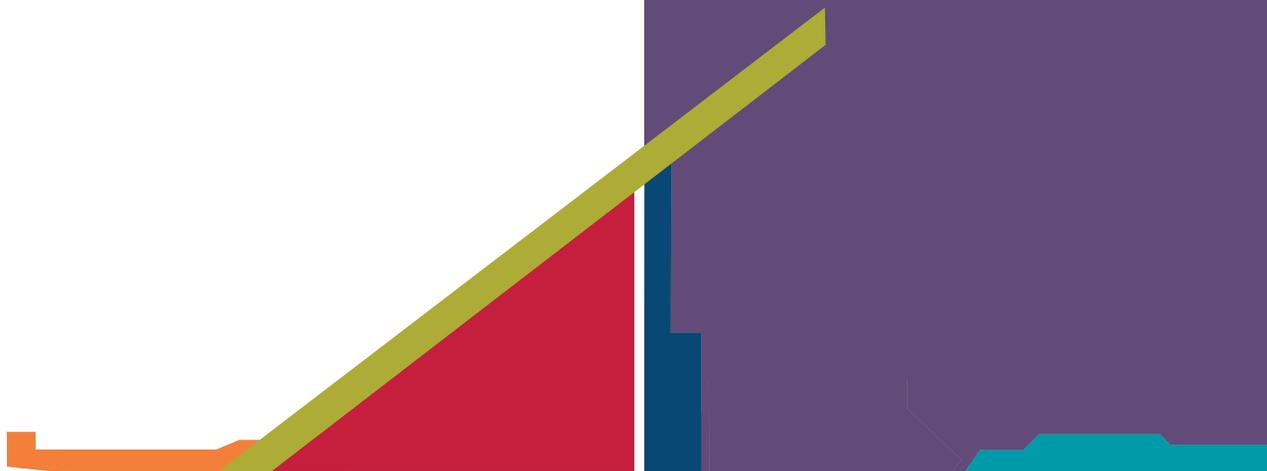
STANDARDS

- 4.35** The bike and pedestrian network as generally depicted in Figure 31 shall be implemented as part of the redevelopment within the Plan area.
- 4.36** A signalized pedestrian only crossing shall be provided at Fannon Street as generally depicted in Figure 31.
- 4.37** The bike and pedestrian areas will be implemented through attached street cross-sections and the design of the Mount Jefferson Park Plan.



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 and height transitions.

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 have well-defined edges that frame the public streets and open spaces - the streetwall. 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.

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.
- 5.2** 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 one block frontage. Ground floor retail and maker uses shall provide a minimum of 85% continual streetwall.
- 5.3** The streetwall shall be setback a minimum of 10 feet from the property line.
- 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 development.

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

STANDARDS

- 5.5** Each multi-family office and hotel building shall provide a minimum of ____% of the building footprint below the maximum provided height (Figure 32). The specific allocation of the ____% shall be determined as part of the development special use permit process. Figure 32 are intended for illustrative purposes only.
- 5.6** Some buildings, at locations as depicted in Figure 30, where gateway elements are required may be permitted to exceed the maximum height, in an amount not to exceed 15 ft. above the maximum or provided height the area above the maximum shall not exceed 1,000 sq. ft. The locations shall be limited to locations depicted in Figure 30 - Gateway Elements.
- 5.7** Townhouses within the Plan area shall provide a variety of height through _____.

Figure 32: Percent Variation in Building Height

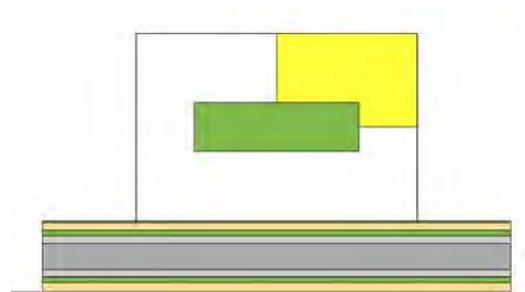
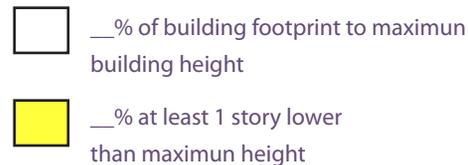
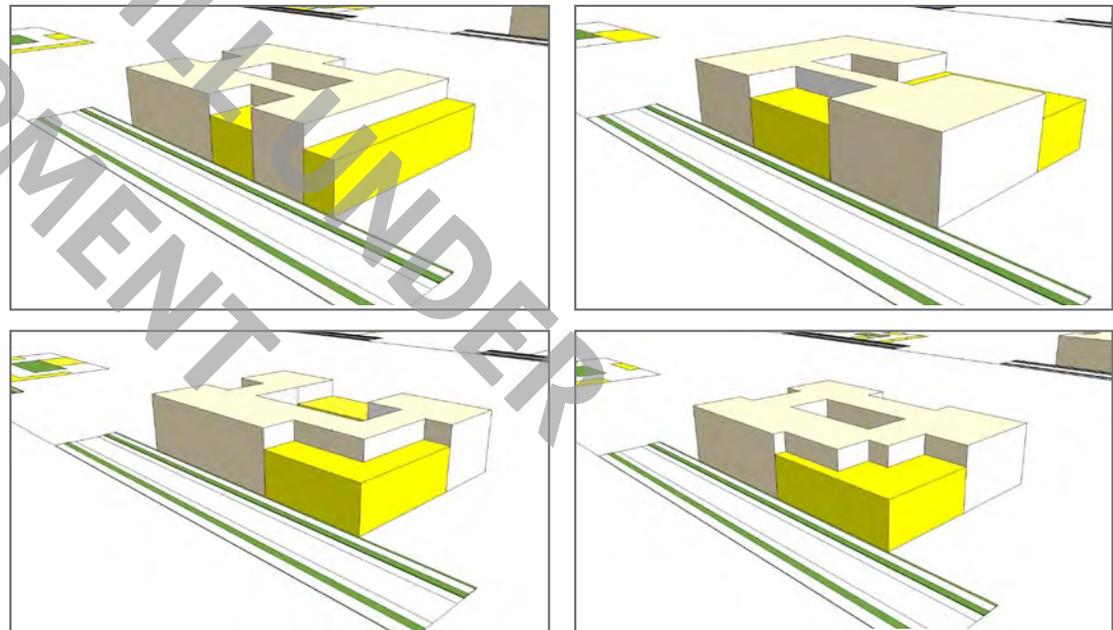


Figure 33: Illustrative Example of Variety of Height



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

C. BUILDING MASSING

■ VARIATION IN BUILDING FOOTPRINT

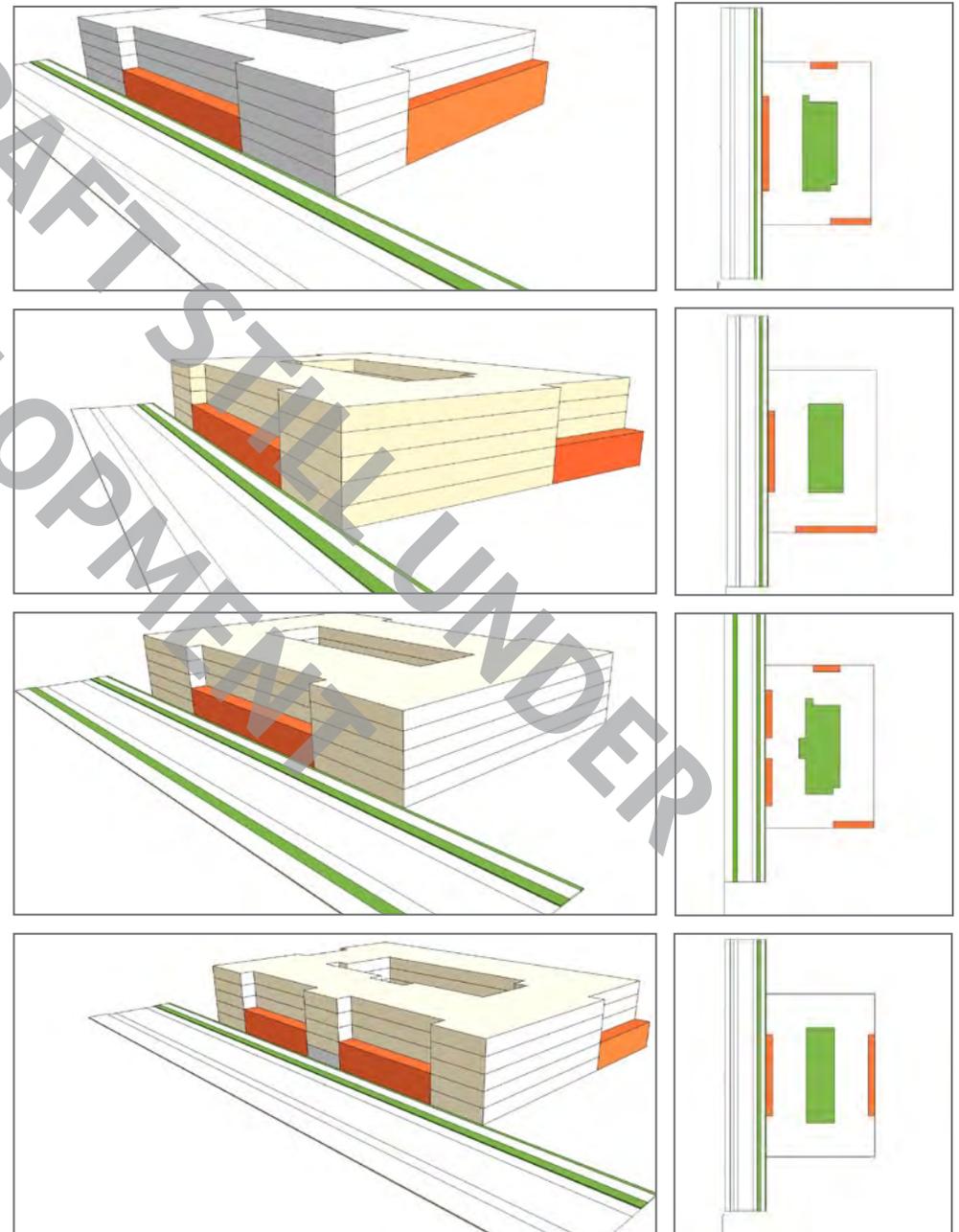
The intent of this provision is to ensure variety in the building massing for multi-family, office, and hotel uses and to provide variation in the building footprint to create a more urban, pedestrian-scaled building.

STANDARDS

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

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

Figure 34: Variety of Building Footprints Axon and 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.

STANDARDS

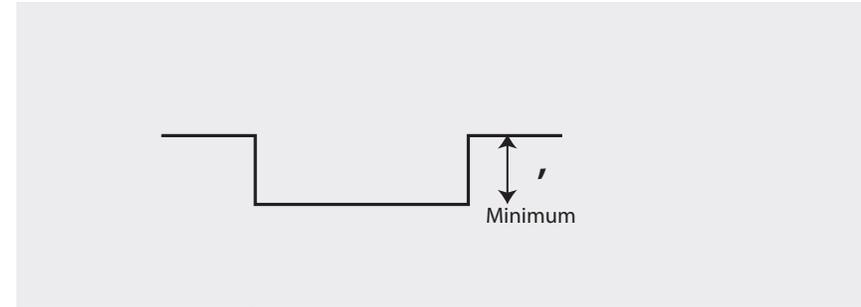
5.9 Where bays, pavillions, recesses, hyphens and screens or compatible elements are provided they shall comply with Figure 35

Figure 35: Massing Requirements

Belle Pre



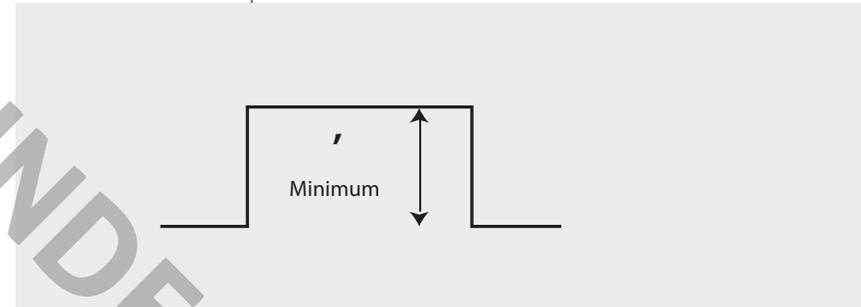
Bays - Pavillions



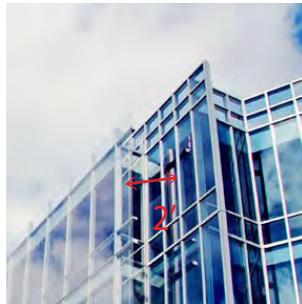
The Monarch



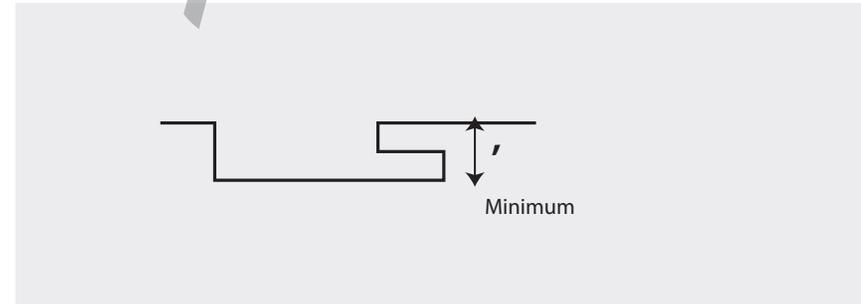
Building Recesses and Hyphens



Edmonson Plaza



Screens

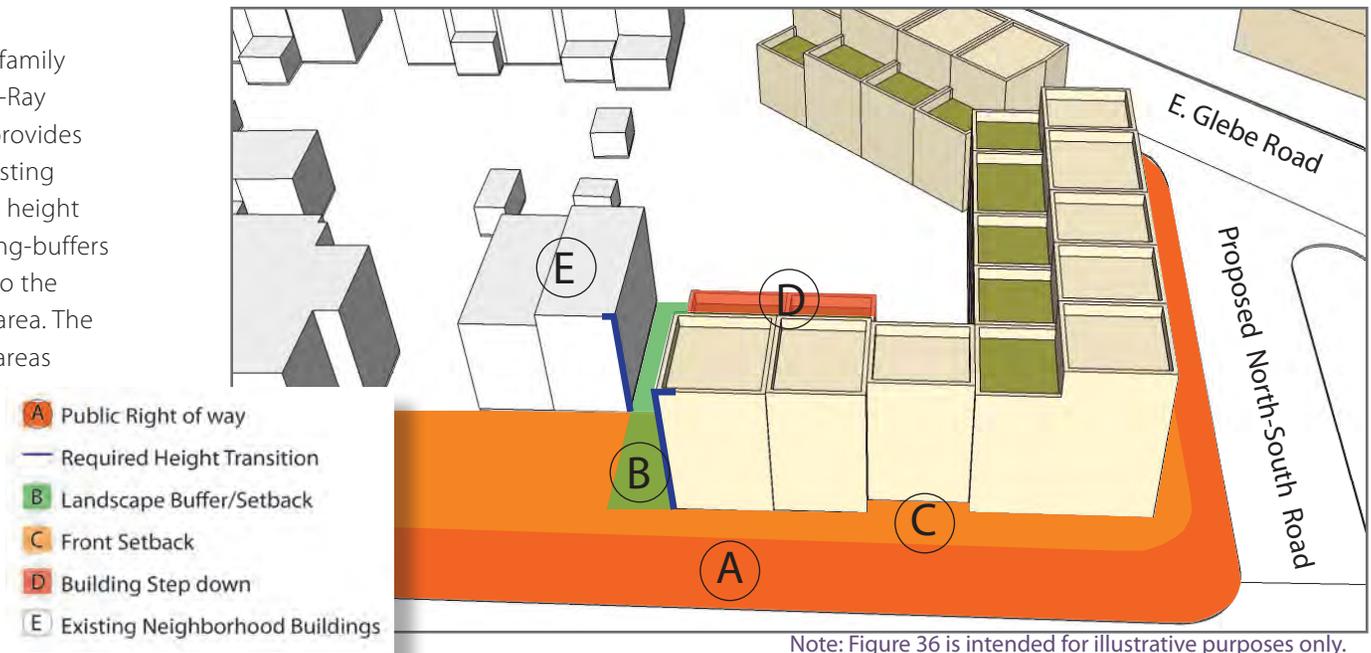


D. BUILDING TRANSITIONS

■ 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 requires height transitions, setbacks and landscaping-buffers to provide appropriate transitions to the existing homes adjoining the Plan area. The transitions are required within the areas depicted in Figure 36.

Figure 36: Proposed Townhomes transitioning to existing homes



STANDARDS

Intent: Where new townhomes adjoin existing properties as depicted in Figure 36, the following transition, buffer standards and requirements shall apply.

I. TOWNHOUSES

5.10 Where townhomes in the Plan area are adjacent to existing homes, the new townhouse adjacent to the Plan area shall be no more than 15 feet taller of the existing buildings - homes. More than one unit may be required if deemed necessary as part of the Development Review Process.

5.11 The setback of the fourth level shall be a minimum of 15 ft.

5.12 Where new townhomes are constructed on new streets, they shall be oriented to face the adjoining streets.

5.13 Townhomes shall be set back a minimum of 15 feet. from the property line adjacent to the existing single-family homes or townhouses or buildings adjoining the Plan area. This area shall be landscaped.

5.14 In the rear or along the side of new townhomes, a landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses.

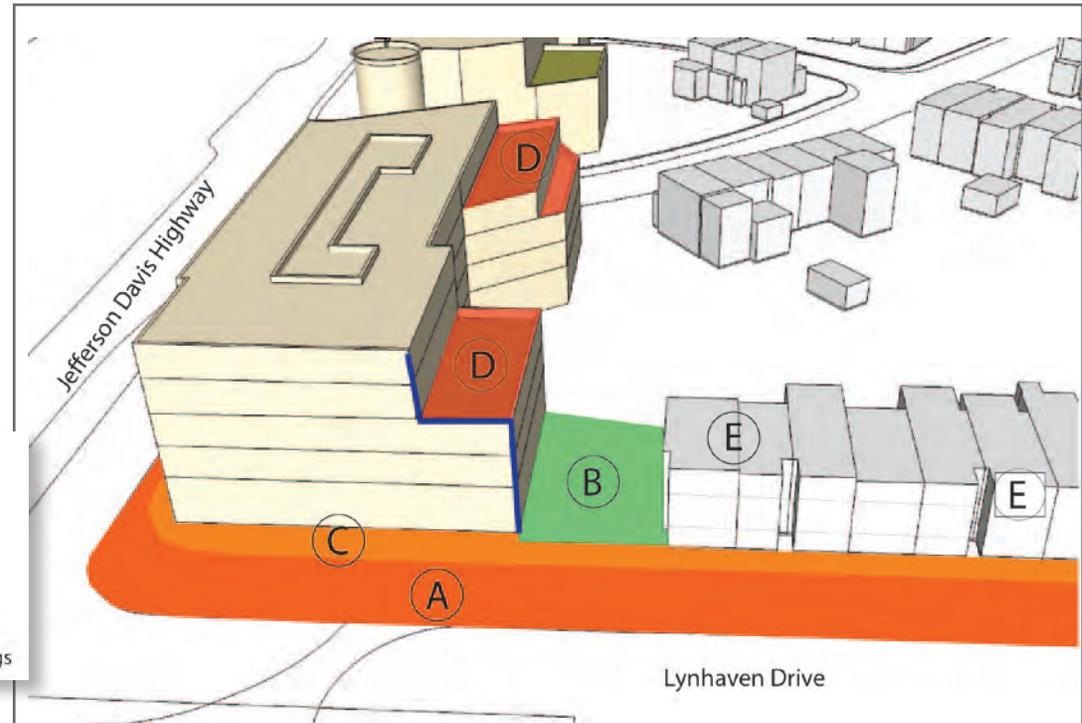
5.15 A fence or wall may be required within the landscape buffer or setback as part of the development review process.

MULTI-FAMILY BUILDINGS

For 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. The transitions are required within the areas depicted in Figure 37.

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

Figure 37: Multifamily building transitioning to existing homes



Note: Figure 37 is intended for illustrative purposes only.

II. MULTI-FAMILY (BUILDING TRANSITIONS)

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

- 5.17** Each multi-family 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.
- 5.18** 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.

E. CHARACTER

The character of the Plan Area will be shaped in large part by the quality of the buildings 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 in the plan area. 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 within the Plan area 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.



STANDARDS

Parking

- 5.19** The parking for each townhouse shall be provided from a rear alley or below grade. Front loaded townhouses are prohibited. Detached parking garages are encouraged.
- 5.20** Surface parking lots are prohibited.

Streetscape Level – First Level

- 5.21** The first level shall be designed with the highest quality material and detailing.
- 5.22** Each unit shall be subject to the residential uses at grade requirements as required herein.
- 5.23** 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.
- 5.24** Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited.
- 5.25** All units must include a minimum depth of 30 feet of occupied habitable space for each level unless less depth is required for variation in the streetwall.
- 5.26** 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.
- 5.27** 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.
- 5.28** For each grouping of liner townhouses exceeding 120 feet in length, a setback of a minimum of 15 feet shall be provided or a building break, between the adjacent units. The width shall be determined as part of the development review process.
- 5.29** For freestanding townhouses, a building break shall be provided to ensure that groupings of townhouses do not exceed 120 feet in length.



Building Character and Materials

- 5.30** 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.
- 5.31** 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.
- 5.32** 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.
- 5.33** 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.
- 5.34** Sides and rears of buildings visible from the street or park shall use the same architectural treatment as the primary façade.
- 5.35** Blank façades shall be prohibited for street or park frontages.

Building Massing

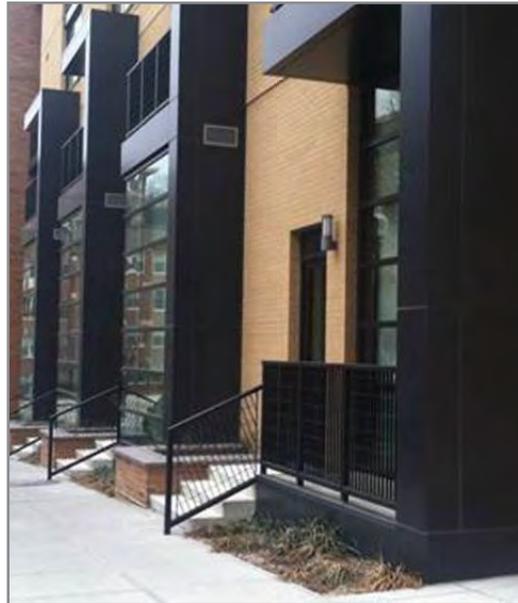
- 5.36** Each townhouse shall comply with the maximum height (Figure 26), minimum height (Figure 27), and the required height transitions (Figure 25).
- 5.37** To comply with the applicable height requirements, the roof may be a flat or gable roof.



Building Fenestration

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

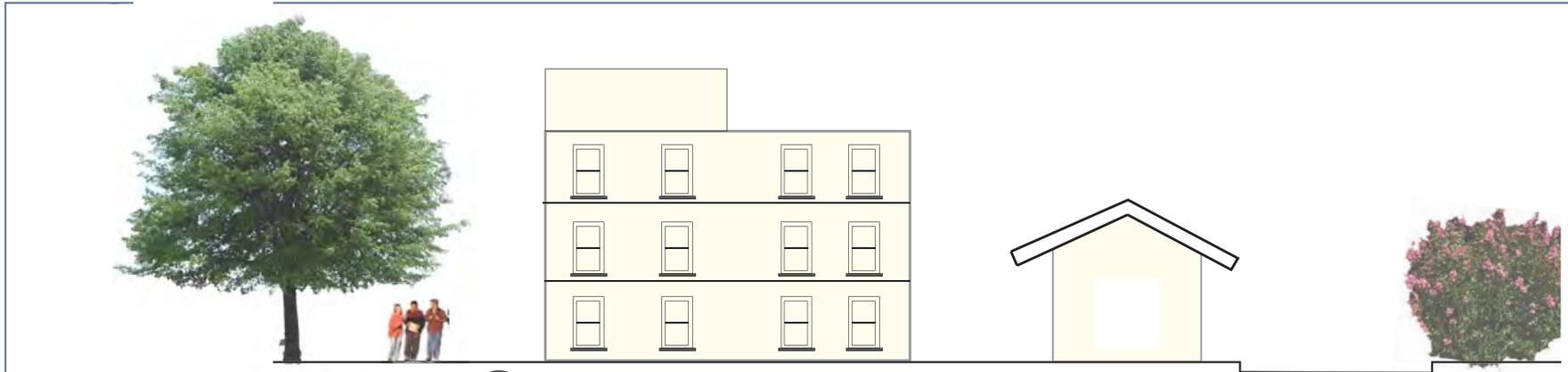
- 5.38** At least 25% of the each facade adjacent to a street or open space shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. The use of dark or mirrored glass is not permitted. A higher percentage is encouraged where feasible
- 5.39** Buildings shall provide a vertical fenestration pattern.
- 5.40** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
- 5.41** 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 Optional Detached Garage



Note: Figure XX is intended for illustrative purposes only.

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 for most of the buildings. Many of the buildings are required to provide a taller first floor (15ft to 18 ft.) to enable ground floor retail or maker space.



STANDARDS

1. Parking

- 5.42** 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.
- 5.43** Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

- 5.44** 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.
- 5.45** 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
- 5.46** Unless required for the function of the building, blank walls in excess of 30 ft. in length or height are prohibited.
- 5.47** 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.

3. 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 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 building façade
- 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.

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.



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 50% void for each building.
- 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.

STANDARDS

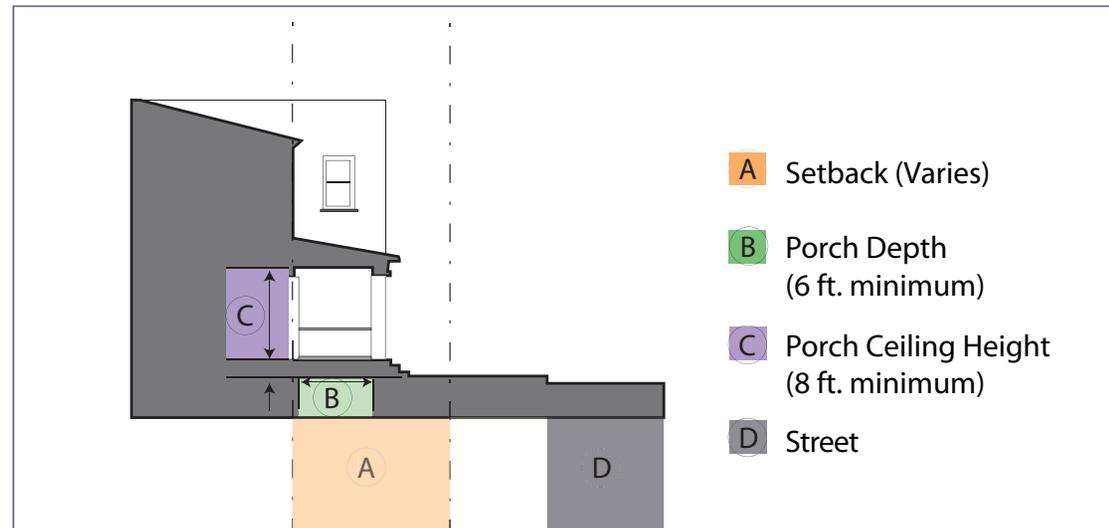
The porches for the townhouses as required herein will project from the primary façade and generally have a small-to-medium setback from the sidewalk. The projecting porch shall be open on three sides.

- 5.75** Front porches shall be provided for a minimum of 50% of all new townhouses constructed as part of each project.
- 5.76** Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein.
- 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.

Standards

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

Figure 39: Front Porch Requirements



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.



STANDARDS

- 5.80** 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.
- 5.81** The primary pedestrian entrance shall front the adjoining street.
- 5.82** Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.
- 5.83** Differentiate architecturally between residential and commercial entrances in mixed-use buildings.
- 5.84** Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs to reinforce the pedestrian scale.
- 5.85** 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.
- 5.86** For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.
- 5.87** Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.
- 5.88** Explore the provision of as many entries as possible at the street frontages.
- 5.89** 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 ganged together.

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.



STANDARDS

- 5.88** 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.
- 5.89** 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.
- 5.90** Sloped roofs shall be metal, slate, tile, or other comparable high quality material.

J. WALLS/FENCES

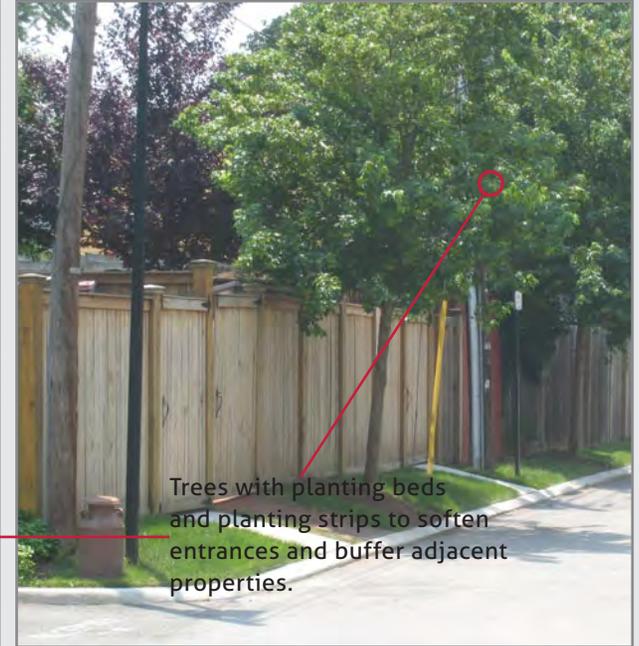
Wall and fences provide transitions between the private and public realm and contribute to the spatial definition of streets and privacy of yards and courtyards. The Standards require high quality materials and height limits for fences and walls.

STANDARDS

- 5.91** 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 in the rear yard may be provided, if approved as part of the development review process.
- 5.92** 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
- 5.93** Materials for fences shall be decorative metal or wood.



K. REAR OF BUILDINGS - ALLEYS - TOWNHOUSES



K. REAR OF BUILDINGS - ALLEYS - TOWNHOUSES

Same materials used at the rear as at the front.



Trees and posts/fences to add elements at the ground and soften rear facades.

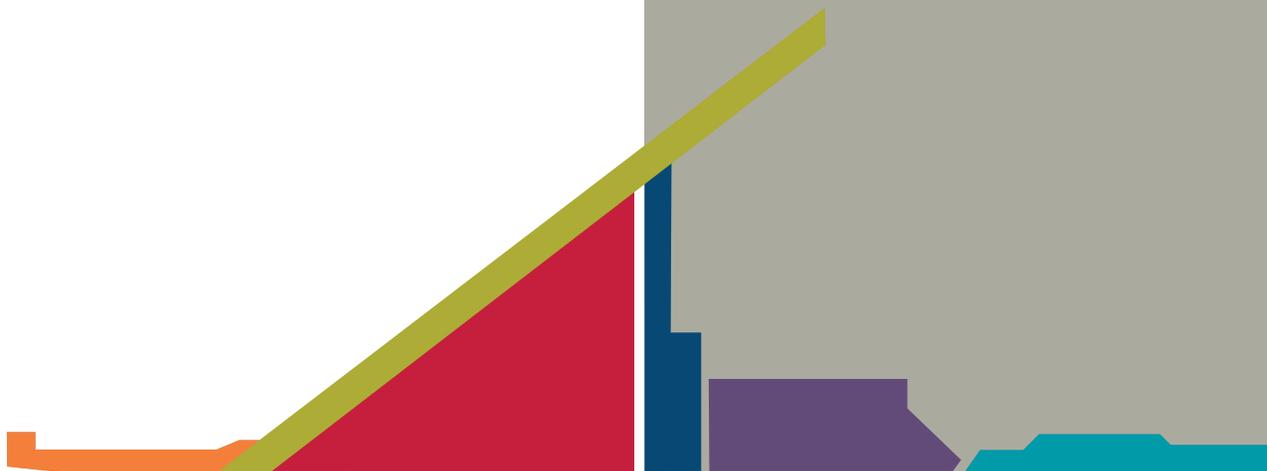
STANDARDS

- 5.94** Use same material on rear facades as the front of townhouses.
- 5.95** Explore changing paving materials, colors in alleys to minimize visual expanse of a singular paving material.
- 5.96** Add elements such as porches, bays and landscaping - trees where feasible to soften the rear facades and alleys. .

6

GROUND FLOOR USES

- RESIDENTIAL
- RETAIL
- MAKER



A. RESIDENTIAL USES AT GRADE

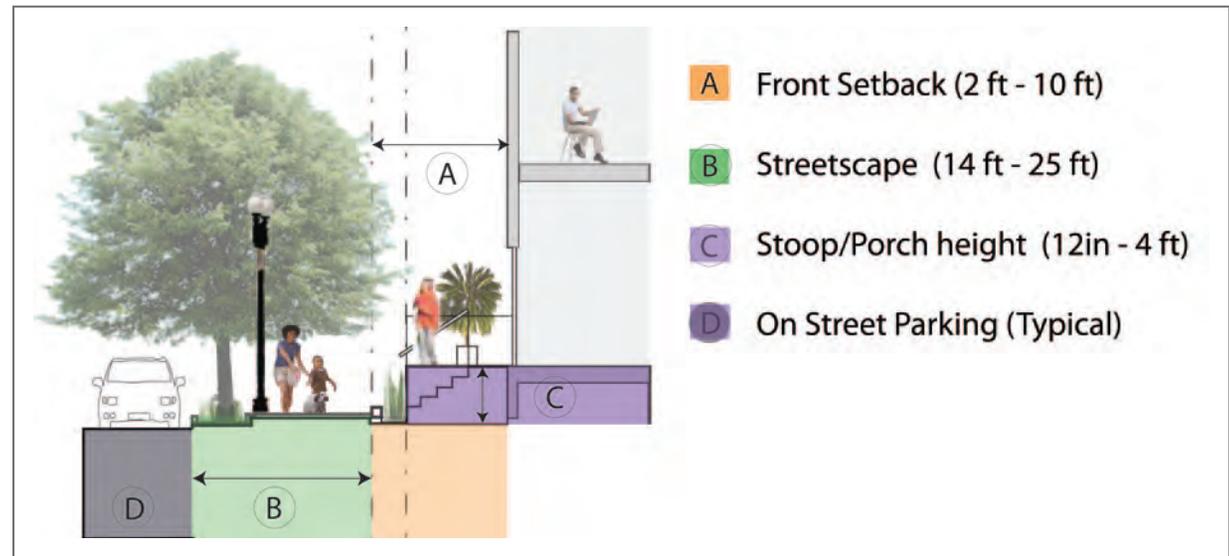
To ensure an appropriate relationship between the residential uses and the adjoining sidewalk, the residential uses are required to provide a transition between residential buildings and the adjoining sidewalk. This partnership between the sidewalk and the building is important to provide sufficient privacy for ground floor residents and to achieve an appropriate relationship between the pedestrian and the building.



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.

Figure 40: Residential Uses at Grade Requirements



B.RETAIL USES

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 as a way to express their individual identity. Storefronts should be "individual" expressions of a tenant's identity. Tenants and buildings will be required to avoid uniform storefronts.



Figure 41: Primary and Secondary Retail



RETAIL USE STANDARDS

- 6.4** 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.
- 6.5** Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.
- 6.6** 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.
- 6.7** For retail provide transparent windows for a minimum of 70% of the retail area.
- 6.8** 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.
- 6.9** The design of the storefront shall be appropriate to the scale and architectural design of the building.
- 6.10** 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.
- 6.11** 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.
- 6.12** The design of the retail storefronts shall be administratively approved subject to the standards required herein.



C. MAKER SPACE USES

The goal of this space is to enable uses that diversify the City’s economy, complements and enhances the integrity of neighborhoods, and provides opportunities for existing and new small businesses and emerging industries. 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

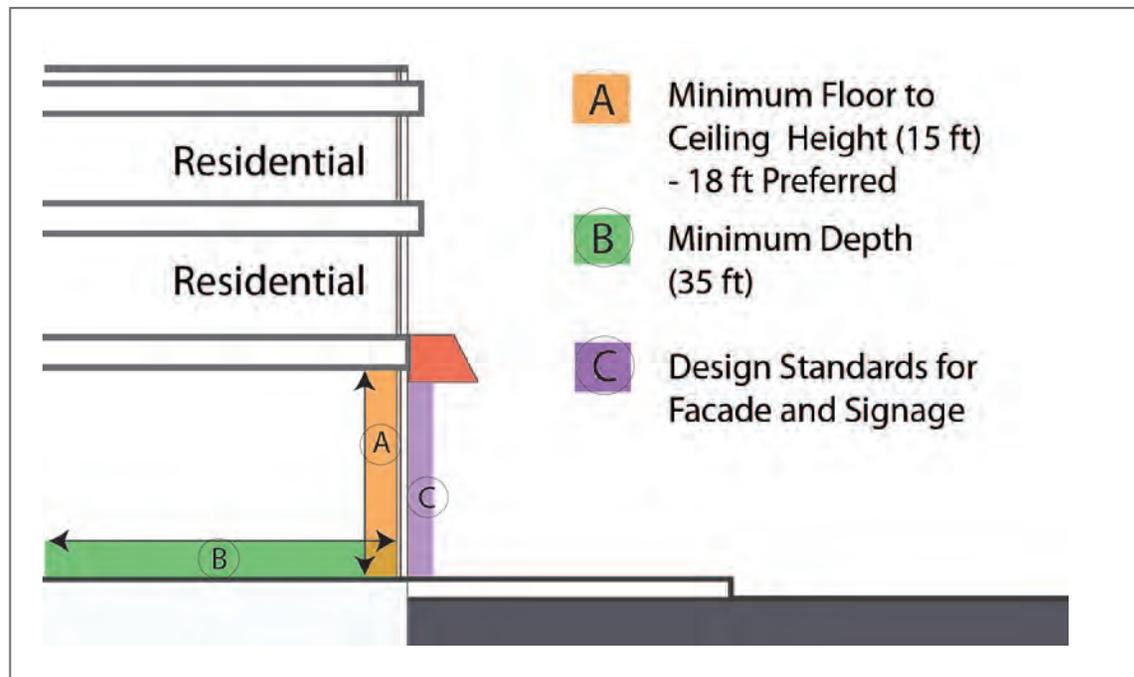


Figure 43: Ground floor Maker Spaces



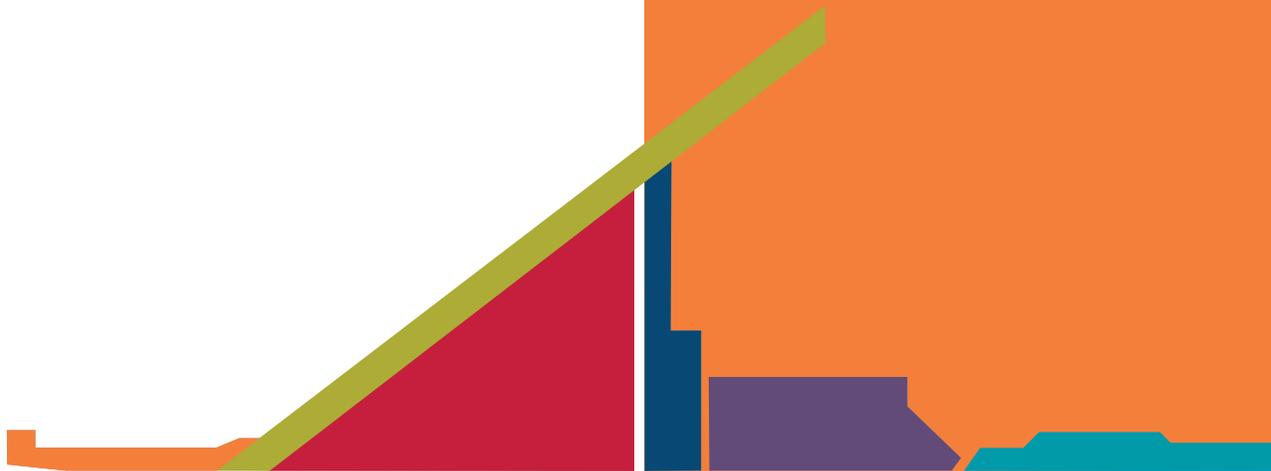
MAKER SPACE STANDARDS

- 6.13** Each maker space shall provide a minimum of 40% transparency (garage doors, doors and windows) at the streetscape level.
- 6.14** A garage door or comparable sized opening shall be provided for each space or approximately every 20-30 feet.
- 6.15** Garage and/or roll up doors shall be glass and metal.
- 6.16** Signage shall comply with the applicable signage provisions herein.
- 6.17** The uses shall be subject to all applicable requirements of the CDD zoning.
- 6.18** 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.

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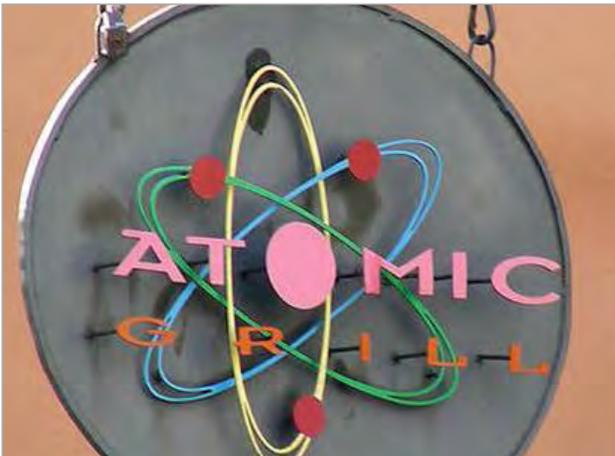
7

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.



WALL SIGNS



Figure 44: Wall Sign

Description

The wall sign type is flat against the facade consisting of individual cut letters applied directly to the building, raised letters on a panel or painted directly on the surface of the building. Wall signs are placed above shopfronts and often run horizontally along the "expression line," entablature of traditional buildings, or decorative cornice or sign band at the top of the building. Wall signs shall not protrude beyond the roof line or cornice of a building.

Location

Miscellaneous

Wall signs shall not be internally illuminated.

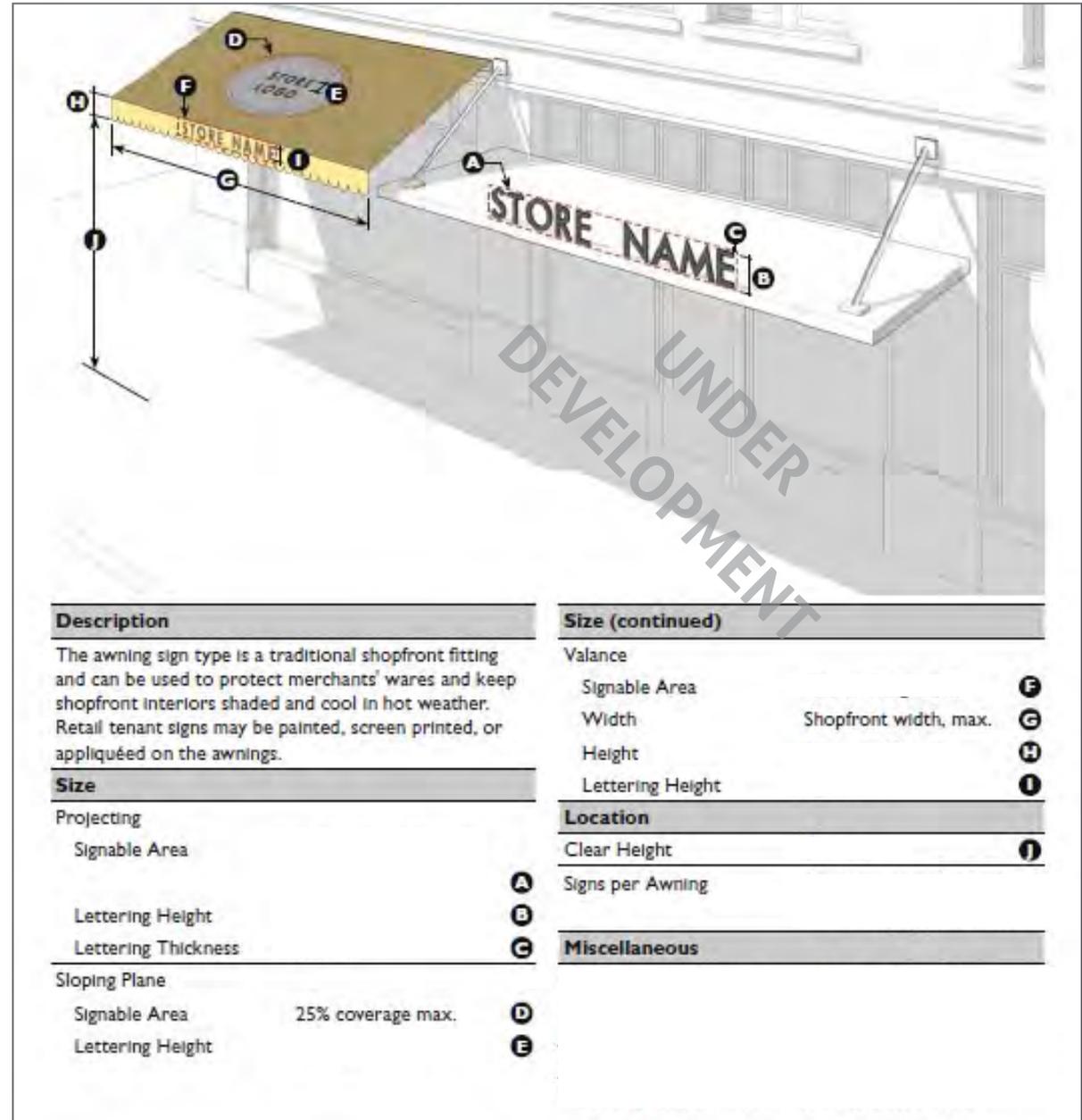
Size

Signable Area	
Area	
Width	A
Height	B
Lettering	
Width	D
Height	E

AWNING SIGNAGE



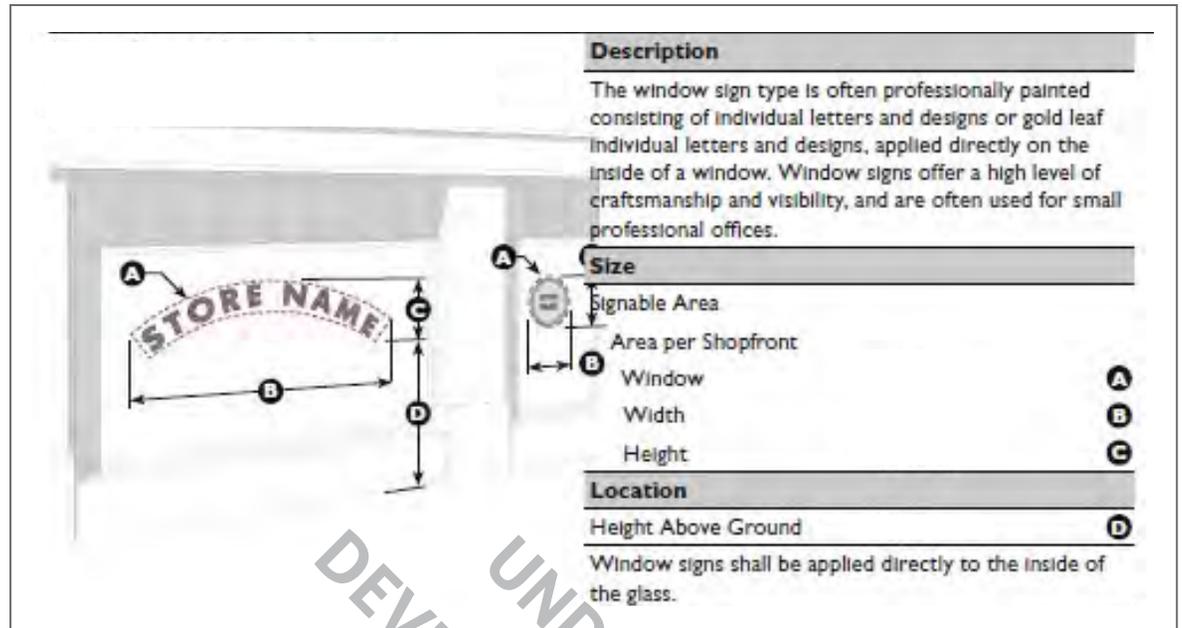
Figure 45: Awning Sign



WINDO W SIGN



Figure 46: Window Sign



UNDER DEVELOPMENT

UNDER DEVELOPMENT

RETAIL USE AND MAKER USE STANDARDS

- 8.1** 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.
- 8.2** Retail tenants shall be allowed a maximum of ___sq. ft. of sign area per linear foot of tenant storefront or ___sq. ft. of signage.
- 8.3** Hotel uses shall be permitted a maximum sign area of ___ sq. ft. per linear foot of building frontage not to exceed ___sq. ft. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.
- 8.4** Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk.
- 8.5** 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.
- 8.6** 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.
- 8.7** Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area.
- 8.8** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.
- 8.9** Each maker tenant shall install a minimum of one sign for each street frontage appropriate to the scale of each façade.
- 8.10** Tenants shall be allowed a maximum of ___sq. ft. of sign area per linear foot of tenant storefront or ___sq. ft. of signage, whichever is greater. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.
- 8.11** Signs shall be limited to a maximum height of 15-20 ft. above the grade of the adjoining sidewalk.
- 8.12** 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.
- 8.13** 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.
- 8.14** Window graphics at no time shall the window graphics exceed ___% of the window area.
- 8.15** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

UNDER DEVELOPMENT

RESIDENTIAL (MULTI-FAMILY BUILDINGS) STANDARDS

8.16 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 ___ feet above the grade of the adjoining sidewalk. The size of the signs shall be limited to ___ and a maximum of one sign for each building.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

- 8.17** Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- 8.18** Fixed lightweight metal and glass structures are acceptable.
- 8.19** 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.

MATERIALS – CONSTRUCTION (ALL SIGNS)

- 8.20** Signs shall be in the form of a painted dimensional sign, flat sign, blade sign, illuminated sign, fabricated dimension sign or awnings.
- 8.21** 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.
- 8.22** All methods of attachment including fasteners, mounting brackets and other mechanisms must be concealed from view.

8.23 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.

ILLUMINATION- LIGHTING

- 8.24** Back-lit, halo-lit illumination or reverse channel letters with halo illumination.
- 8.25** All illuminated signs and exterior lighting shall be controlled by a time clock, which shall coincide with the normal business hours.
- 8.27** 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.
- 8.28** 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.
- 8.29** 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.

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

- 8.30** Box signs and signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics shall be prohibited.
- 8.31** Flat panel signs and external raceways shall be prohibited.

- 8.32** 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.
- 8.33** All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
- 8.34** Freestanding signs, other than traffic/directional and wayfinding signs and A-frame signs, shall be prohibited.
- 8.35** All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.
- 8.36** Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.
- 8.38** Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven shall be prohibited.

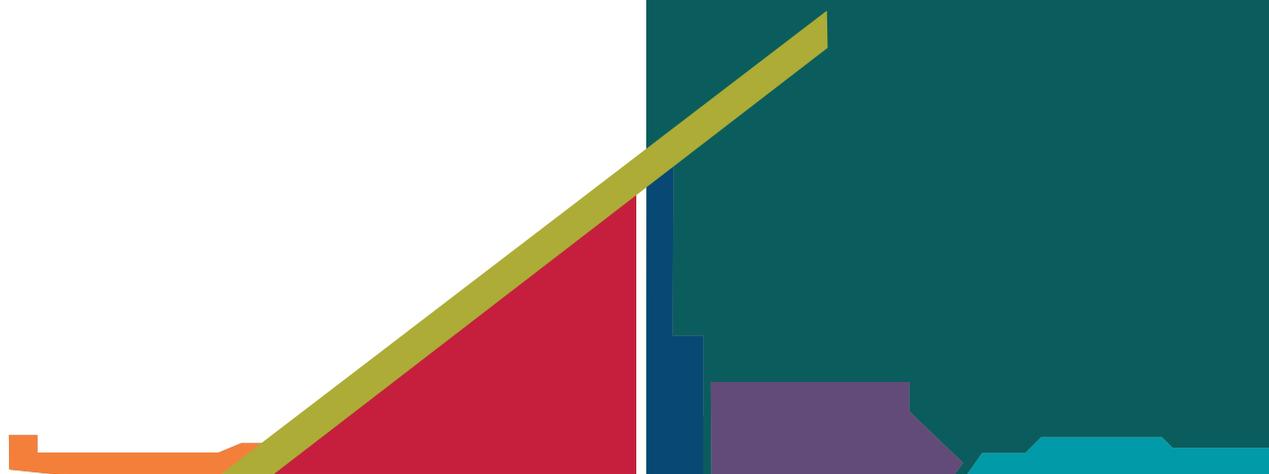
PROCESSING – REVIEW

- 8.39** 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.
- 8.40** Each sign(s) shall require a separate sign permit.
- 8.41** 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.

DEVELOPMENT UNDER

8

STREETS

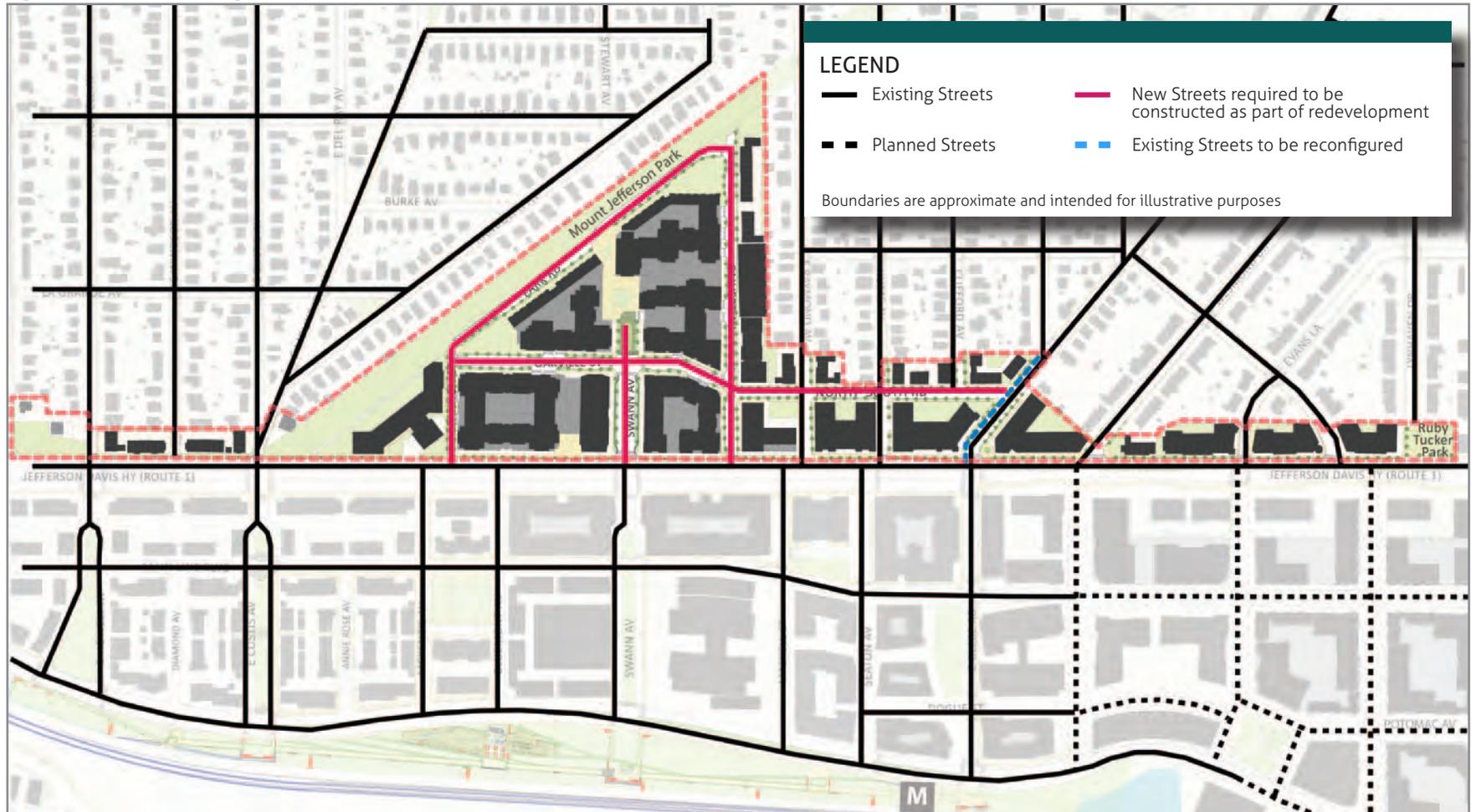


INTENT OF NEW/RECONFIGURED STREETS

One of the measures to ensure the Oakville 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.

Figure 47: New and Reconfigured Streets



ROUTE STREETScape - COMMERCIAL USES



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 10ft. landscape strip is intended to provide an adequate area for the trees and setback for pedestrians.

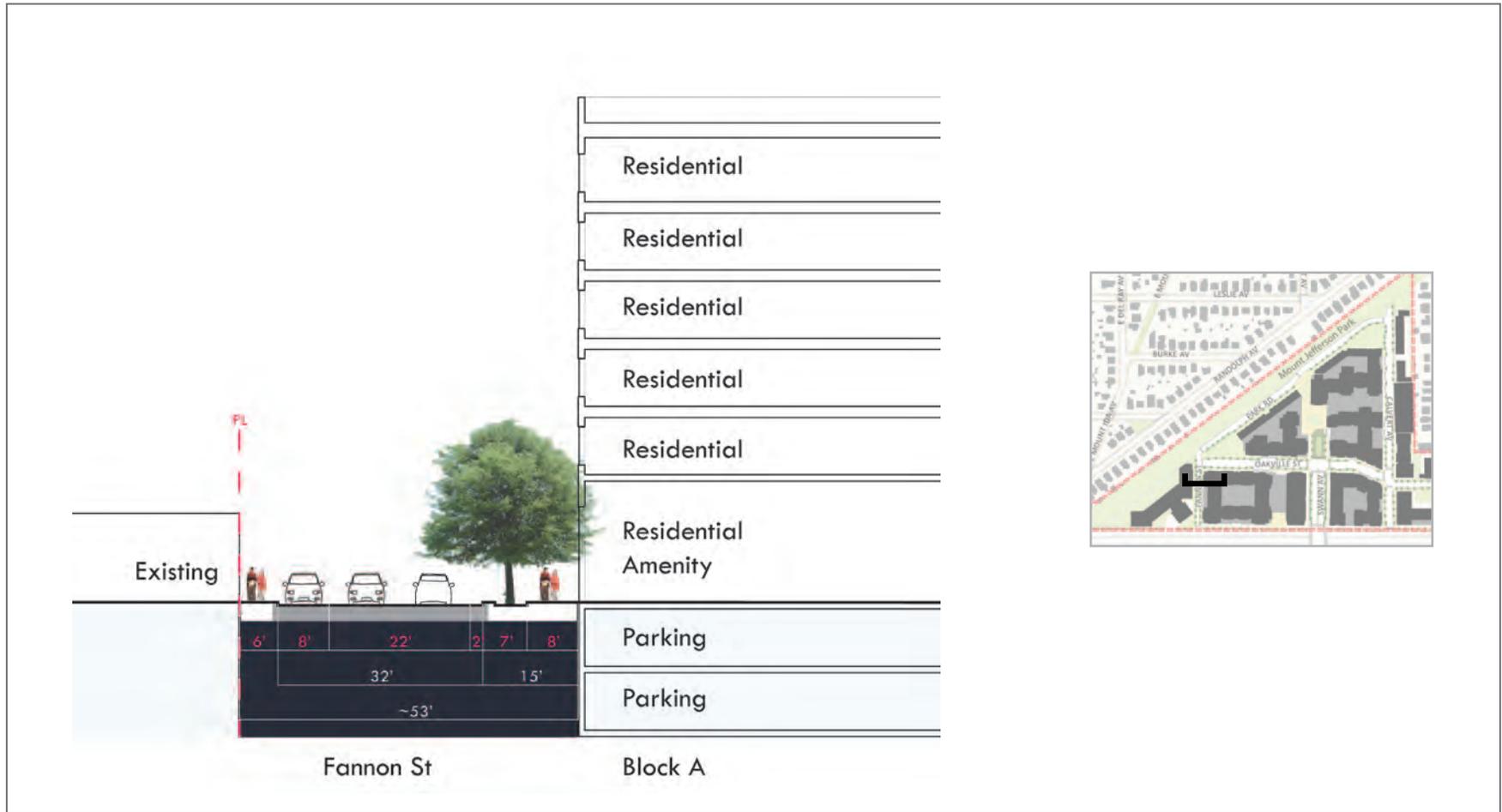
ROUTE 1 STREETScape - RESIDENTIAL



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 10ft. landscape strip for the street trees and a setback for the pedestrians. A landscape strip planting area is also provided adjacent to the building.

FANNON ST

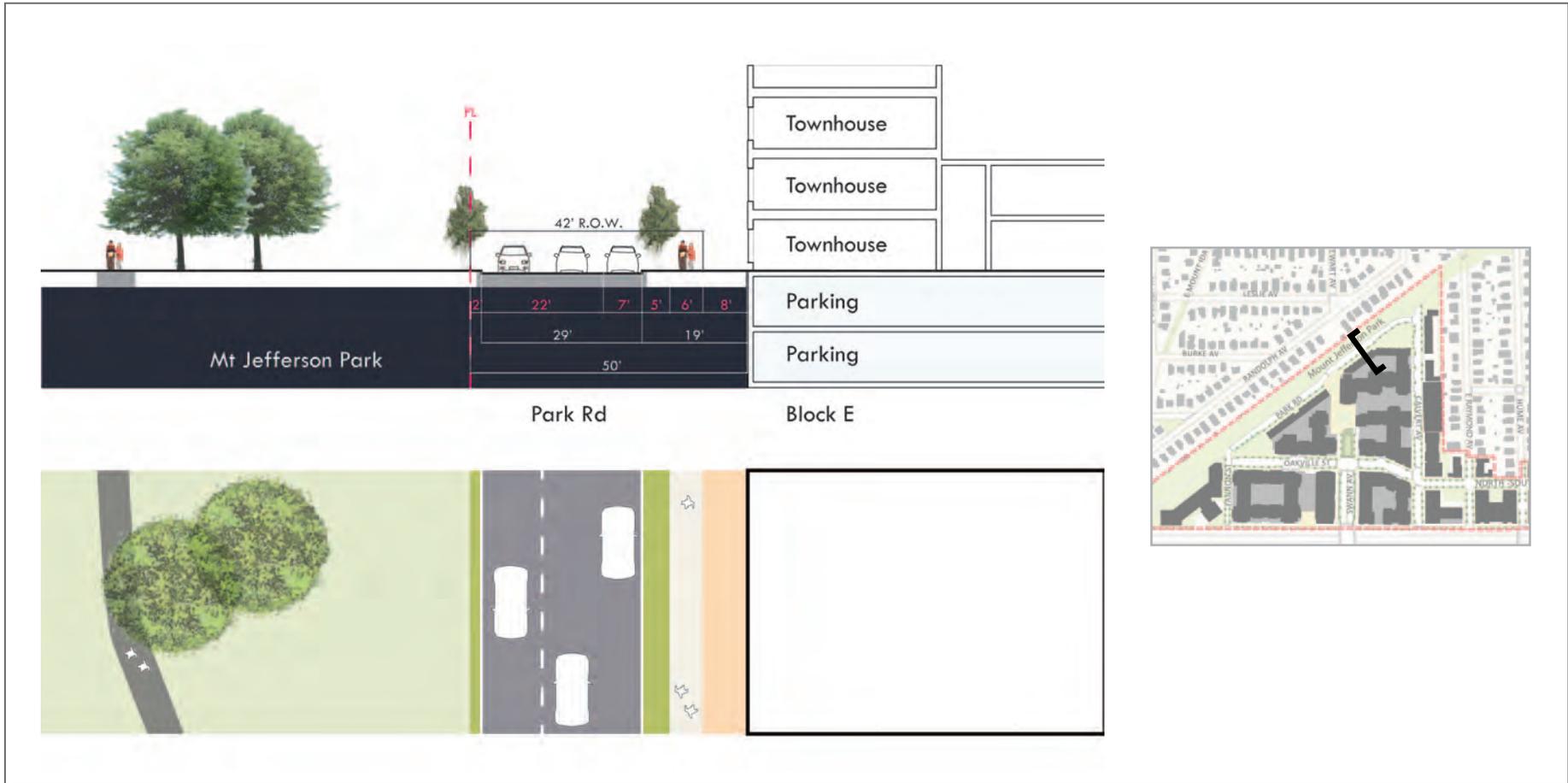


INTENT

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

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

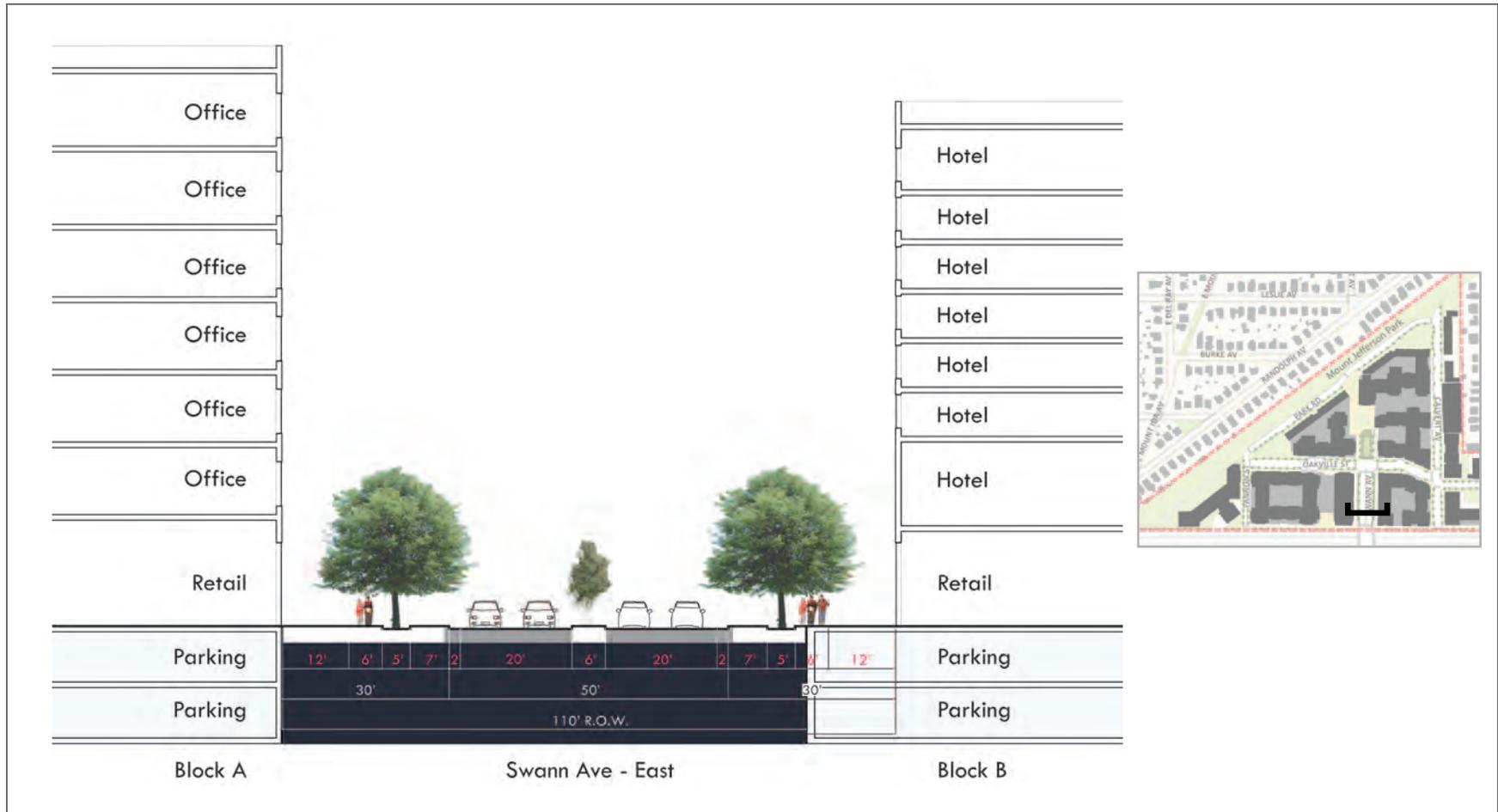
PARK ROAD



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.

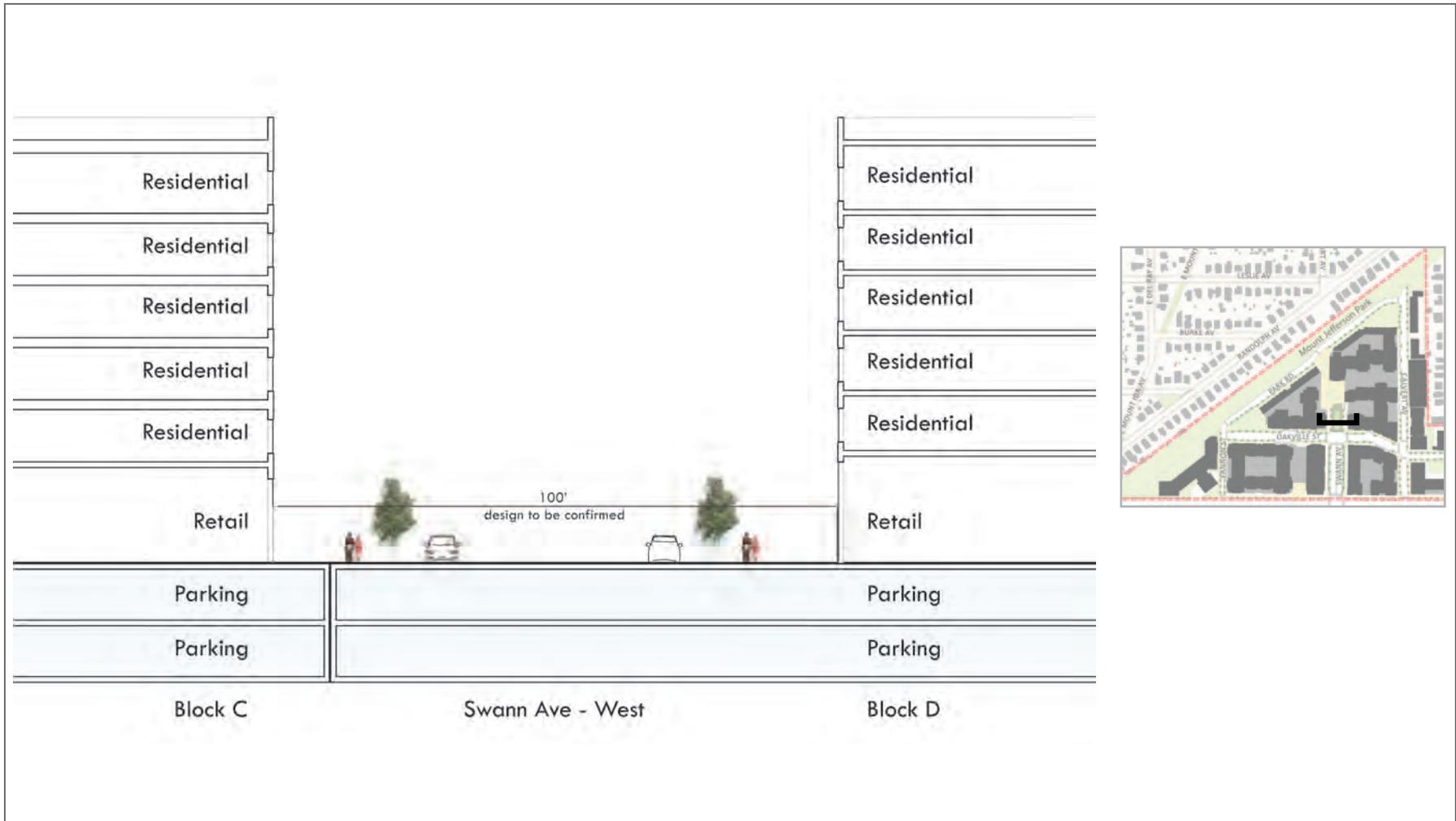
SWANN AVENUE



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 bike lane is also accommodated. The street will have continual rows of street trees and a landscape median with trees.

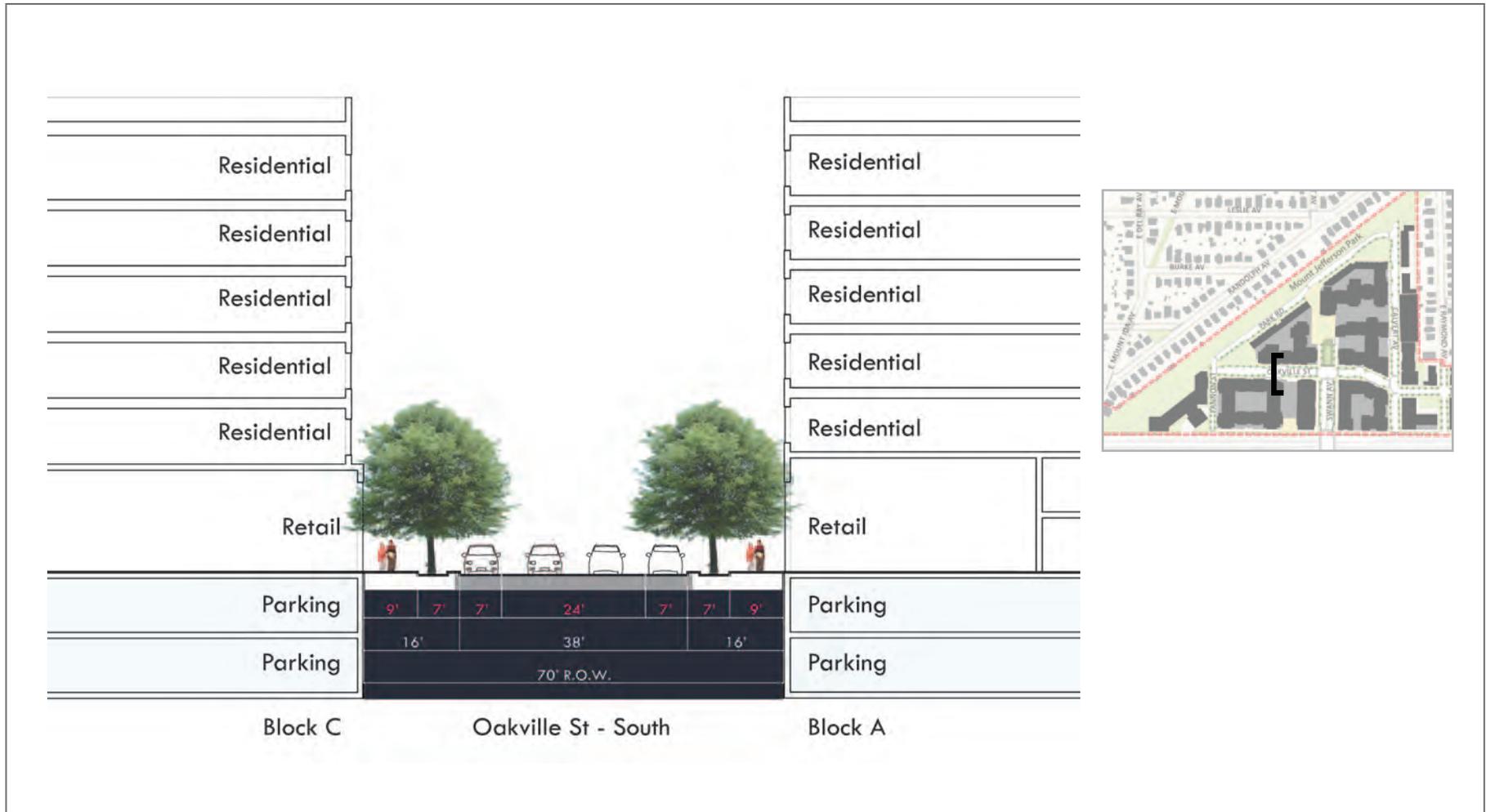
SWANN AVENUE



INTENT

This area is intended to serve as a shared curbsless urban plaza, used by pedestrians, bikes and cars.

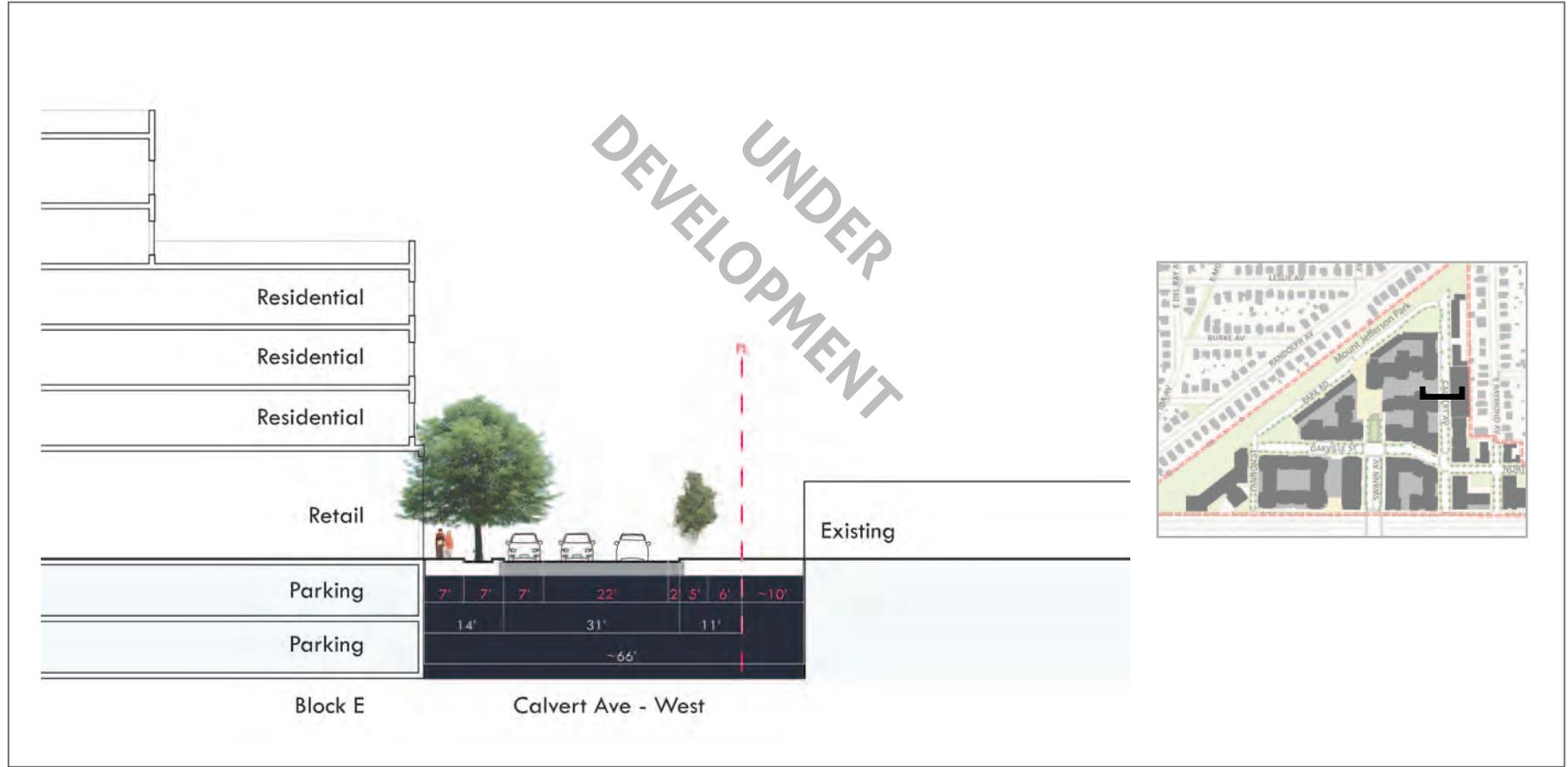
OAKVILLE ST



INTENT

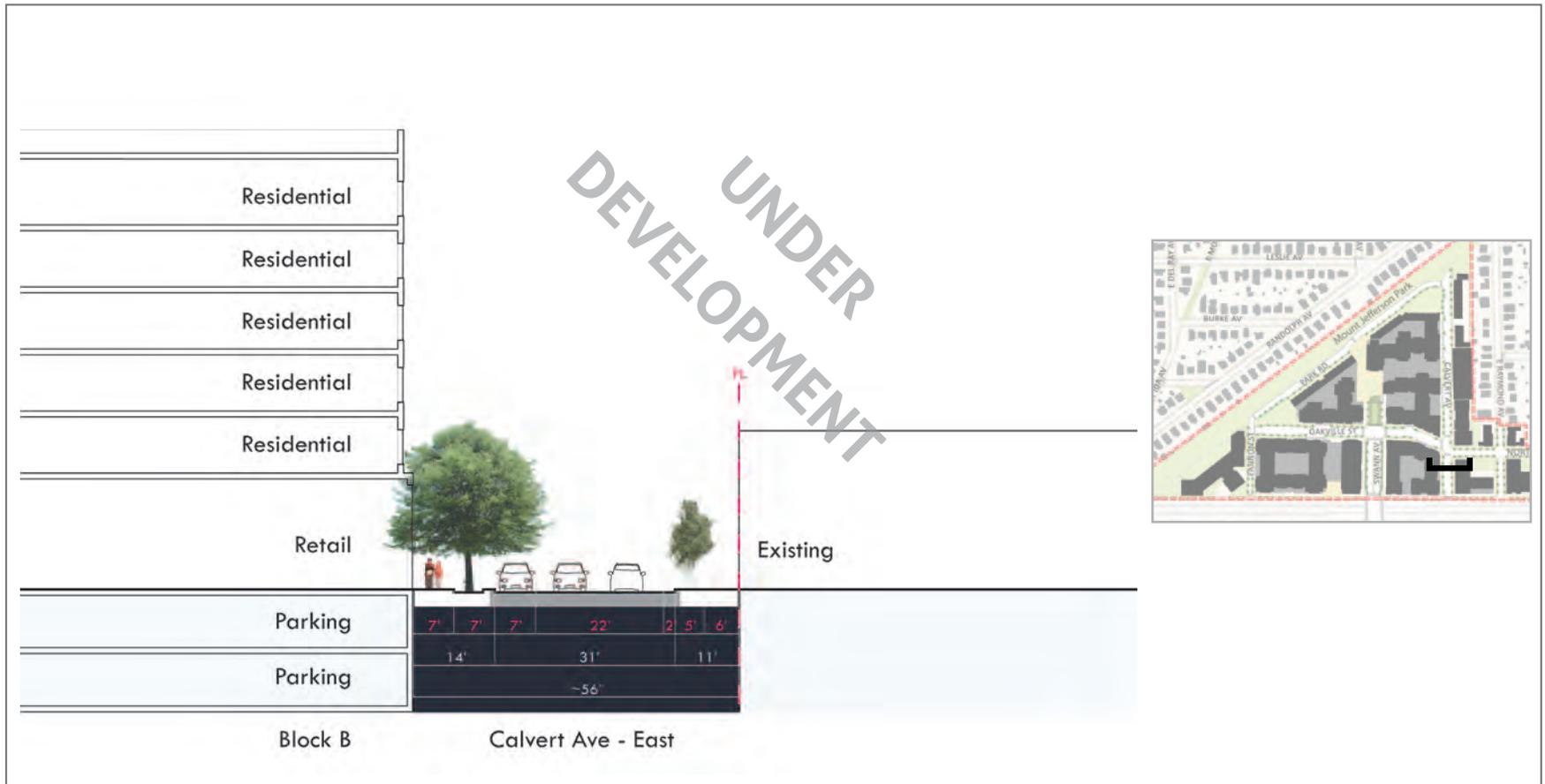
This street will have both residential and retail frontages. The street will have generous parking on each side and 16ft. sidewalks on each side of the street.

CALVERT ST



INTENT

CALVERT ST



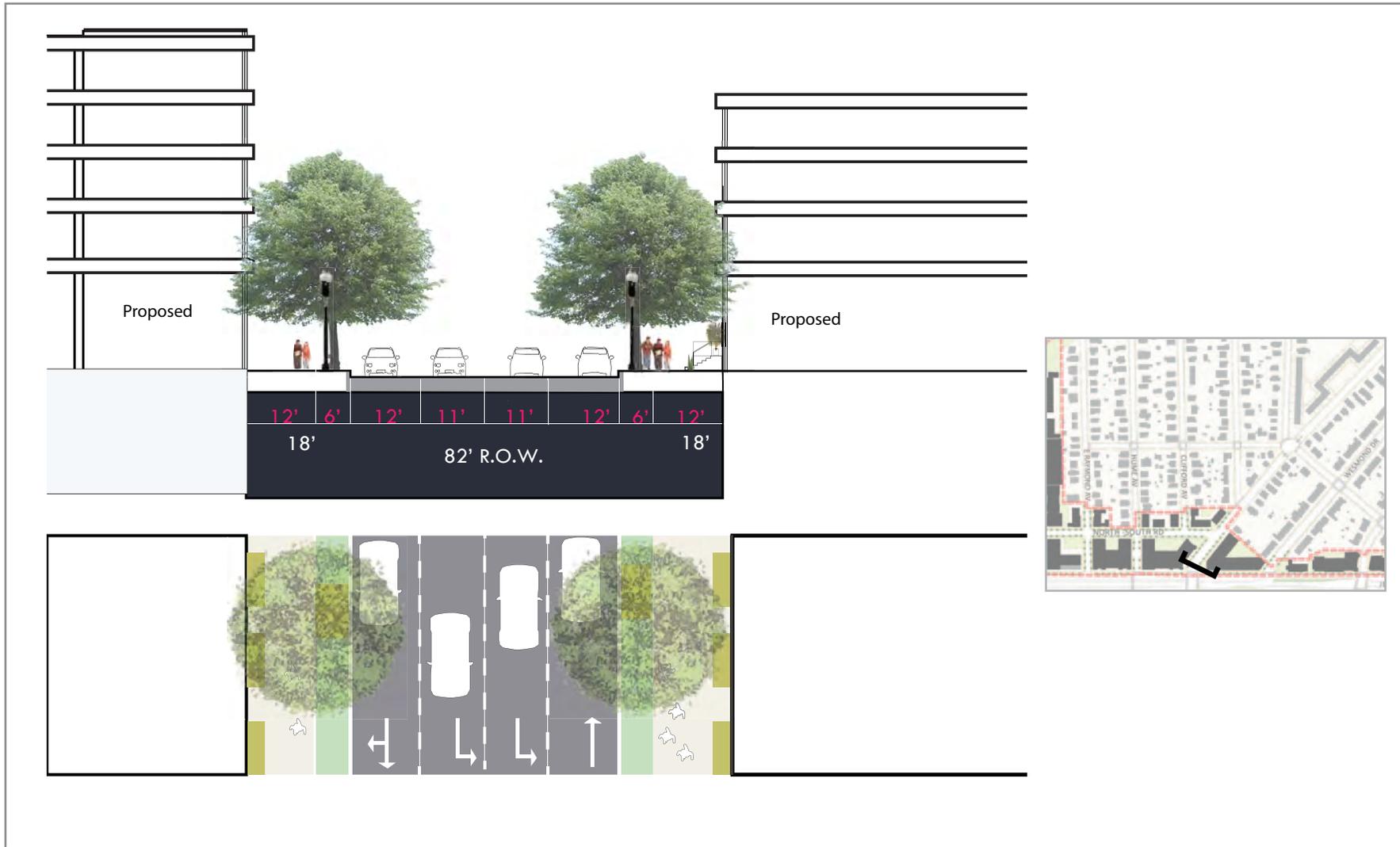
INTENT

NORTH-SOUTH ROAD



INTENT

GLEBE ROAD INTERSECTION - RECONFIGURED

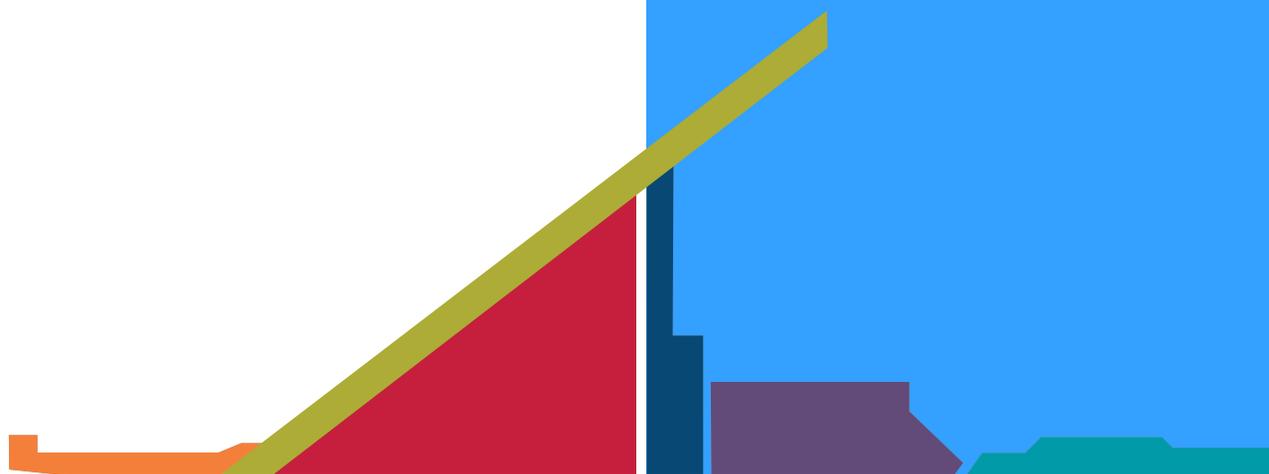


INTENT

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SUMMARY OF RECOMMENDATIONS



PLAN RECOMMENDATIONS

- 1.1** Establish Design Standards and Guidelines to ensure new development is compatible with the adjoining neighborhoods.
- 1.2** Ensure that new development complies with maximum height limits and stepdowns as specified in Figure 26.
- 1.3** Require that the redevelopment of the Oakville Triangle site fund and implement the approved plan for Mount Jefferson Park.
- 1.4** Require new development to provide publicly accessible ground level open spaces and rooftop open space within redevelopment sites as specified in Design Standards and the new zoning for the Plan area.
- 1.5** Expand Ruby Tucker Park within the City's existing right of way on Lynhaven Drive.
- 1.6** Encourage integration of the area's industrial heritage into new building, park and streetscape design.
- 1.7** Ensure that new buildings within redevelopment blocks are designed as a collection of compatible but different buildings in scale, materials and architecture.
- 1.8** With redevelopment of sites on Route 1, require undergrounding of utilities and construction of 25-foot sidewalks with street trees. Where this is not feasible, prioritize implementation funding for these improvements as part of the plan-wide public benefits package.
- 1.9** Plan for taller heights at the locations of transit stations at Swann Street/Route 1 and E. Glebe Road/Route 1, following standards for required height transitions to the adjoining neighborhoods as depicted in Figures 25 & 26.

- 1.10** Require construction of the planned North-South road with redevelopment of adjacent parcels, as depicted in Figure 9.
- 1.11** Install a new signal at Montrose Avenue and Route 1.
- 1.12** Construct a new signalized pedestrian connection at Fannon Street across Route 1 between Oakville Triangle and Potomac Yard.
- 1.13** Implement improvements to the intersection at East Glebe Road and Route 1.
- 1.14** Require a mix of land uses as depicted in Figure 24:
- 1.15** Encourage the contribution of on-site affordable housing or monetary affordable housing contributions with all redevelopment sites, including a significant on-site contribution for the Oakville Triangle site.
- 1.16** Require a diverse mix of building types within the Plan area.

GENERAL DESIGN GUIDELINES & STANDARDS

- 2.1** Provide building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.
- 2.2** 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.
- 2.3** Develop a generally orthogonal street grid pattern, including the introduction of several new streets.

OPEN SPACE

- 2.4** Improve Mount Jefferson Park consistent with the park improvements approved by the Parks and Recreation and Planning Commissions.

- 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 three new ground level public green spaces adjacent to Mount Jefferson Park.
- 2.7** Expand the existing Ruby Tucker Park.

STREETS

- 2.8** Provide a hierarchy of streets.
- 2.9** Provide on-street parallel parking for the new streets (excluding Route 1) as depicted in the attached street cross sections.
- 2.10** The new streets are designed to be low speed, local serving, pedestrian-oriented which encourage bicycle and transit use and accommodate stormwater management.

PUBLIC REALM

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

BUILDINGS

- 2.14** 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.

- 2.15** Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.
- 2.16** 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.
- 2.17** Select appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

PLAN FRAMEWORK

STREET 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 20, 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. "A" streets are subject to the highest design standards:
 - i.** Buildings shall front the street.
 - ii.** Active uses shall be located on all street frontages for each level of the building.
 - iii.** The highest quality of architectural façade and streetscape treatment shall be used.
- 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.
- 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. Where ground floor retail is provided or required, residential lobby entrances should be minimized but are not prohibited. The final location of residential entrances will be determined as part of the development review process.

FEULING STATIONS GENERAL STANDARDS

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

OPEN SPACE STANDARDS

- 4.14 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.
- 4.15 The four new open spaces adjacent to Mount Jefferson Park shall be constructed as generally depicted in Figure 29, as part of the redevelopment adjacent to the Mount Jefferson Park.
- 4.16 The central open space within Oakville 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.
- 4.17 The Ruby Tucker Park shall be expanded by \pm 4,000 sq. ft by utilizing the existing Lynhaven Drive right-of-way.
- 4.18 New townhouse developments shall provide a minimum of 15% ground level open space and 15% roof top open-amenity space.
- 4.19 New multifamily developments shall provide a minimum of 25% ground level open space and 15% roof top open-amenity space.
- 4.20 For mixed-use projects (with ground floor retail-commercial) a minimum of 15% ground level open space and 25% roof-top open space shall be provided.
- 4.21 For office and hotel uses, roof top open spaces or courtyards are encouraged.

- 4.22** 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.
- 4.23** 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.
- 4.24** 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.
- 4.25** 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.
- 4.26** Garden screen wall and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material.
- 4.27** 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.
- 4.28** Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.

- 4.29** Landscapes shall be sustainably designed with 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.

GATEWAY ELEMENTS STANDARDS

- 4.30** Gateway elements and signature facades shall be provided at locations as depicted in Figure 30.
- 4.31** Gateway elements and signature facades shall be proportional to the size and scale of the building.
- 4.32** 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.
- 4.33** Signature façades shall be designed to reflect their visually prominent location.
- 4.34** 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.

PEDESTRIAN AND BICYCLE STANDARDS

- 4.35** The bike and pedestrian network as generally depicted in Figure 31 shall be implemented as part of the redevelopment within the Plan area.
- 4.36** A signalized pedestrian only crossing shall be provided at Fannon Street as generally depicted in Figure 31.

- 4.37** The bike and pedestrian areas will be implemented through attached street cross-sections and the design of the Mount Jefferson Park Plan.

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.
- 5.2** 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 one block frontage. Ground floor retail and maker uses shall provide a minimum of 85% continual streetwall.
- 5.3** The streetwall shall be setback a minimum of 10 feet from the property line.
- 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 HEIGHT - VARIETY STANDARDS

- 5.5** Each multi-family office and hotel building shall provide a minimum of ___% of the building footprint below the maximum provided height (Figure 32). The specific allocation of the ___% shall be determined as part of the development special use permit process. Figure 32 are intended for illustrative purposes only.

- 5.6** Some buildings, at locations as depicted in Figure 30, where gateway elements are required may be permitted to exceed the maximum height, in an amount not to exceed 15 ft. above the maximum or provided height the area above the maximum shall not exceed 1,000 sq. ft. The locations shall be limited to locations depicted in Figure 30 - Gateway Elements.
- 5.7** Townhouses within the Plan area shall provide a variety of height through ____.

BUILDING MASSING STANDARDS

- 5.8** At least __% of the multi-family, office, and hotel building perimeter must be setback between ___ feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or can start ___ feet above the streetwall where retail and/or maker space is provided on the ground floor.
- 5.9** For office and hotels, at least __% of the building perimeter must be setback between ___ feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or can start ___ feet above the streetwall where retail and/or maker space is provided on the ground floor.
- 5.10** Where bays, pavillions, recesses, hyphens and screens or compatible elements are provided they shall comply with Figure 35.

BUILDING TRANSITIONS STANDARDS

Intent: Where new townhouses adjoin existing properties as depicted in Figure 36, the following transition, buffer standards and requirements shall apply.

I. Townhouses

- 5.11** Where townhouses in the Plan area are adjacent to existing homes, the new townhouse adjacent to the Plan area shall be no more than 15 feet taller of the existing buildings - homes. More than one unit may be required if deemed necessary as part of the Development Review Process.
- 5.12** The setback of the fourth level shall be a minimum of 15 ft.
- 5.13** Where new townhouses are constructed on new streets, they shall be oriented to face the adjoining streets.
- 5.14** Townhouses shall be set back a minimum of 15 feet. from the property line adjacent to the existing single-family homes or townhouses or buildings adjoining the Plan area. This area shall be landscaped.
- 5.15** In the rear or along the side of new townhouses, a landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses.
- 5.16** 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)

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

- 5.17** Each multi-family 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.
- 5.18** 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.

BUILDING TYPES

I. TOWNHOUSE STANDARDS

Parking

- 5.19** The parking for each townhouse shall be provided from a rear alley or below grade. Front loaded townhouses are prohibited. Detached parking garages are encouraged.
- 5.20** Surface parking lots are prohibited.

Streetscape Level – First Level

- 5.21** The first level shall be designed with the highest quality material and detailing.
- 5.22** Each unit shall be subject to the residential uses at grade requirements as required herein.
- 5.23** 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.
- 5.24** Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited.

- 5.25** All units must include a minimum depth of 30 feet of occupied habitable space for each level unless less depth is required for variation in the streetwall.
- 5.26** 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.
- 5.27** 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.
- 5.28** For each grouping of liner townhouses exceeding 120 feet in length, a setback of a minimum of 15 feet shall be provided or a building break, between the adjacent units. The width shall be determined as part of the development review process.
- 5.29** For freestanding townhouses, a building break shall be provided to ensure that groupings of townhouses do not exceed 120 feet in length.

Building Character and Materials

- 5.30** 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.
- 5.31** 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.
- 5.32** 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.
- 5.33** 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.

5.34 Sides and rears of buildings visible from the street or park shall use the same architectural treatment as the primary façade.

5.35 Blank façades shall be prohibited for street or park frontages.

Building Massing

- 5.36** Each townhouse shall comply with the maximum height (Figure 26), minimum height (Figure 27), and the required height transitions (Figure 25).
- 5.37** To comply with the applicable height requirements, the roof may be a flat or gable roof.

Building Fenestration

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

- 5.38** 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
- 5.39** Buildings shall provide a vertical fenestration pattern.
- 5.40** Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

5.41 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 BUILDING STANDARDS

1. Parking

5.42 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.

5.43 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

5.44 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.

5.45 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

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

5.47 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.

3. 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 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 building façade
- 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.

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.

OFFICE AND HOTEL BUILDING 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 50% void for each building.

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.
- 5.76** Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein.
- 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.

BUILDING ENTRY STANDARDS

- 5.80** 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.
- 5.81** The primary pedestrian entrance shall front the adjoining street.
- 5.82** Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.
- 5.83** Differentiate architecturally between residential and commercial entrances in mixed-use buildings.

- 5.84** Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs to reinforce the pedestrian scale.

- 5.85** 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.
- 5.86** For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.
- 5.87** Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.
- 5.88** Explore the provision of as many entries as possible at the street frontages.
- 5.89** 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 ganged together.

BUILDING ROOF STANDARDS

- 5.88** 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.
- 5.89** 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.

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

WALLS/ FENCES STANDARDS

- 5.91** 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 in the rear yard may be provided, if approved as part of the development review process.
- 5.92** 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
- 5.93** Materials for fences shall be decorative metal or wood.

REAR OF BUILDINGS/ALLEYS - TOWNHOUSES STANDARDS

- 5.94** Use same material on rear facades as the front of townhouses.
- 5.95** Explore changing paving materials, colors in alleys to minimize visual expanse of a singular paving material.
- 5.96** Add elements such as porches, bays and landscaping - trees where feasible to soften the rear facades and alleys.

GROUND FLOOR USES

RESIDENTIAL USES AT GROUND FLOOR 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.

RETAIL USE STANDARDS

- 6.4** 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.
- 6.5** Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.
- 6.6** 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.
- 6.7** For retail provide transparent windows for a minimum of 70% of the retail area.
- 6.8** 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.
- 6.9** The design of the storefront shall be appropriate to the scale and architectural design of the building.
- 6.10** 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.

6.11 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.

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

MAKER SPACE STANDARDS

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

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

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

6.16 Signage shall comply with the applicable signage provisions herein.

6.17 The uses shall be subject to all applicable requirements of the CDD zoning.

6.18 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.

SIGNAGE

RETAIL USE AND MAKER USE STANDARDS

8.1 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.

8.2 Retail tenants shall be allowed a maximum of ___sq. ft. of sign area per linear foot of tenant storefront or ___sq. ft. of signage.

8.3 Hotel uses shall be permitted a maximum sign area of ___ sq. ft. per linear foot of building frontage not to exceed ___sq. ft. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.

8.4 Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk.

8.5 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.

8.6 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.

8.7 Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area.

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

8.9 Each maker tenant shall install a minimum of one sign for each street frontage appropriate to the scale of each façade.

8.10 Tenants shall be allowed a maximum of ___sq. ft. of sign area per linear foot of tenant storefront or ___sq. ft. of signage, whichever is greater. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.

8.11 Signs shall be limited to a maximum height of 15-20 ft. above the grade of the adjoining sidewalk.

- 8.12** 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.
- 8.13** 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.
- 8.14** Window graphics at no time shall the window graphics exceed ___% of the window area.
- 8.15** Signage shall be located to not obscure architectural design elements such as projections, cornices, or change of building material or pattern.

RESIDENTIAL (MULTI-FAMILY BUILDINGS) STANDARDS

- 8.16** 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 ___ feet above the grade of the adjoining sidewalk. The size of the signs shall be limited to ___ and a maximum of one sign for each building.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

- 8.17** Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.
- 8.18** Fixed lightweight metal and glass structures are acceptable.
- 8.19** 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.

MATERIALS – CONSTRUCTION (ALL SIGNS)

- 8.20** Signs shall be in the form of a painted dimensional sign, flat sign, blade sign, illuminated sign, fabricated dimension sign or awnings.
- 8.21** 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.
- 8.22** All methods of attachment including fasteners, mounting brackets and other mechanisms must be concealed from view.
- 8.23** 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.

ILLUMINATION- LIGHTING

- 8.24** Back-lit, halo-lit illumination or reverse channel letters with halo illumination.
- 8.25** All illuminated signs and exterior lighting shall be controlled by a time clock, which shall coincide with the normal business hours.
- 8.27** 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.
- 8.28** 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.
- 8.29** 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.

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

- 8.30** Box signs and signs employing flickering rotating or moving lights and/or signs painted directly on the storefront other than window graphics shall be prohibited.
- 8.31** Flat panel signs and external raceways shall be prohibited.
- 8.32** 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.
- 8.33** All window coverings shall be open as much as possible and provide some interior accent lighting when the business is closed.
- 8.34** Freestanding signs, other than traffic/directional and wayfinding signs and A-frame signs, shall be prohibited.
- 8.35** All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.
- 8.36** Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.
- 8.38** Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven shall be prohibited.

PROCESSING – REVIEW

- 8.39** 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.
- 8.40** Each sign(s) shall require a separate sign permit.

- 8.41** 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.

UNDER
DEVELOPMENT