OAKVILLE TRIANGLE & ROUTE 1

Corridor Vision Plan
and Urban Design Standards & Guidelines

City of Alexandria, VA

REVISED DRAFT AUGUST 13, 2015

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ACKNOWLEDGMENTS

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Emily Baker, Acting Deputy City Manager

OFFICE OF HOUSING

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Eric Keeler, Division Chief
Tamara Jovovic, Housing Analyst

PLANNING AND ZONING

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

RECREATION, PARKS AND CULTURAL ACTIVITIES

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

TRANSPORTATION AND ENVIRONMENTAL SERVICES

Yon Lambert, Director
Sandra Marks, Deputy Director
Steve Sindiong, Principal Planner
Ravindra Raut, Civil Engineer

FORMER STAFF

Amy Friedlander
C. Juliana Villabona

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1

VISION PLAN


transit
types
Metrorail
Mount
manufacturing
high-quality
edges
adjoining
heritage
maintain
within
Triangle
character
Parks
addition
create
parks
park
access
community
quality
natural
industrial
Create
including
protective
residential
seniors
anchored
integrate
Parking
along
also
space
trail
Metro
noise
surrounding
appropriate
area
design
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neighborhood
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adjacent
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maker
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eyes
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variety
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pollution
diverse
uses
Jefferson
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future
compatible
low
existing
segment
projects
emerging
old
welcome
new
Transit
connect
opportunity
ensure
former
plan
neighborhood-serving
aspect
streetscape
Plan
Oakville/Triangle
complementary
identifiable
urban
accessibility
Provide
designed
materials
Potomac
Yard
Park
stormwater
Craft
flexible
contributes
outdoors
Enhance
Affordable
Park/Trail
retaining
economy
setbacks
realm
exhibit
stops
scale
businesses
spaces
fabric
height
unified
provide
encourage
creating
environment
unique

VISION

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

PLAN PRINCIPLES

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

Create a high-quality built environment, 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, and Mount Jefferson Park. Create visual interest with a variety of building heights and facades along Route 1.

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

RECOMMENDATIONS:

1.1 Establish Design Standards and Guidelines to ensure new development is high quality and compatible with the adjoining neighborhoods.

1.2 Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 25 & 26, and 27.)

MOUNT JEFFERSON PARK ENHANCEMENT

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

RECOMMENDATIONS:

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

IMPROVED AND EXPANDED OPEN SPACES

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

RECOMMENDATIONS:

1.4 Require new development to provide ground level open space and be publicly accessible where feasible and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.

1.5 Expand Ruby Tucker Park within the City's existing right of way on Lynhaven Drive.

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

Figure 1: Mount Jefferson Park Concept Plan

URBAN FORM AND DESIGN EXCELLENCE

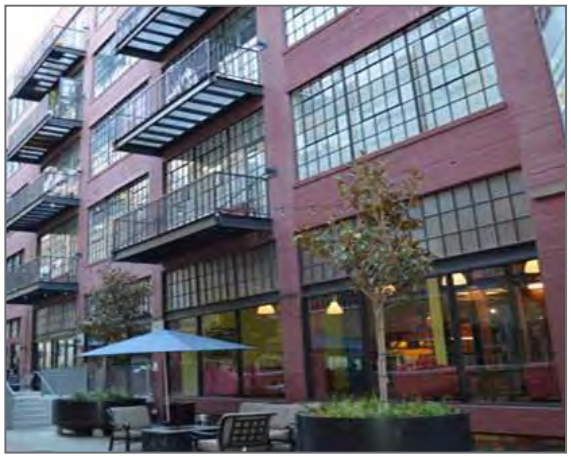
Redevelopment will exhibit excellence in building and urban design, and a variety of building heights, setbacks and high-quality building materials in compliance with the Oakville Triangle and Route 1 Urban Design Standards and Guidelines. New development is encouraged to incorporate aspects of the industrial heritage of the Plan area as well as identifiable characteristics of the adjacent neighborhoods, strengthening the connection to the surrounding community. The Plan recommends a unified streetscape for Route 1, with wider sidewalks, street trees lining the pedestrian realm, and underground utilities to address the current lack of accessibility and visual clutter.

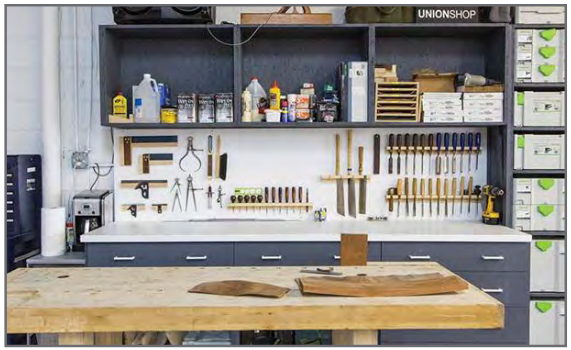
RECOMMENDATIONS:

1.7 Ensure high quality design and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design, and encourage uses that will activate the streetscape.

1.8 Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.

1.9 With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide public benefits package.





DEVELOPMENT NEAR TRANSIT

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

RECOMMENDATIONS:

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

TRANSPORTATION OPTIONS AND CONNECTIVITY

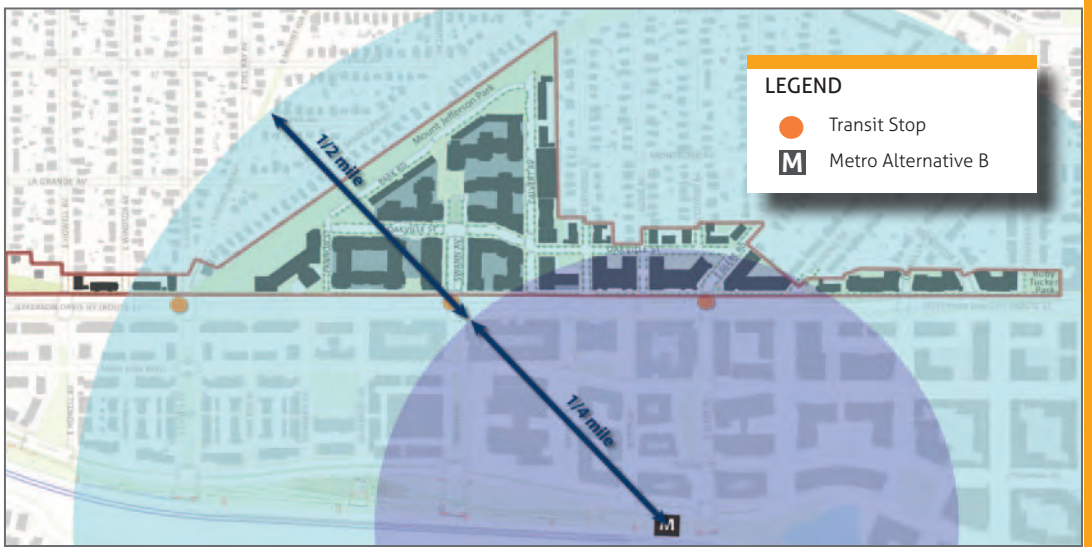
A comprehensive transportation study examined the transportation impacts within the Plan area and immediate surroundings. The planning-level analysis assumed full build out by the year 2027.

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

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

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

Figure 2: Metro Proximity and Adjoining Transit Stops



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

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

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

RECOMMENDATIONS:

1.11 A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.

1.12 A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).

1.13 A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station.

1.14 An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.

1.15 Improvements to the Route 1/East Glebe Road intersection.

1.16 A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/ Ashby Street.

1.17 An additional signalized pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access between Oakville Triangle and Del Ray/ Lynhaven and the future Potomac Yard Metrorail station.

1.18 An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.

1.19 Bicycle parking and opportunities for bike sharing.

1.20 Enhanced parking management, including performance parking, smart parking technology, and shared parking.

1.21 Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.

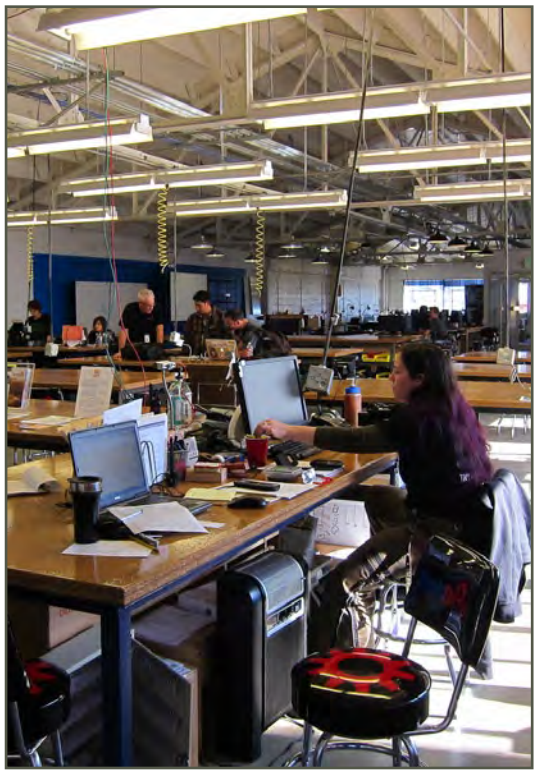
A MIX OF USES, RETAIL AND MAKER SPACES

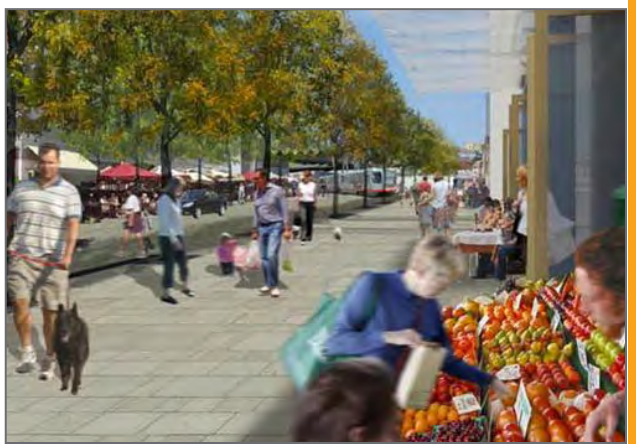
Create an urban mixed-use environment that facilitates a range of activity throughout the day and evening, during the week and on weekends, including residential, hotel, office, retail, and maker uses.

Oakville Triangle and the Route 1 Corridor are home to many neighborhood-serving businesses. The Plan encourages the inclusion of space within areas of the new redevelopment for these types of businesses to locate, retaining this important quality of life feature for local residents. In addition, these spaces will be suited to the emerging "maker" industry, a growing segment of the economy that features craft manufacturing and repair type uses. Designated blocks of the Plan area will include first floor space to encourage these uses. Parking, loading, refuse, and noise abatement will be addressed in the design of the buildings to be compatible with the adjoining residential neighborhoods.

RECOMMENDATIONS:

1.22 Require a mix of land uses as depicted in Figure 24 and taller first floors where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings.





DIVERSITY OF HOUSING OPTIONS

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

RECOMMENDATIONS:

1.23 Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.

1.24 Ensure a minimum of 65 affordable units within the Oakville Triangle site.

1.25 Explore the provision of potential ARHA replacement units in the Plan area.

1.26 Encourage universal design to allow residents to age-in-place.

1.27 Encourage a variety of housing types within the Plan area.

PLAN RECOMMENDATIONS

1.1 Establish Design Standards and Guidelines to ensure new development is high quality and compatible with the adjoining neighborhoods.

1.2 Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 25, 26, and 27)

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

1.4 Require new development to provide ground level open space and be publicly accessible where feasible and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.

1.5 Expand Ruby Tucker Park within the City's existing right-of-way on Lynhaven Drive.

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

1.7 Ensure high quality design and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design, and encourage uses that will activate the streetscape.

1.8 Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.

1.9 With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide public benefits package.

1.10 Concentrate taller building heights at the locations of transit stations at Swann Avenue/Route 1 and East Glebe Road/Route 1, subject to the standards for required height transitions to the adjoining neighborhoods as depicted in Figure 25 and 26.

1.11 A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.

1.12 A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).

1.13 A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station.

1.14 An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.

1.15 Improvements to the Route 1/East Glebe Road intersection.

1.16 A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/Ashby Street.

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1.18 An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.

1.19 Bicycle parking and opportunities for bike sharing.

1.20 Enhanced parking management, including performance parking, smart parking technology, and shared parking.

1.21 Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.

1.22 Require a mix of land uses as depicted in Figure 24 and taller first floors where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings.

1.23 Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.

1.24 Ensure a minimum of 65 affordable units within the Oakville Triangle site.

1.25 Explore the provision of potential ARHA replacement units in the Plan area.

1.26 Encourage universal design to allow residents to age-in-place.

1.27 Encourage a variety of housing types within the Plan area.

IMPLEMENTATION

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

There are a number of public benefits that have been identified as necessary to 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 are:

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

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

1. TYPICAL REDEVELOPMENT CONDITIONS

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

- Underground utilities (property frontage);
- Ground level open space (public or private);
- Street and related improvements such as sidewalks, street right- of-way- necessary to serve the needs of the site;
- Public art under the City's Voluntary Art Contribution policy;
- Higher quality architecture and streetscape;
- Affordable housing under the City's Voluntary Affordable Housing Contribution policy and/or pursuant to the Housing Master Plan;
- Underground parking where specified;
- Capital Bikeshare;
- Transportation Management Plan.

2. DEVELOPER CONTRIBUTIONS

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

3. NET NEW TAX REVENUE

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

PHASING AND SEQUENCING PUBLIC BENEFITS

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

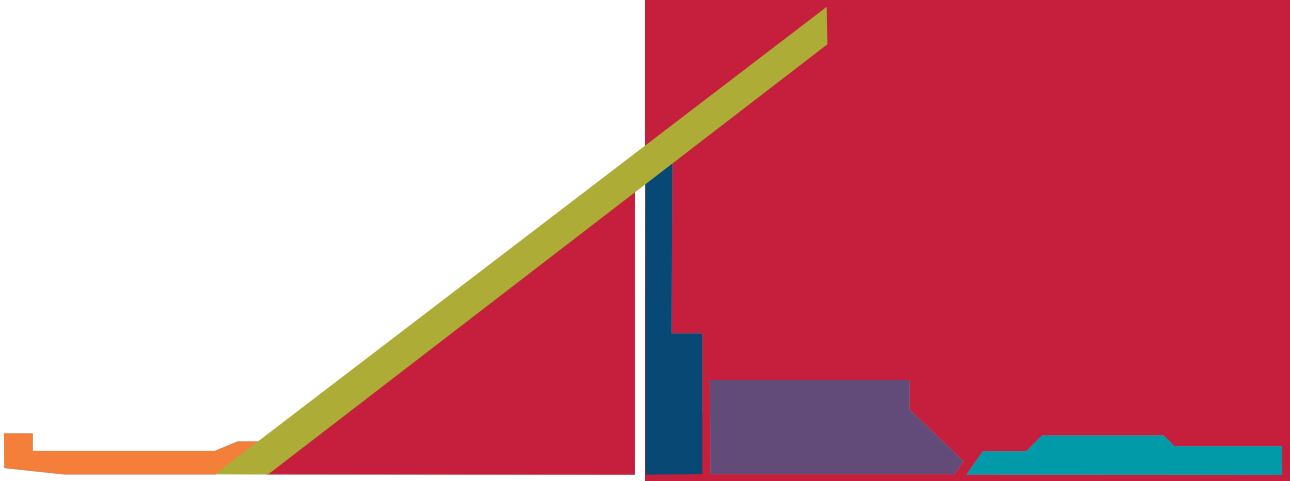
Because of the complex, urban infill redevelopment efforts contemplated in the Plan, and due to real estate demand driven market absorption rates which will set practical limits as to how much new development can occur each year, this Plan could take about 20-30 years to fully implement. Real estate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

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

Chart 1: Public Benefits Phasing

2

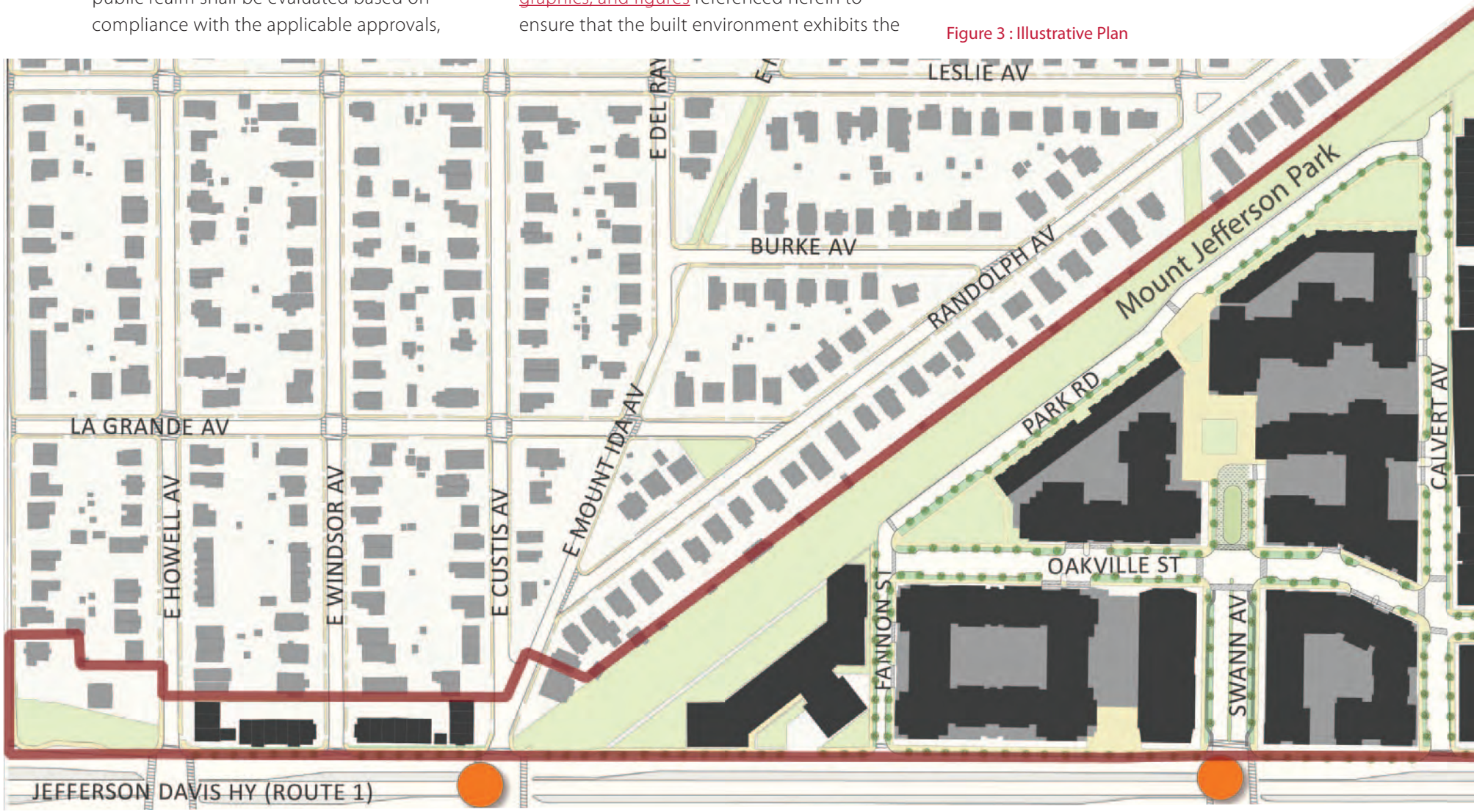
OVERVIEW - URBAN DESIGN STANDARDS AND GUIDELINES



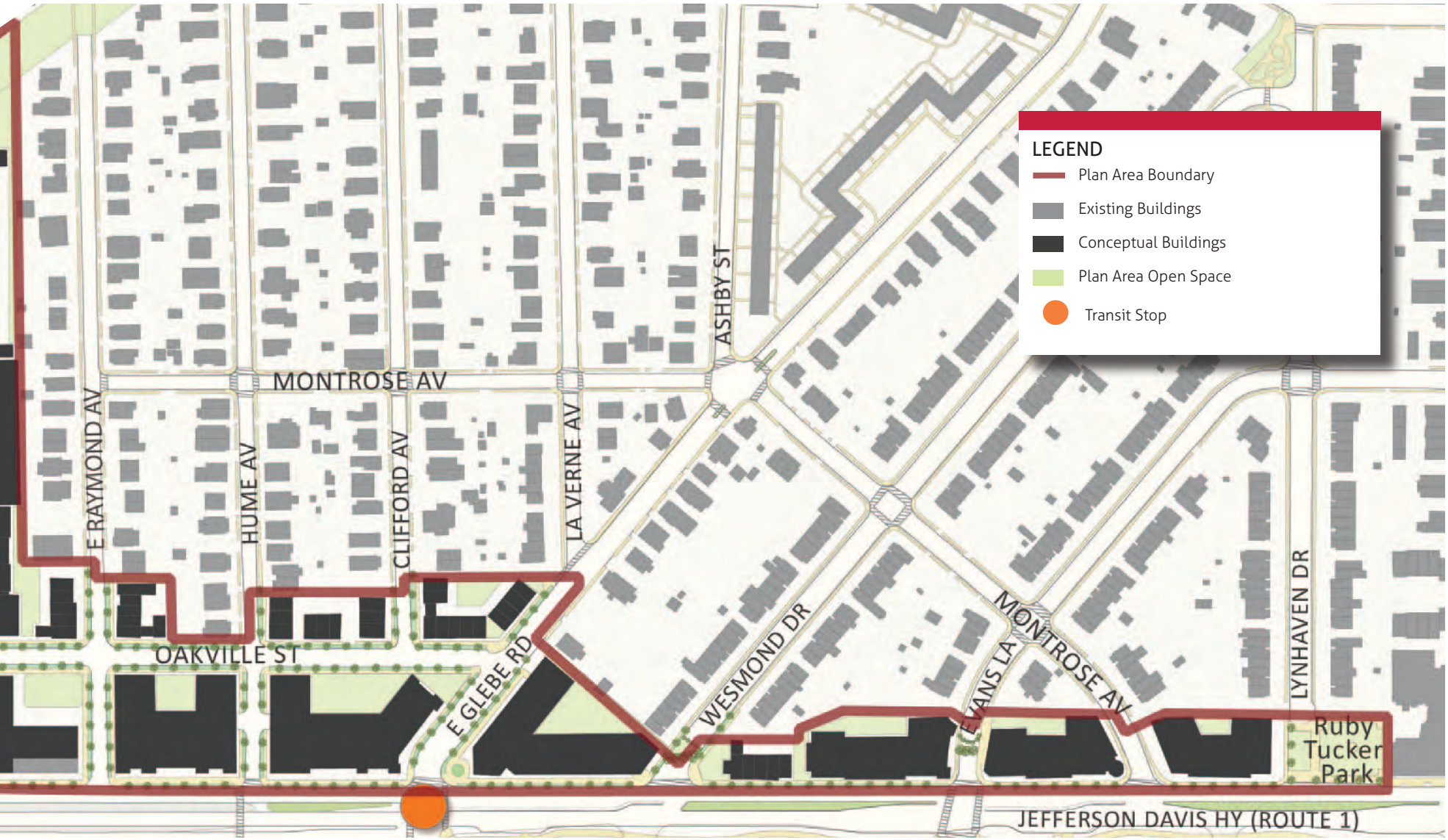
I. ROLE OF THE STANDARDS AND GUIDELINES

The Design Standards & Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the Plan area to implement the Vision Plan. Buildings, open space and the public realm shall be evaluated based on compliance with the applicable approvals, zoning requirements, existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, and this document. Projects are required to comply with all Design Standards, graphics, and figures referenced herein to ensure that the built environment exhibits the highest standards of design. Projects are also strongly encouraged to comply with the applicable Guidelines referenced herein.

Figure 3 : Illustrative Plan



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



GENERAL STANDARDS

2.1 Projects are required to comply with all applicable Design Standards herein, and comply with the applicable approvals, zoning requirements, and existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, etc.

2.2 Provide taller building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.

2.3 Improve and enhance the Route 1 frontage by locating the utilities below grade and providing a 25 ft. setback-streetscape for the buildings adjacent to Route 1.

OPEN SPACE

2.4 Improve Mount Jefferson Park consistent with the Plan approved by the Parks and Recreation and Planning Commissions including the at-grade trail extension at the southern end of the Park.

2.5 Provide a central public urban plaza within Oakville Triangle that includes usable amenities that help to meet the recreational needs of new residents.

2.6 Provide three new ground level public green spaces adjacent to Mount Jefferson Park.

2.7 Expand the existing Ruby Tucker Park.

STREETS

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

2.9 Provide a hierarchy of streets.

2.10 Provide on-street parallel parking where feasible for the new streets (excluding Route 1).

2.11 New streets are designed to be low speed, local serving, pedestrian-oriented to encourage bicycle and transit use.

2.12 New streets should accommodate stormwater management.

2.13 Where possible, new streets should include safe, separate, lanes for bicycle traffic.

PUBLIC REALM

2.14 Create pedestrian-oriented streetscapes.

2.15 Incorporate the provision of safe, efficient, and convenient pedestrian and bicycle circulation systems that connect neighborhoods, transit, and open spaces.

2.16 Provide careful attention to sidewalk design and detailing to support the walkability and sustainability of the Plan area.

BUILDINGS

2.17 Create an urban building scale and relationship between buildings, streets and open spaces that ensure and maximize walkability, create compact development and maximize the use of transit.

2.18 Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.

2.19 Provide appropriate transitions to the existing single-family homes and townhouses to the west of the Plan area through scale transitions, setbacks and landscape buffers.

2.20 Select appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

3

PLAN DISTRICTS

I. DISTRICTS

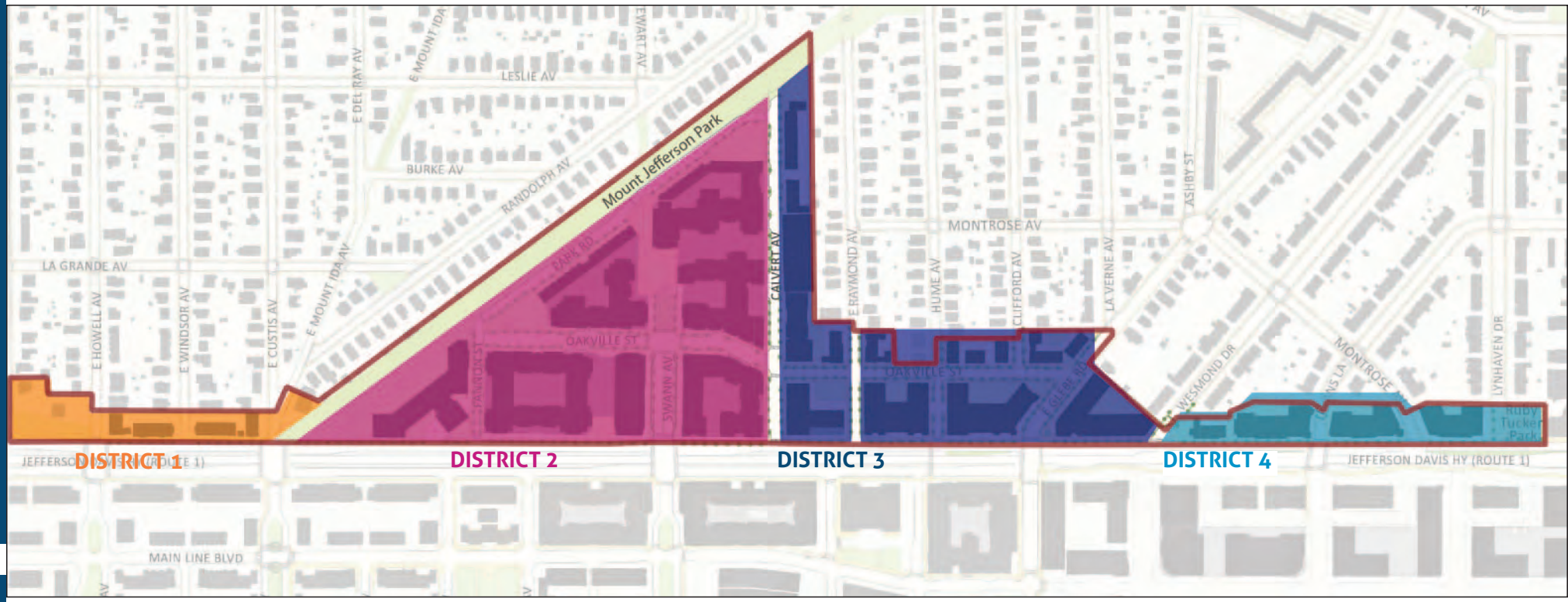
A defining element of Alexandria is its unique and distinct neighborhoods. The districts identified in the Plan are intended to appear and function as extensions of the adjoining unique neighborhoods of Del Ray, Lynhaven and Potomac Yard. The Plan districts are based on the depths of blocks, overall 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 4: Plan Districts

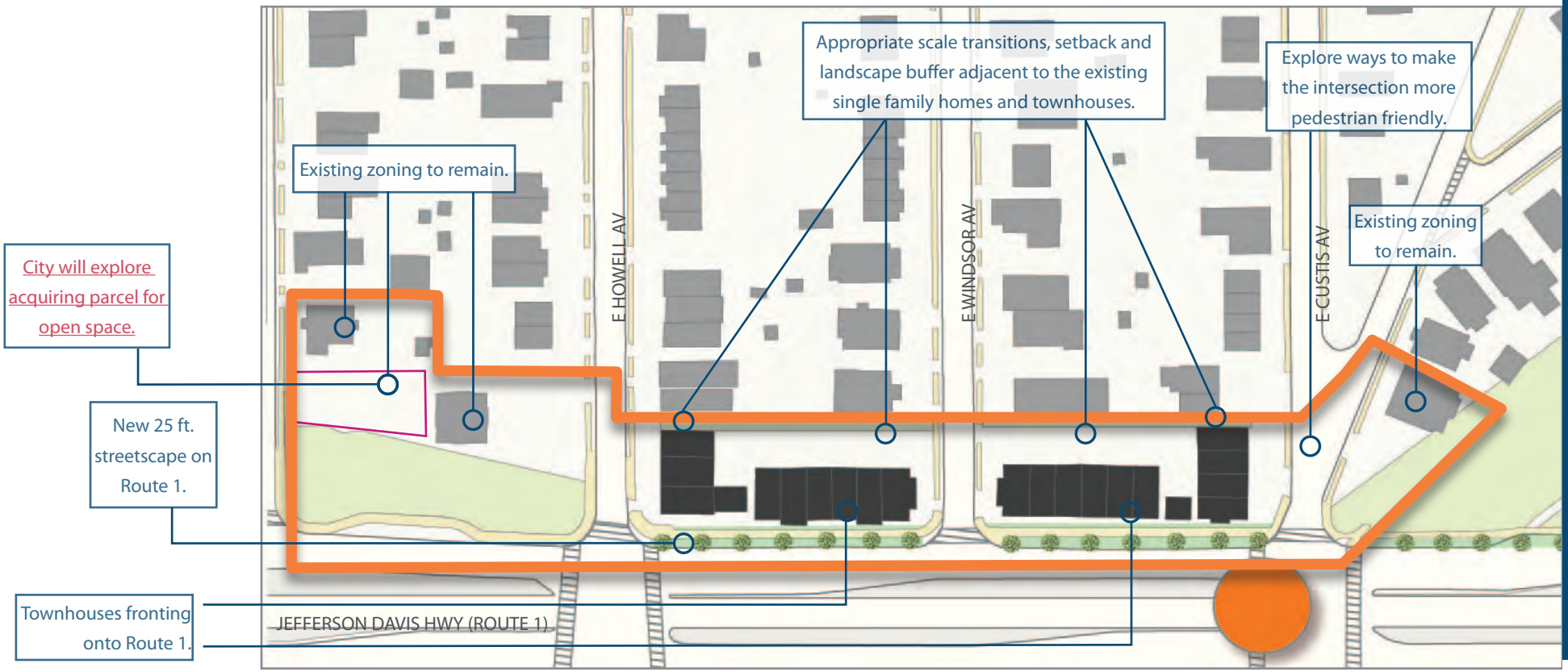


A. DISTRICT 1

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

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

Figure 5: District 1 Illustrative Plan



DISTRICT 1 CHARACTER (ILLUSTRATIVE EXAMPLES)

TOWNHOUSES

ROUTE 1 STREETSCAPE

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

B. DISTRICT 2 - OAKVILLE TRIANGLE

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

Figure 7: Oakville Triangle District

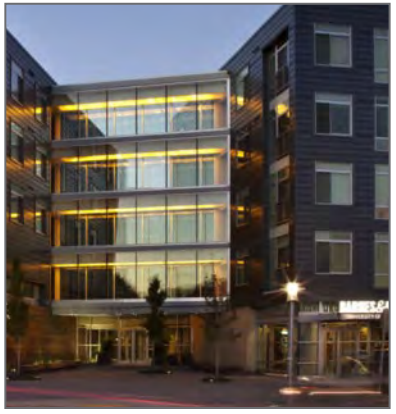
OAKVILLE TRIANGLE CHARACTER (ILLUSTRATIVE EXAMPLES)

OAKVILLE TRIANGLE - SWANN AVENUE




PARK ROAD


CALVERT AVENUE

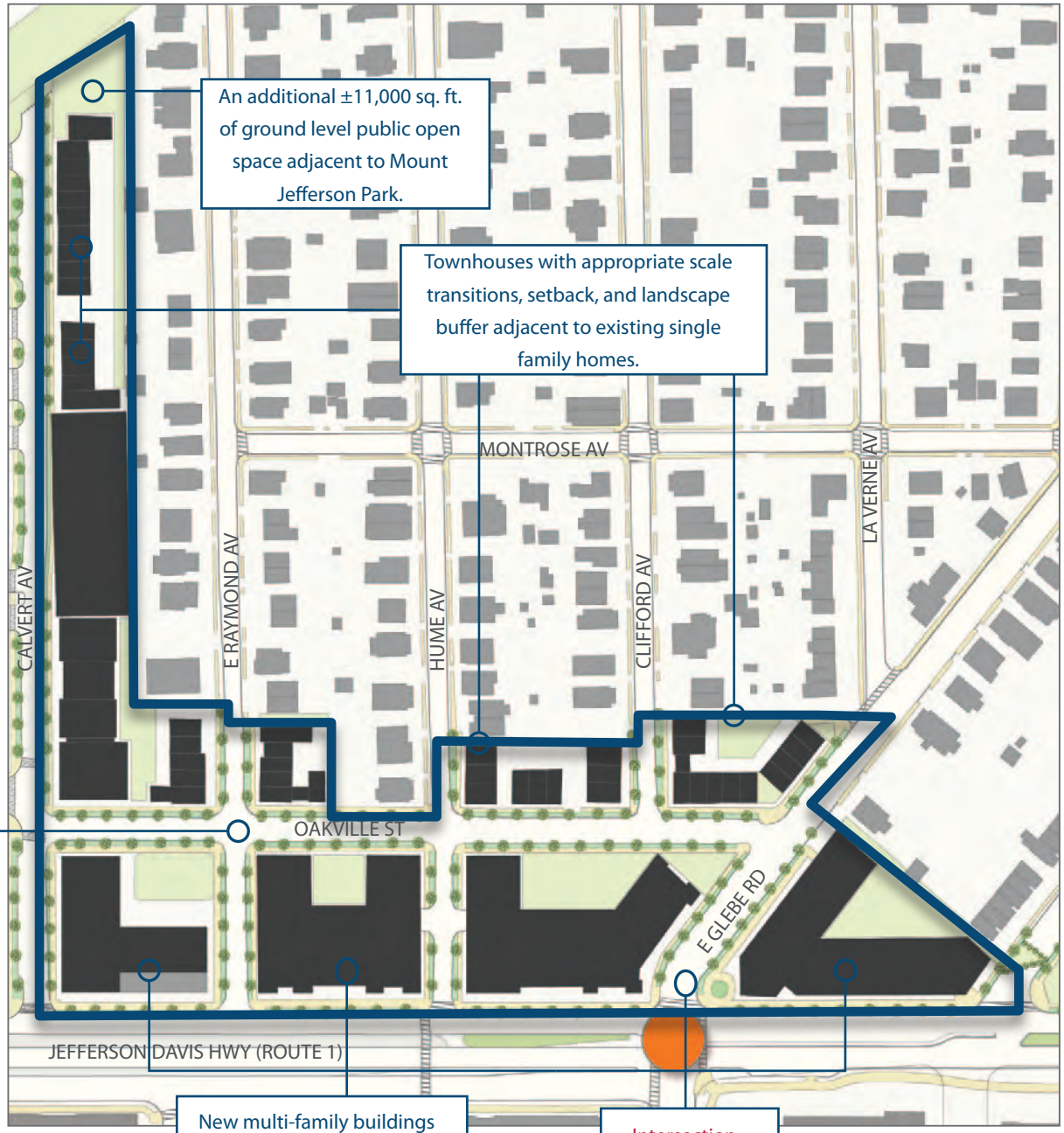



MOUNT JEFFERSON PARK

C. DISTRICT 3

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

Figure 8: Plan District 3 Illustrative Plan



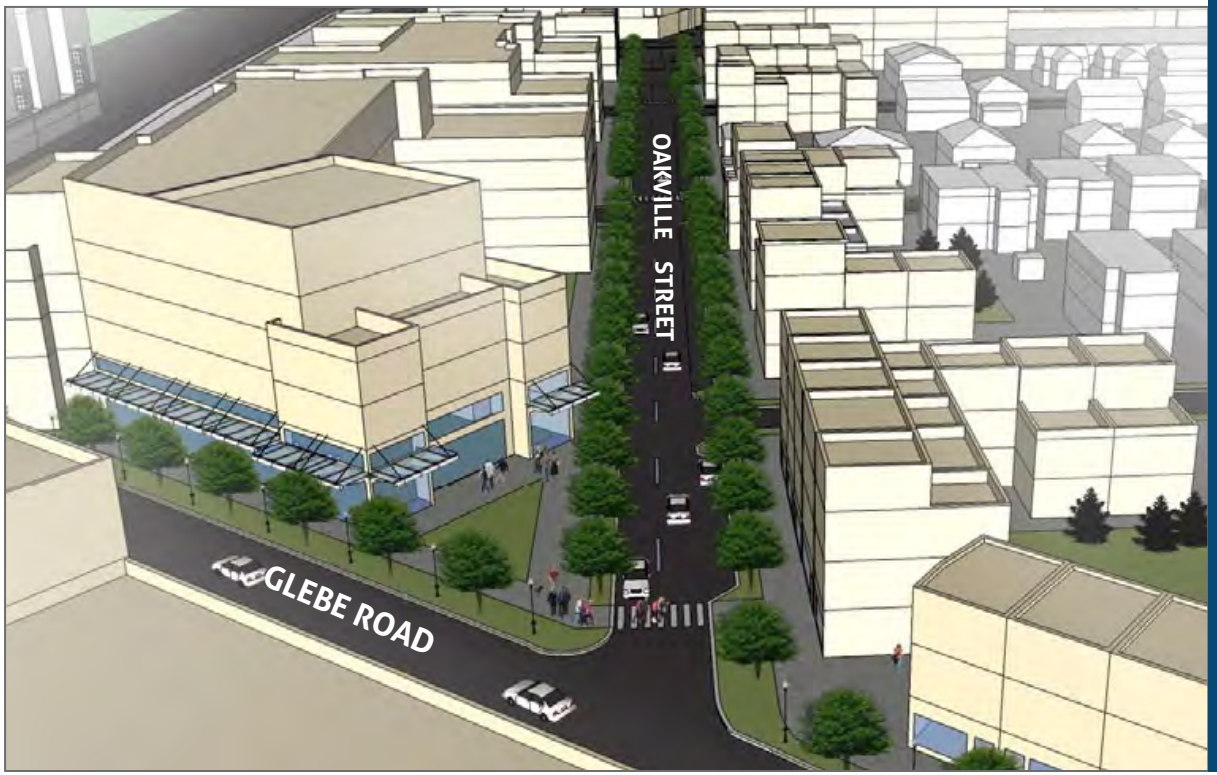
DISTRICT 3

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

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

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

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



DISTRICT 3 CHARACTER (ILLUSTRATIVE EXAMPLES)

OAKVILLE STREET EXTENDED

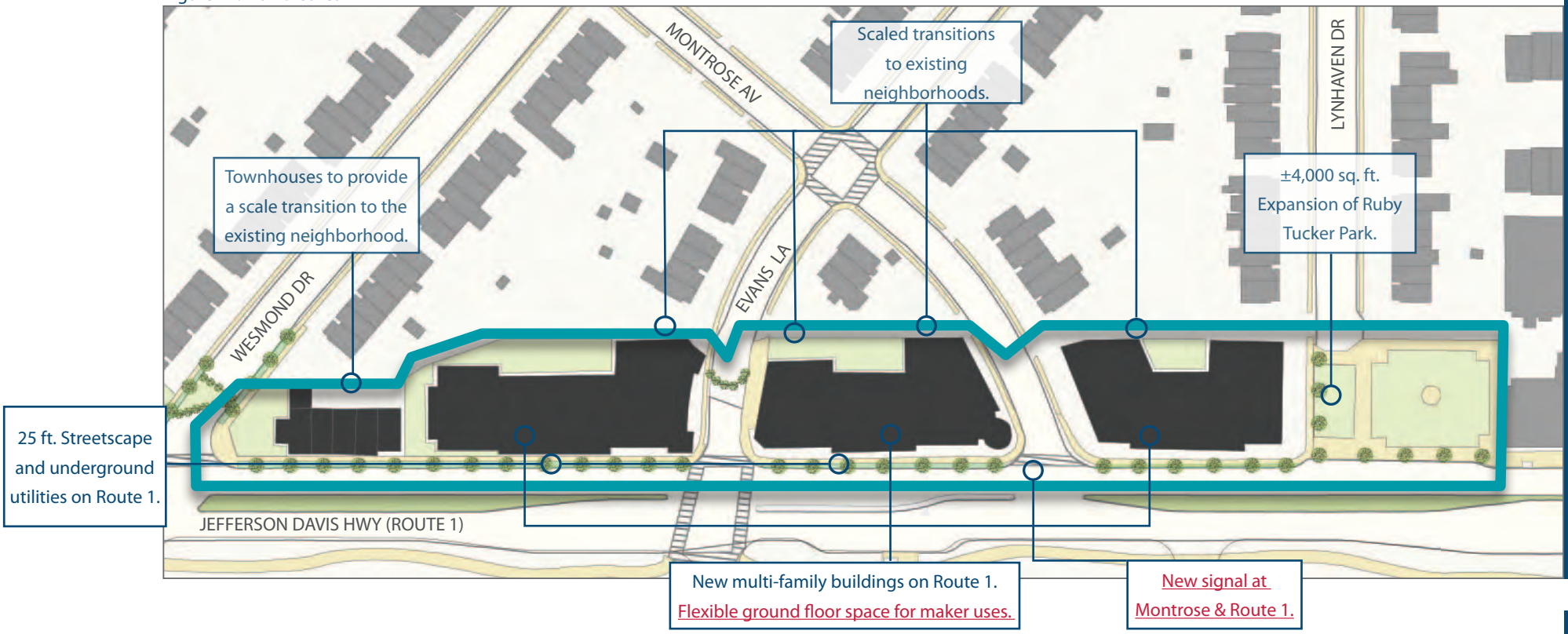
Figure 11: View of Proposed Oakville Street, Looking South

ROUTE 1 FRONTAGE

D. DISTRICT 4

The lots/blocks within this district are relatively shallow, creating challenges for redevelopment. In addition, the townhouses within Lynhaven are located immediately to the west of this district making appropriate height and scale transitions an important component of redevelopment. The Plan recommends townhouses for the shallow parcels and medium-scale multi-family buildings for the larger parcels, requiring setbacks and height and scale transitions to the existing townhouses. Flexible ground floor space for maker uses are recommended along the Route 1 frontage. The Plan also recommends expanding the existing ±10,450 sq. ft. Ruby Tucker Park by approximately ±4,000 sq. ft.

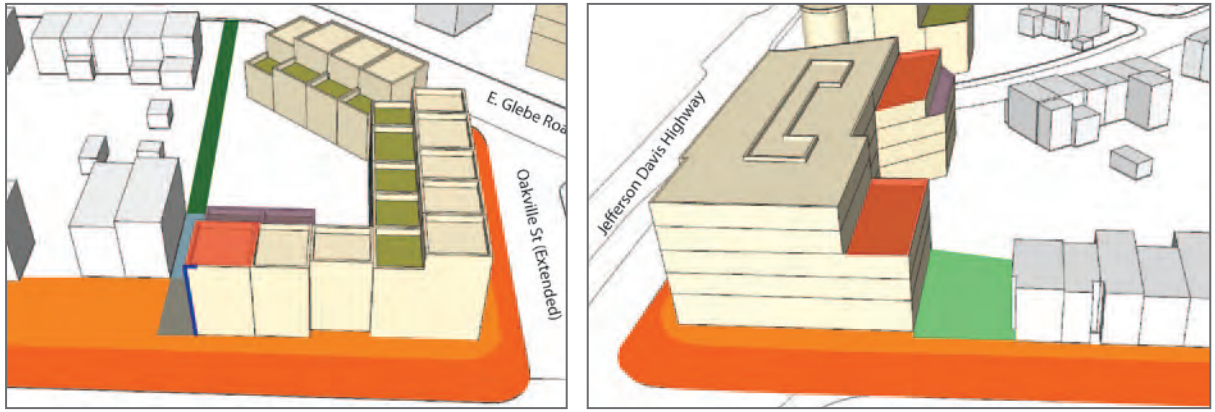
Figure 12: Plan District 4



DISTRICT 4 NEIGHBORHOOD CHARACTER (ILLUSTRATIVE EXAMPLES)

ROUTE 1

SCALE TRANSITIONS



EXPANDED RUBY TUCKER PARK

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

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

E. ROUTE 1 FRONTAGE

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

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

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

Figure 15 Route 1 Streetscape Cross-Section (Commercial)

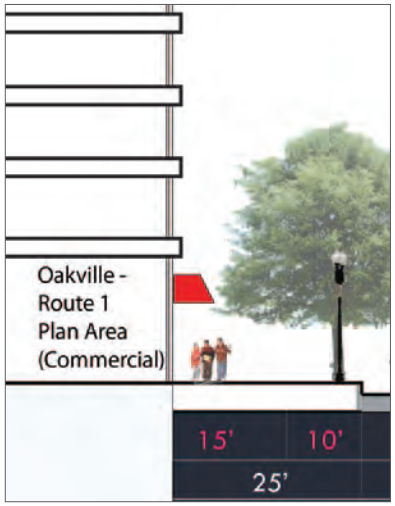


Figure 16A: Route 1 Streetscape Cross-Section (Residential- Townhouse)

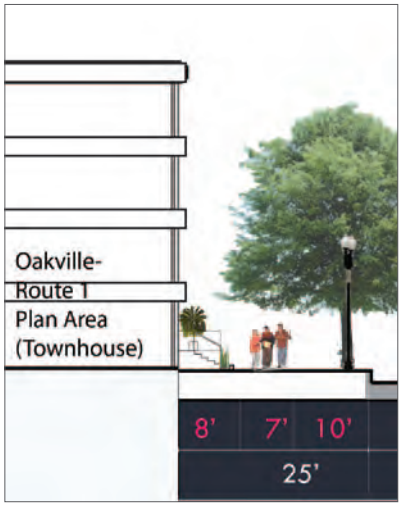


Figure 16B: Route 1 Streetscape Cross-Section (Residential- Multifamily)

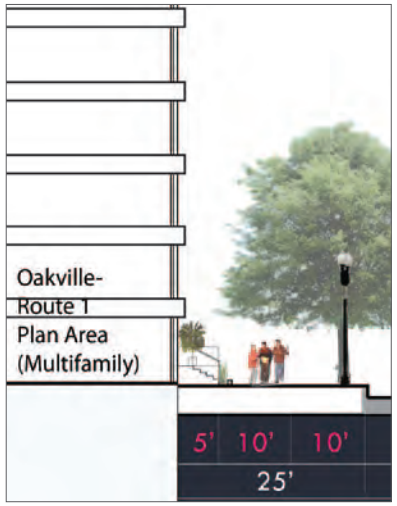


Figure 17: Route 1 Streetscape Improvements

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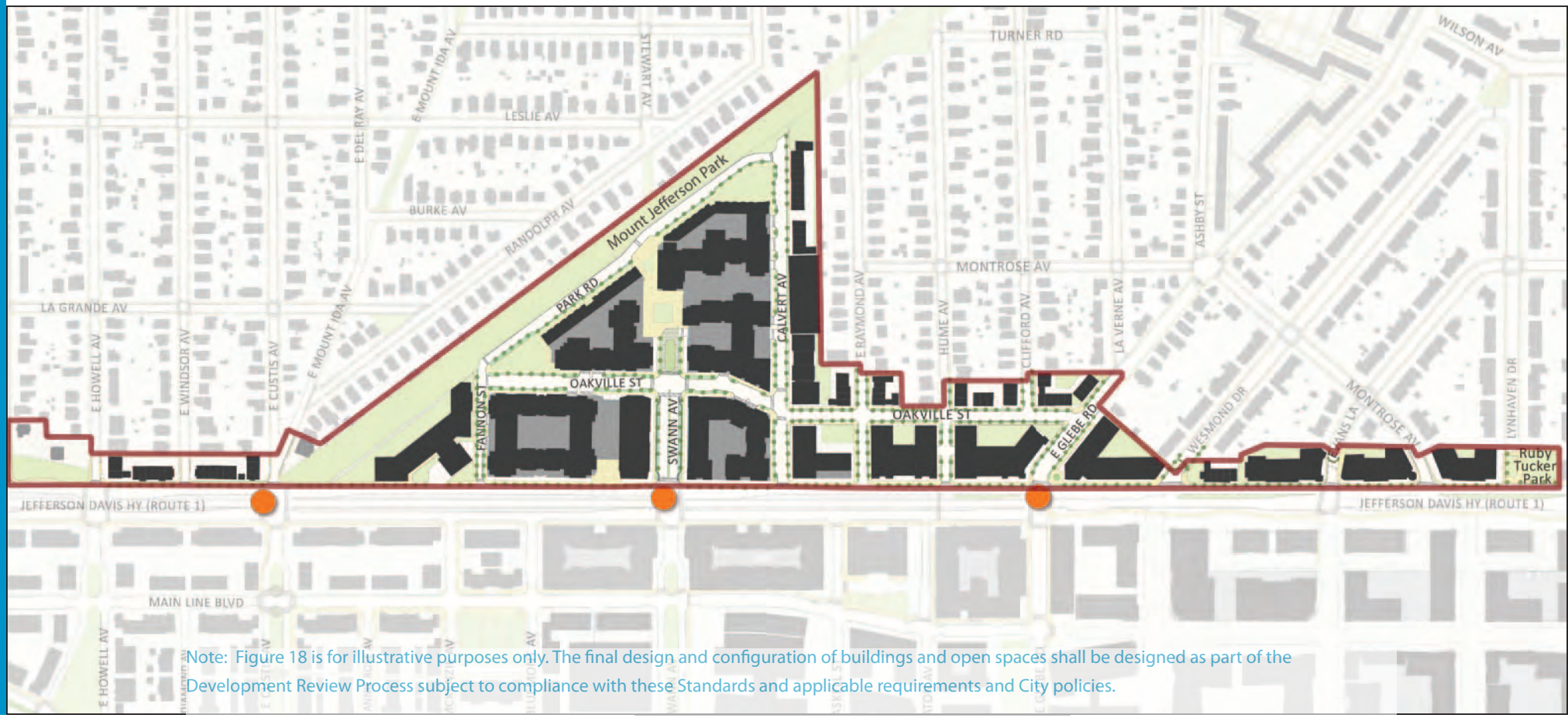
4

PLAN FRAMEWORK

ILLUSTRATIVE PLAN

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

Figure 18: Illustrative Plan

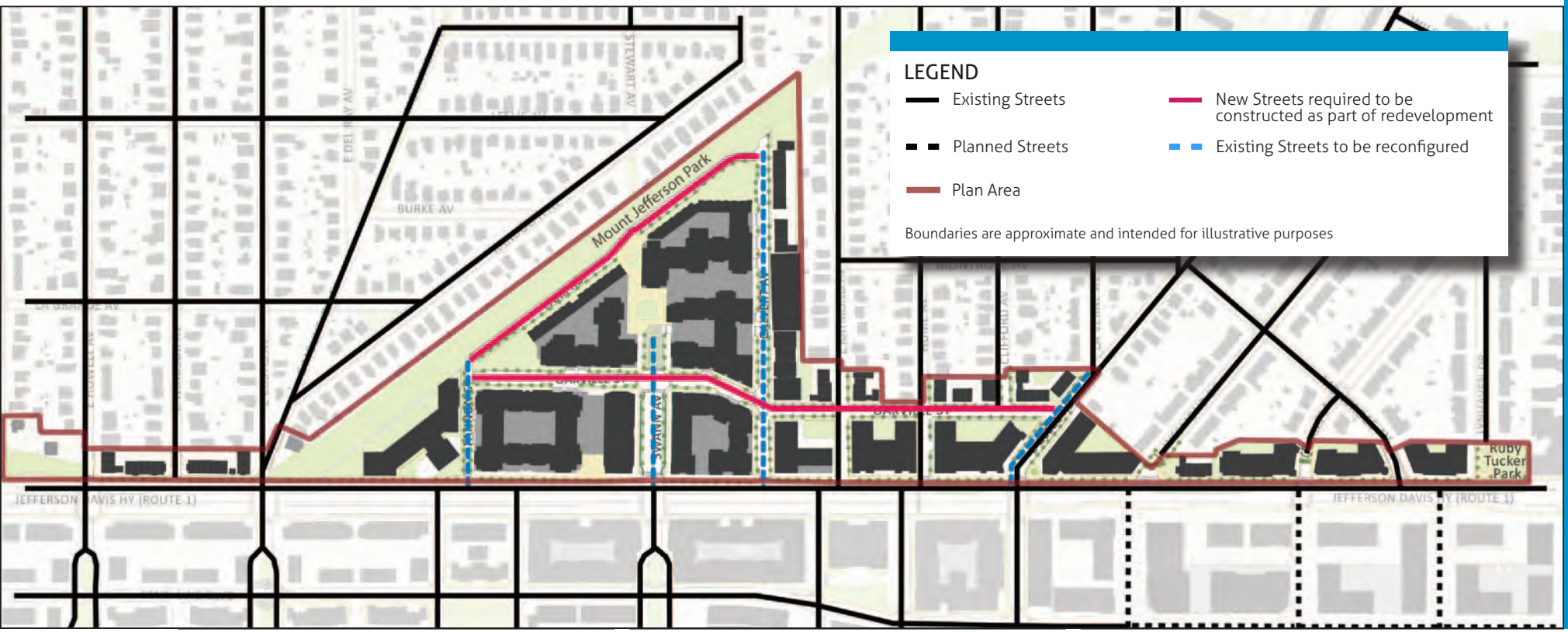


Note: Figure 18 is for illustrative purposes only. The final design and configuration of buildings and open spaces shall be designed as part of the Development Review Process subject to compliance with these Standards and applicable requirements and City policies.

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 East Glebe Road and Route 1 intersection improvements.

Figure 19: Framework Streets

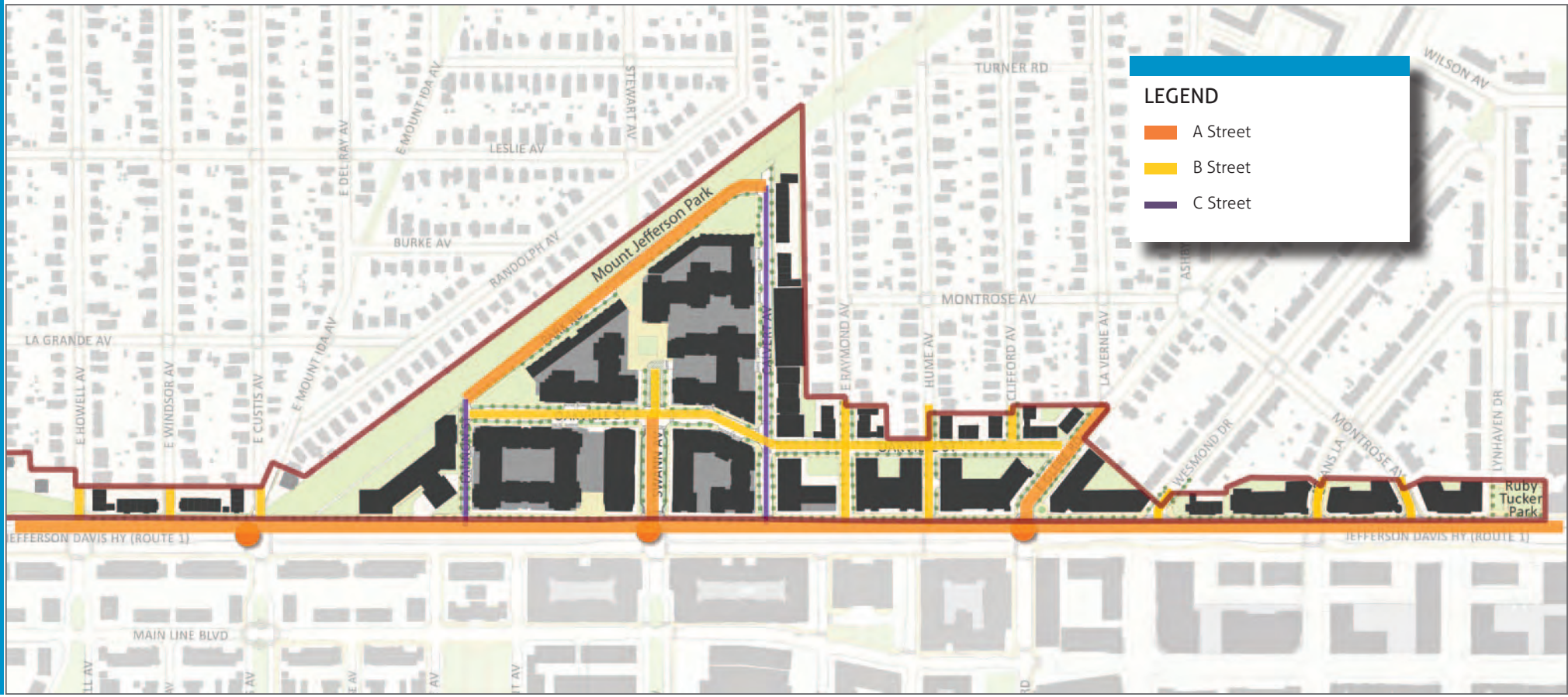


STREET HIERARCHY

In addition, a street hierarchy has been created to identify the character and function of each street. "A" streets are the most prominent, and create an "address" for the important buildings in each district. "B" streets connect "A" streets to each other and to service streets, and provide pedestrian and vehicular circulation for each of the neighborhoods. "C" street are tertiary, and provide access and service entry to alleys. "C" streets are the least public in nature of all of the streets and, therefore, the least restrictive in design. The "C" streets allow the "A" and "B" street frontages to function as more public primary streets.

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

Figure 20A: Street Hierarchy



FRAMEWORK STREETS STANDARDS

4.1 The intersection of Glebe Road and Route 1 will need to be reconfigured as generally depicted within the attached cross-sections. The timing and phasing of the improvements will be established as part of the CDD zoning for the Plan area.

4.2 A hierarchy of streets, as depicted in Figure 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. To the extent possible, curb cuts should be aligned with curb cuts on the opposite 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.

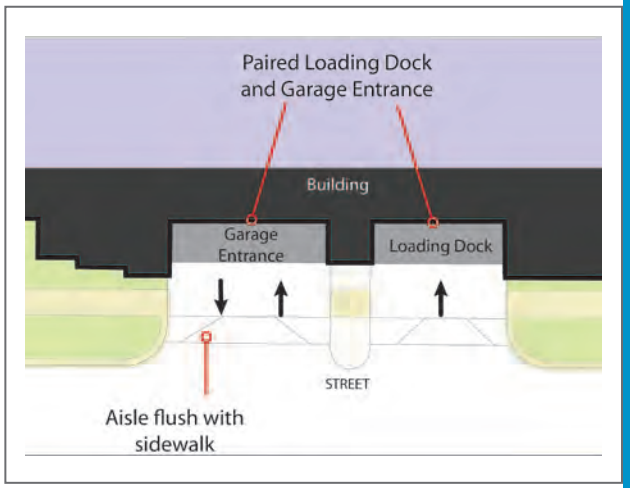
4.6 "C" Streets

- **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.

Figure 20B: Curb Cut Diagram



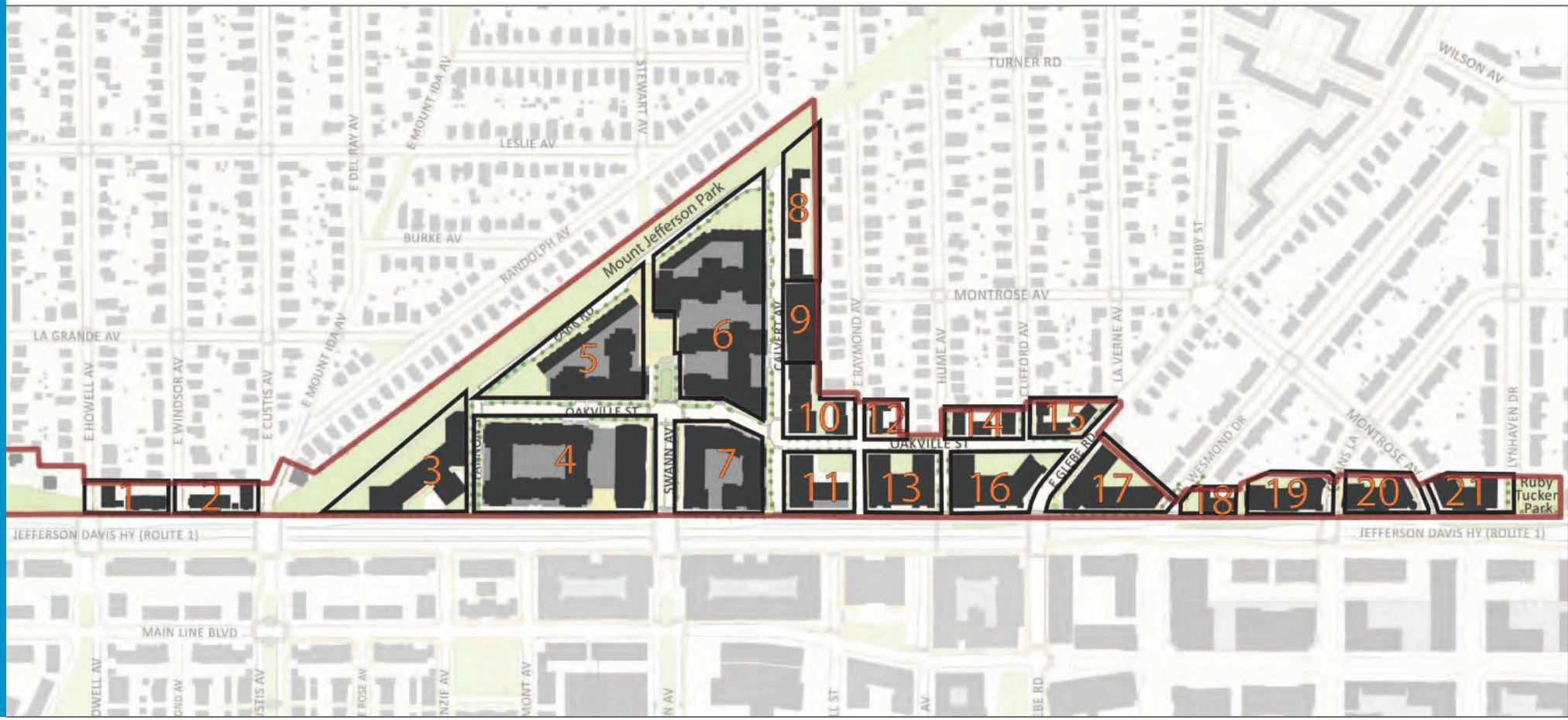
Paired loading and garage entrances shall provide a drive aisle flush with the sidewalk.

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

Figure 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 propose CDD zoning for some of the properties due to their size and shape. For these properties the existing CSL zoning will be retained.

Figure 22: Existing Zoning

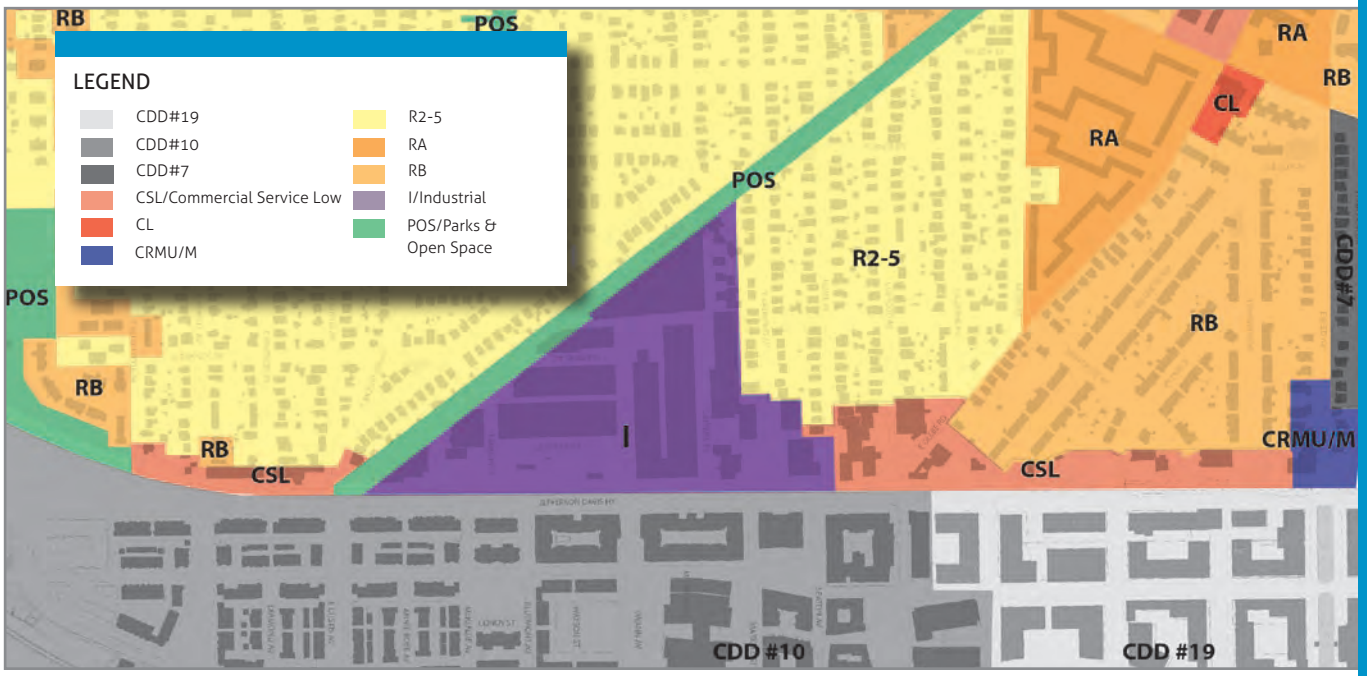
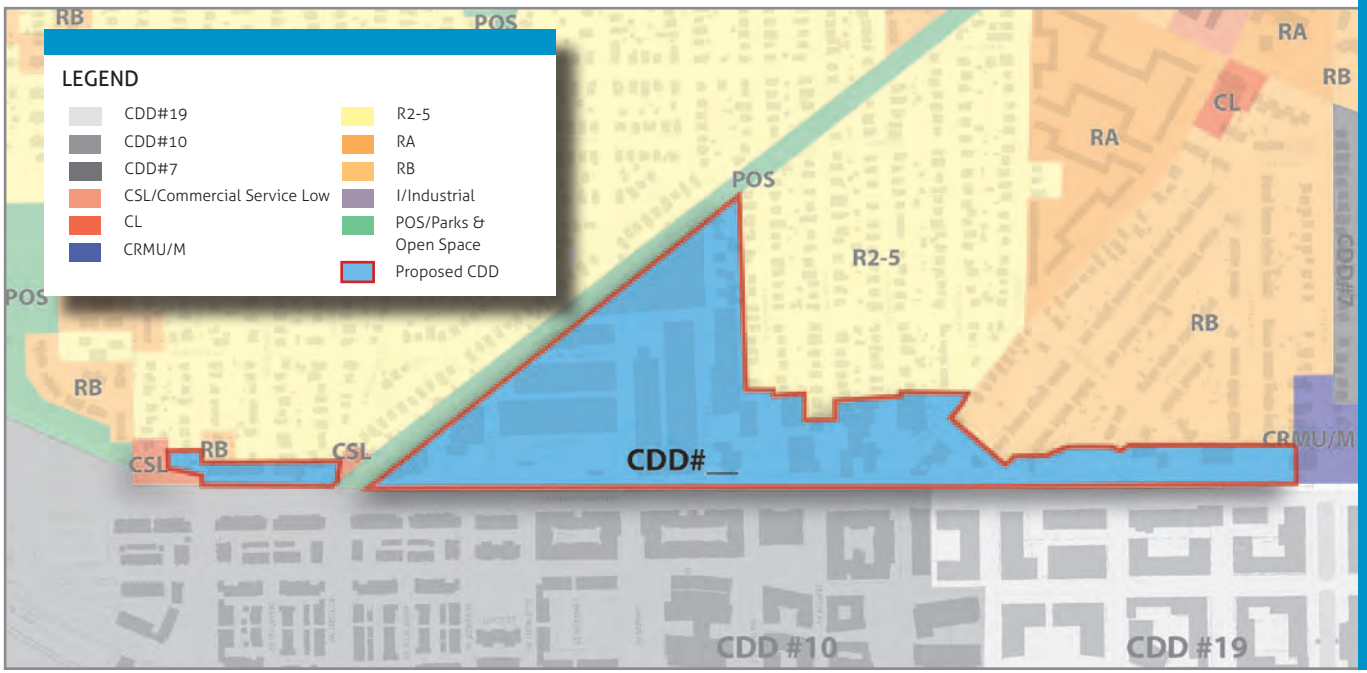


Figure 23: Proposed Zoning and Existing Zoning



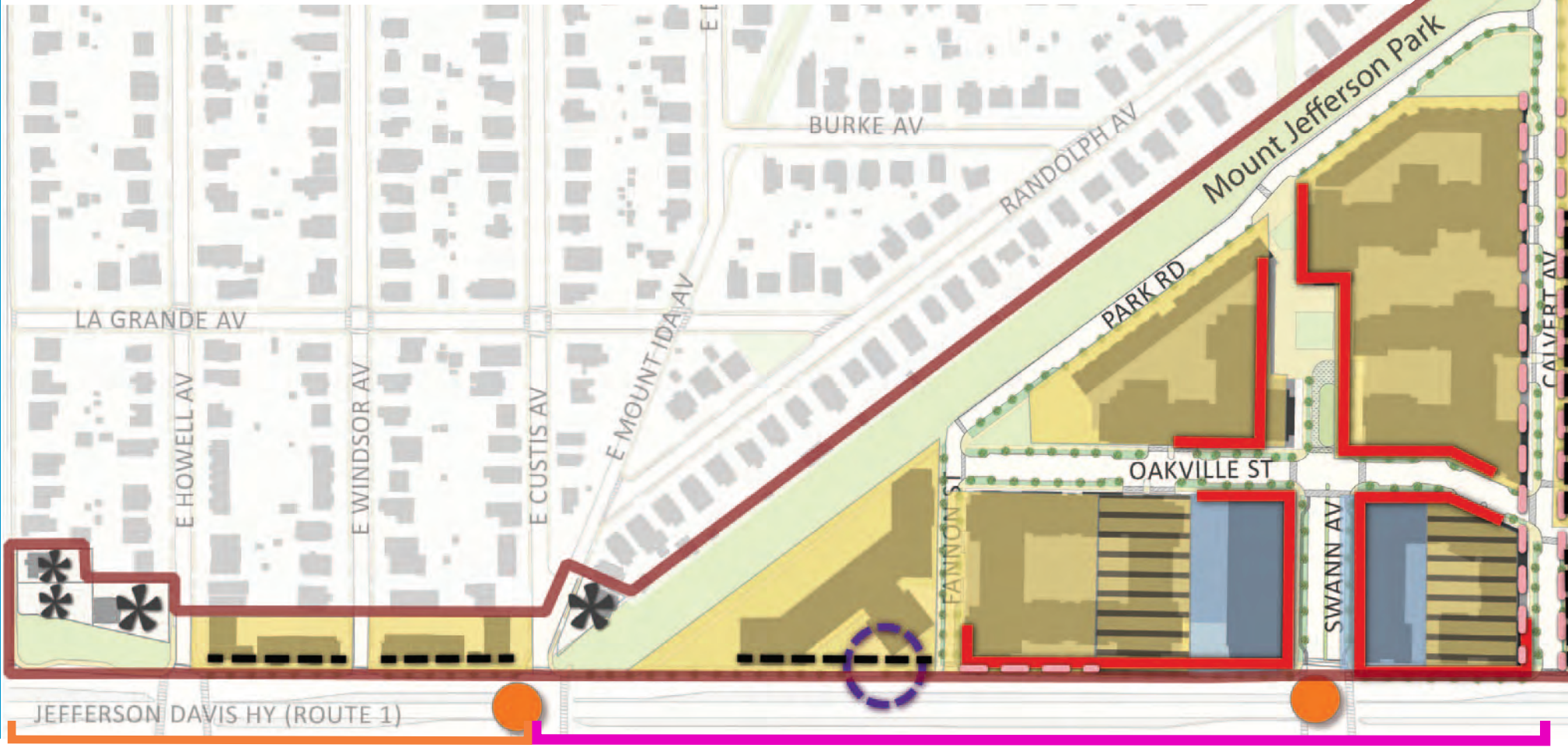
D. LAND USE

The land use plan Figure 24 permits certain uses for each block. Some of the blocks are permitted to be residential or office. In addition, although not required, fueling/ charging stations are recommended at two locations within the Plan area. The Plan also permits maker space on the ground floor at the locations depicted in Figure 24 below. The Plan recommends that some of the sites not be rezoned as depicted below, because of their size, shape, and/or location.

ACTIVE USES:

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

Figure 24: Land Uses



PLAN FRAMEWORK

MAKER USES:

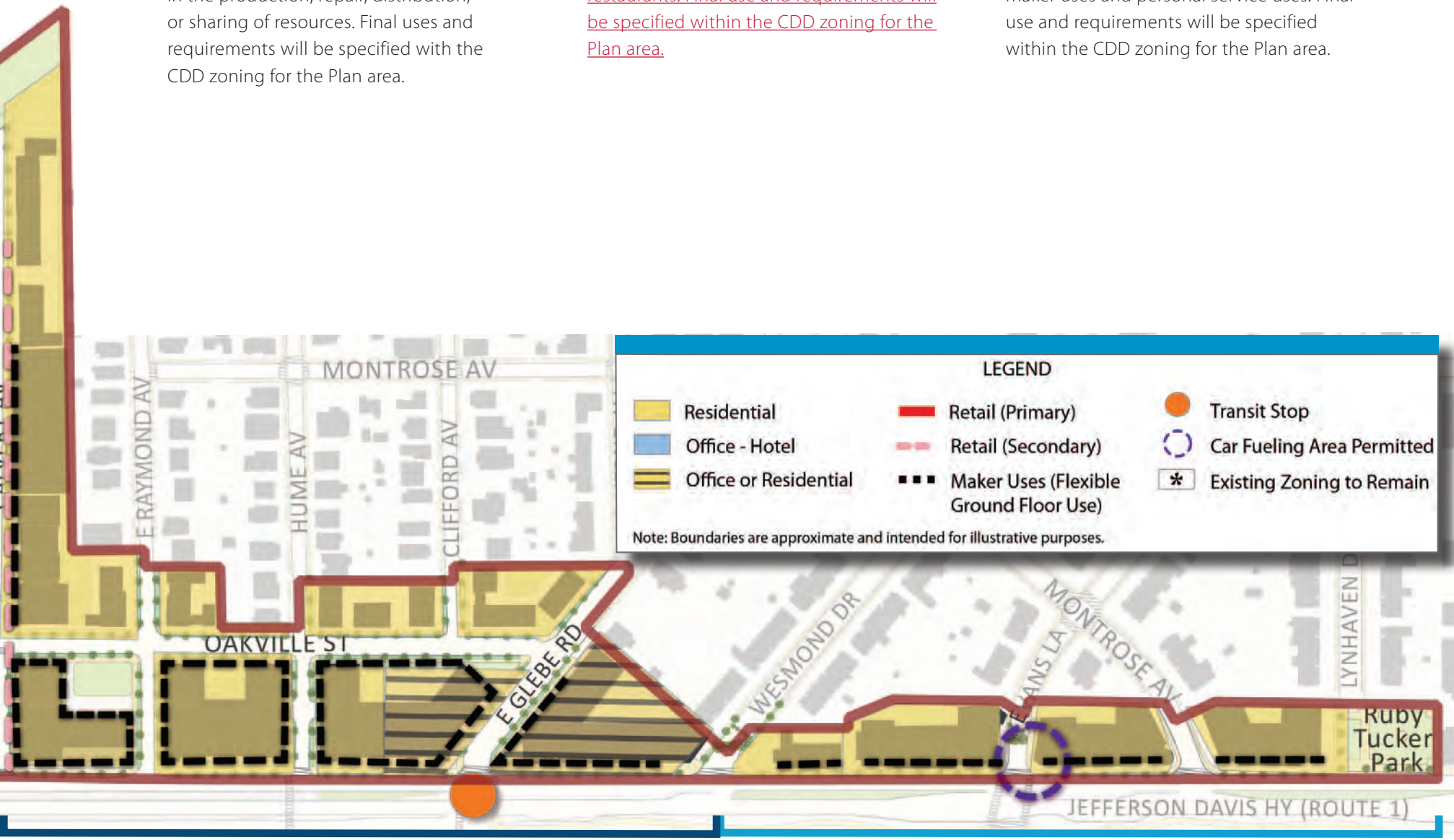
For purposes of the Design Standards, maker uses are uses typically involved in the production, repair, distribution, or sharing of resources. Final uses and requirements will be specified with the CDD zoning for the Plan area.

PRIMARY RETAIL:

For purposes of the Design Standards, primary retail is intended as retail uses and restaurants. Final use and requirements will be specified within 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 the two locations. If these facilities are provided, they will be subject to the following standards.

FUELING/CHARGING STATION 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. Canopy lighting shall be designed to minimize impact/visibility from adjoining neighborhoods.

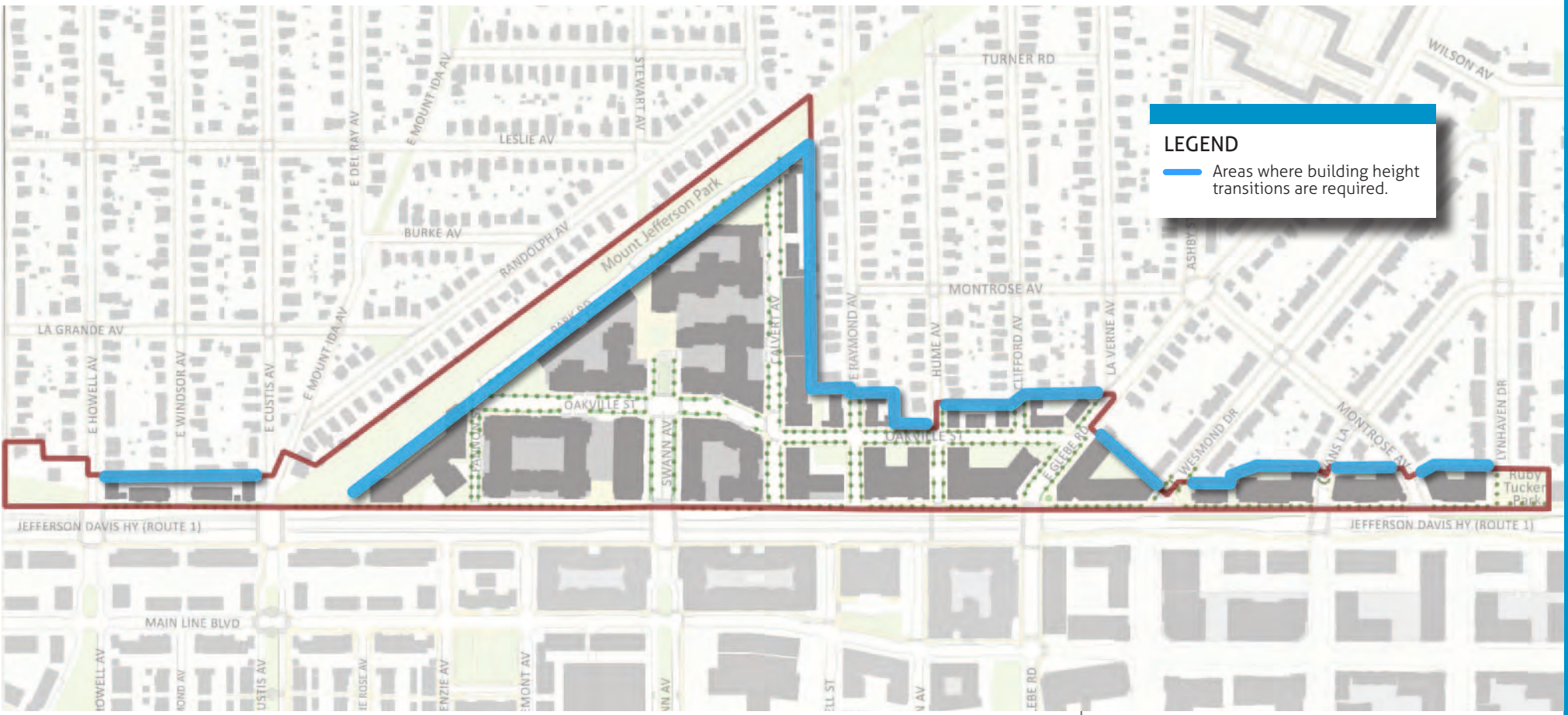
4.12 Service components, such as payment, shall be integrated into the building to the maximum extent feasible.

4.13 The fueling/charging station will be subject to all applicable building, environmental, and 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 building height transitions where buildings either step down in height and/or provide stepbacks and landscaping to buffer new development and adjacent and adjoining properties. See Figures 36 and 37 standards for each building type.

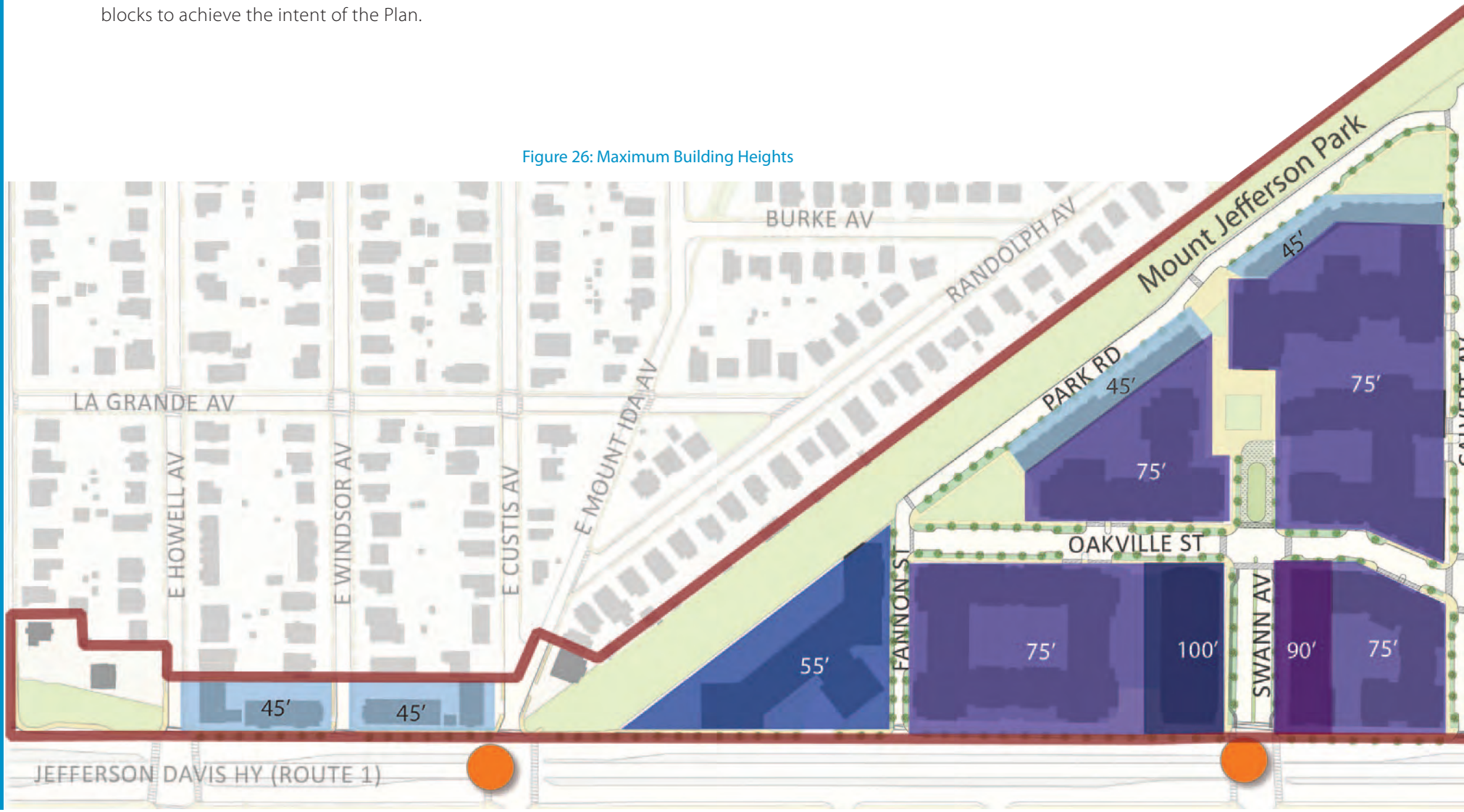
Figure 25: Building Heights - Transition Zones



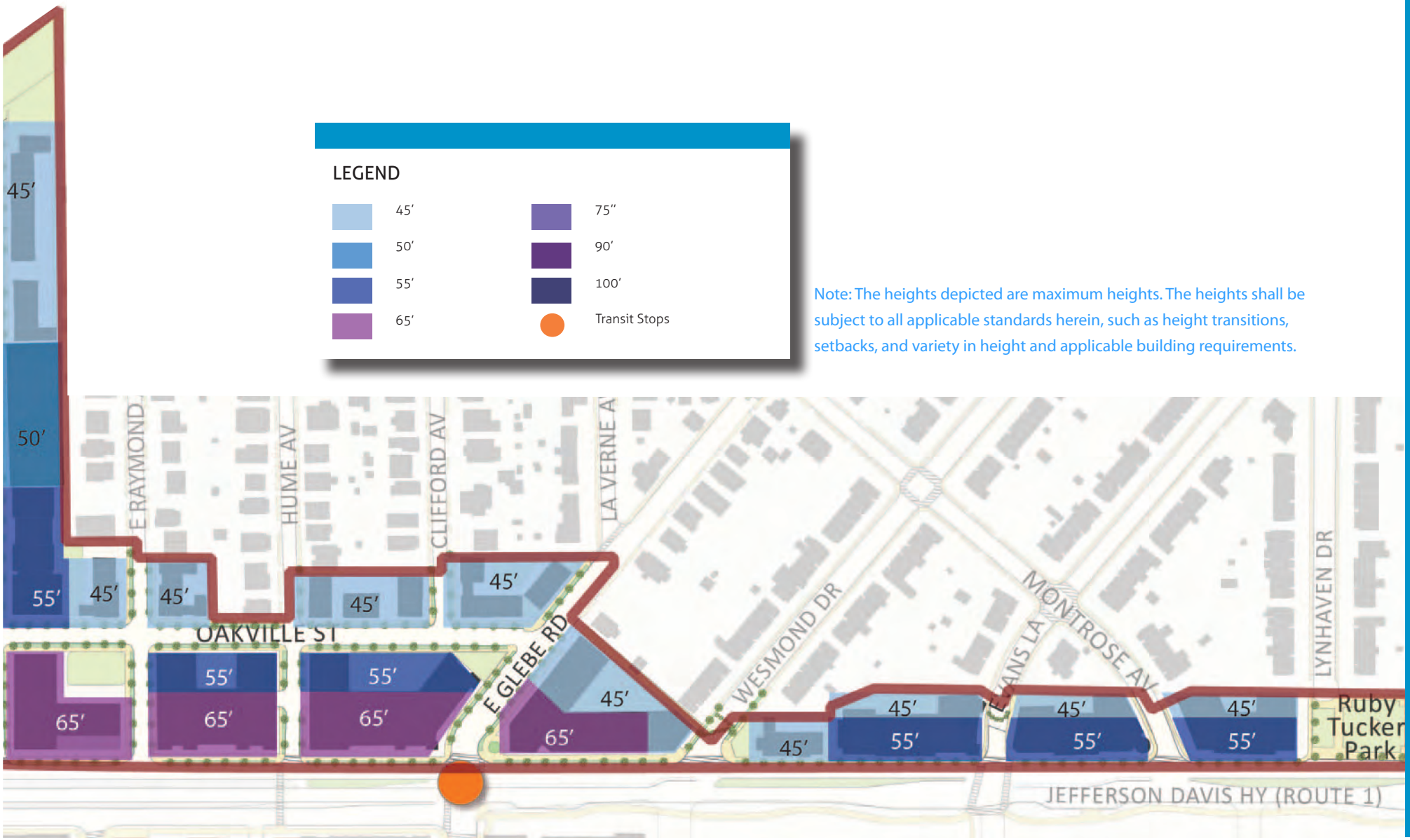
F. BUILDING HEIGHTS-MAXIMUM

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, establishes minimum heights for the blocks to achieve the intent of the Plan.

Figure 26: Maximum Building Heights



PLAN FRAMEWORK

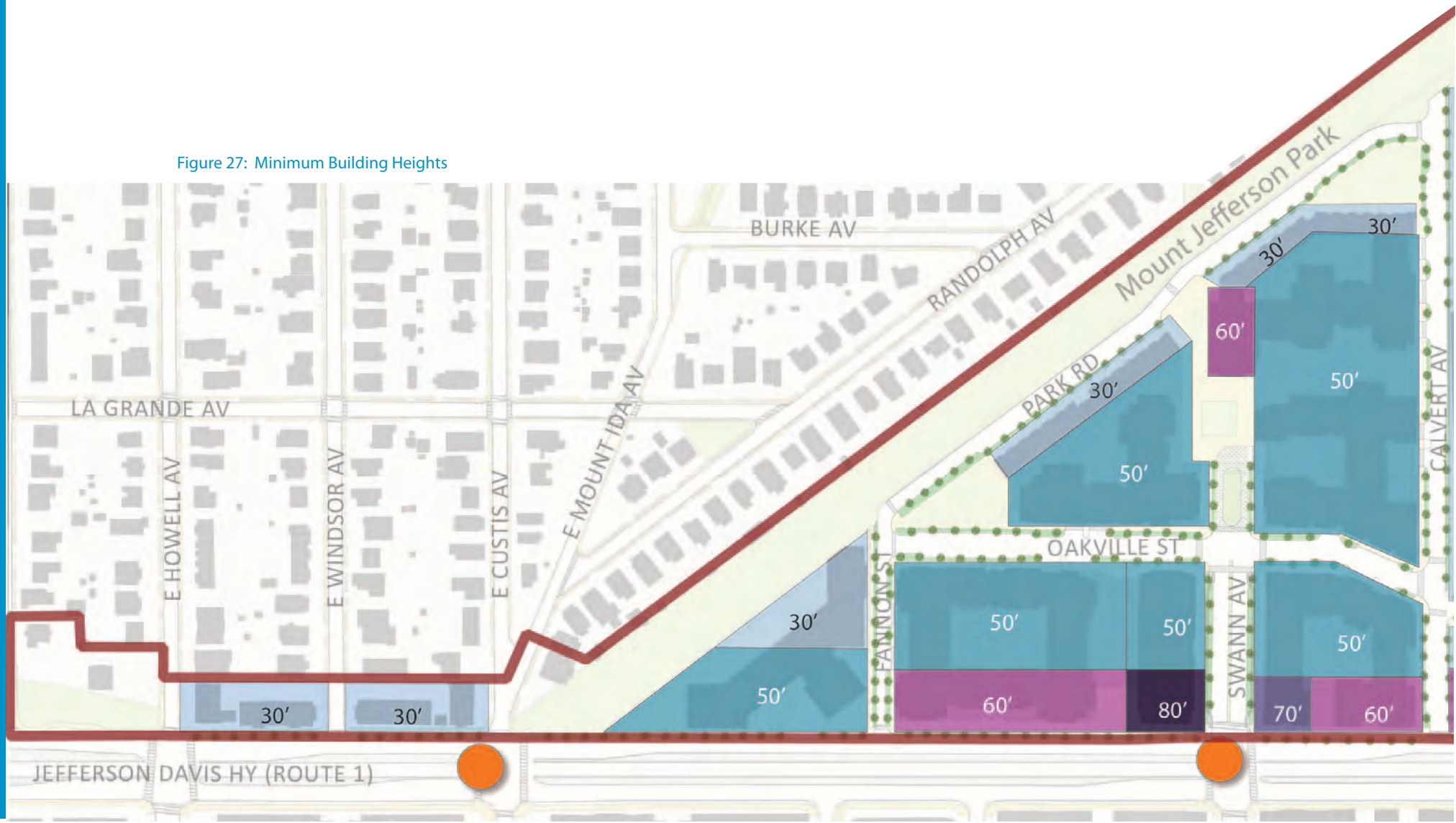


Note: The heights depicted are maximum heights. The heights shall be subject to all applicable standards herein, such as height transitions, setbacks, and variety in height and applicable building requirements.

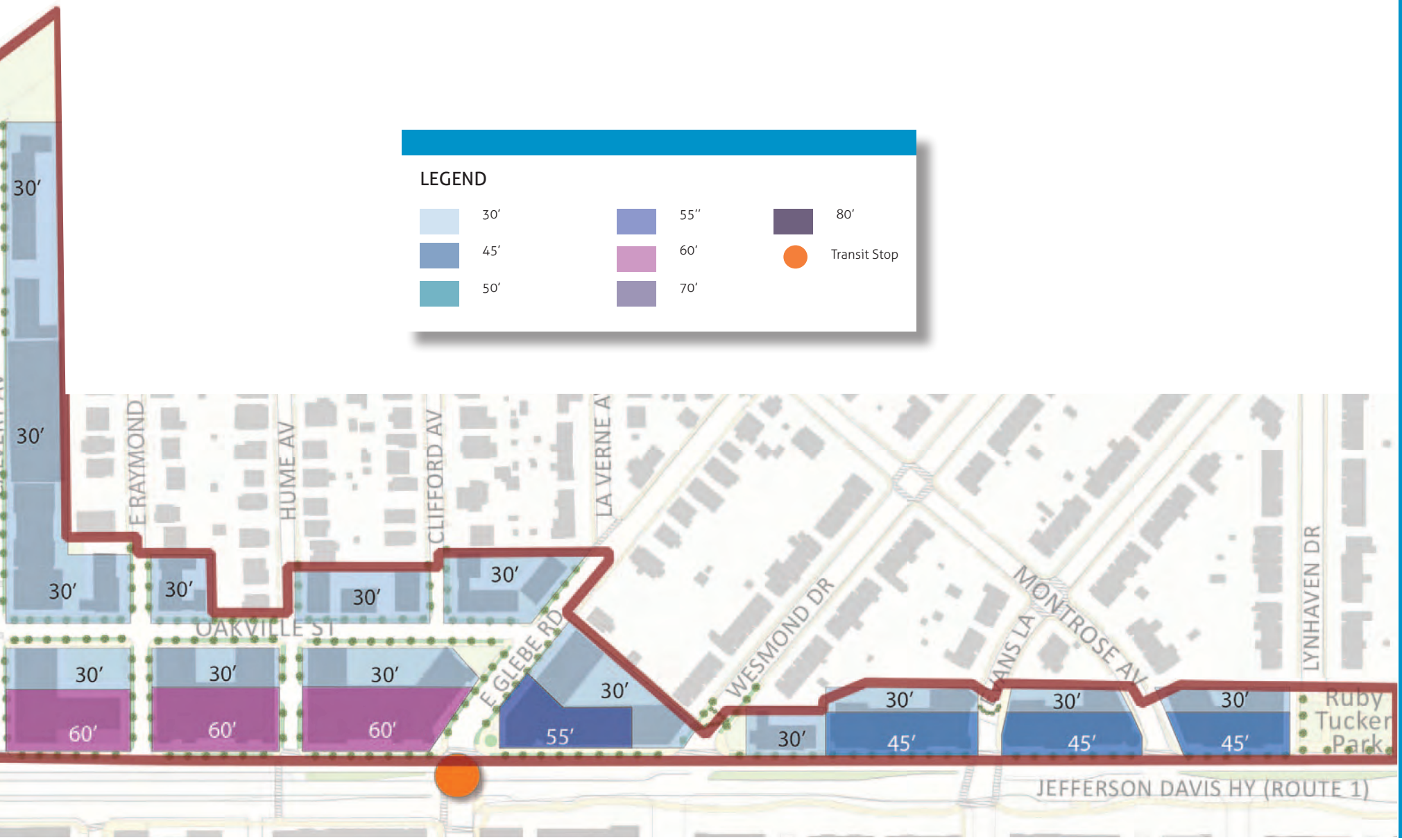
F. BUILDING HEIGHTS-MINIMUM

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



PLAN FRAMEWORK



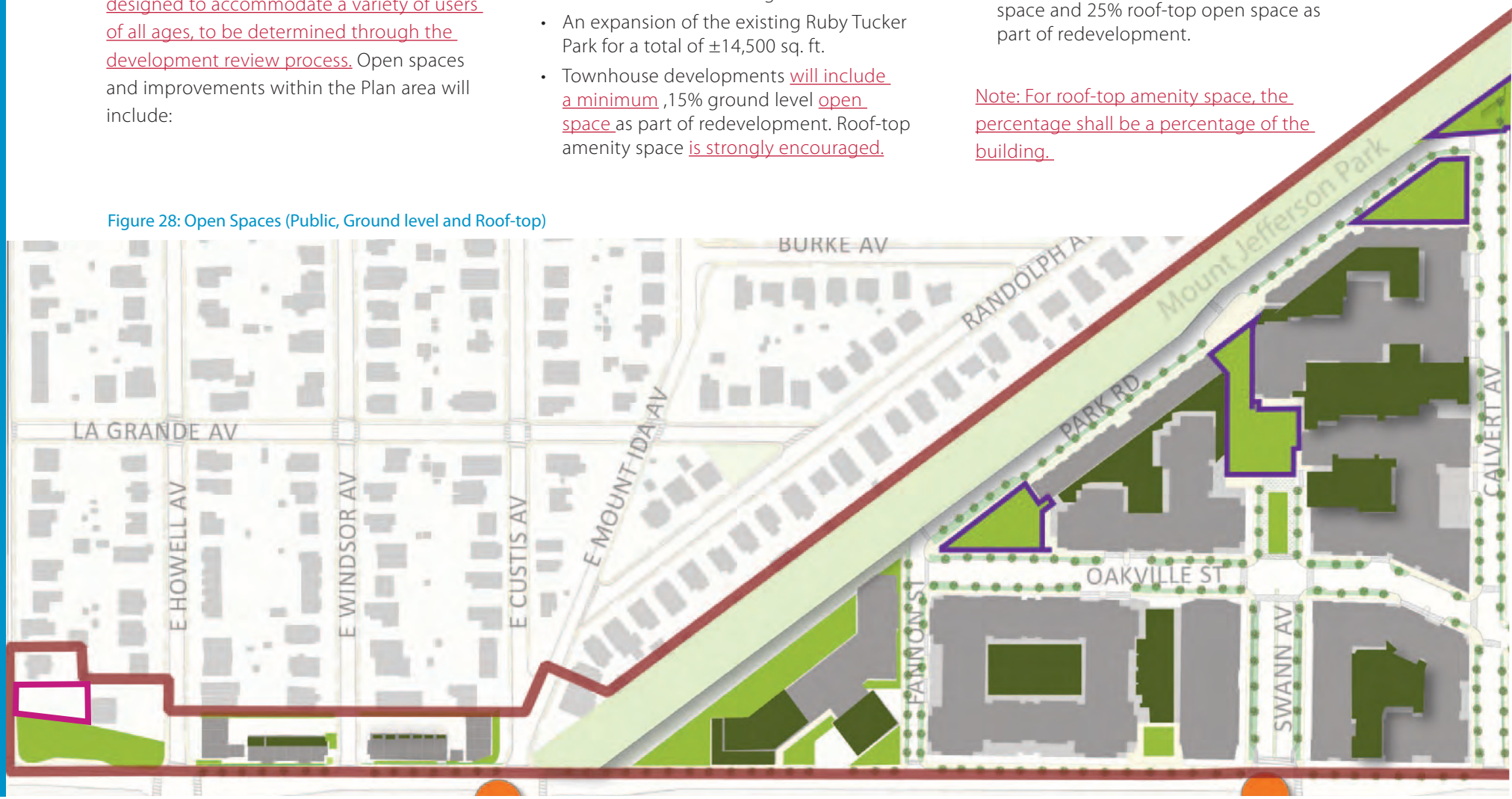
G. OPEN SPACE

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

- Renovation of the 4.7 acre Mount Jefferson Park.
- Four additional open spaces adjacent to Mount Jefferson Park, ranging in size from ±11,000 sq. ft. to ± 21,000 sq. ft.
- A ± 21,000 sq. ft. central urban square within the Oakville Triangle.
- An expansion of the existing Ruby Tucker Park for a total of ±14,500 sq. ft.
- Townhouse developments will include a minimum ,15% ground level open space as part of redevelopment. Roof-top amenity space is strongly encouraged.
- New multifamily development will include 25 % ground level and 15 % roof-top amenity space as part of the redevelopment.
- Mixed-use projects (with ground floor retail - commercial) will include a minimum of 15% ground level open space and 25% roof-top open space as part of redevelopment.

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

Figure 28: Open Spaces (Public, Ground level and Roof-top)



OAKVILLE URBAN PLAZA

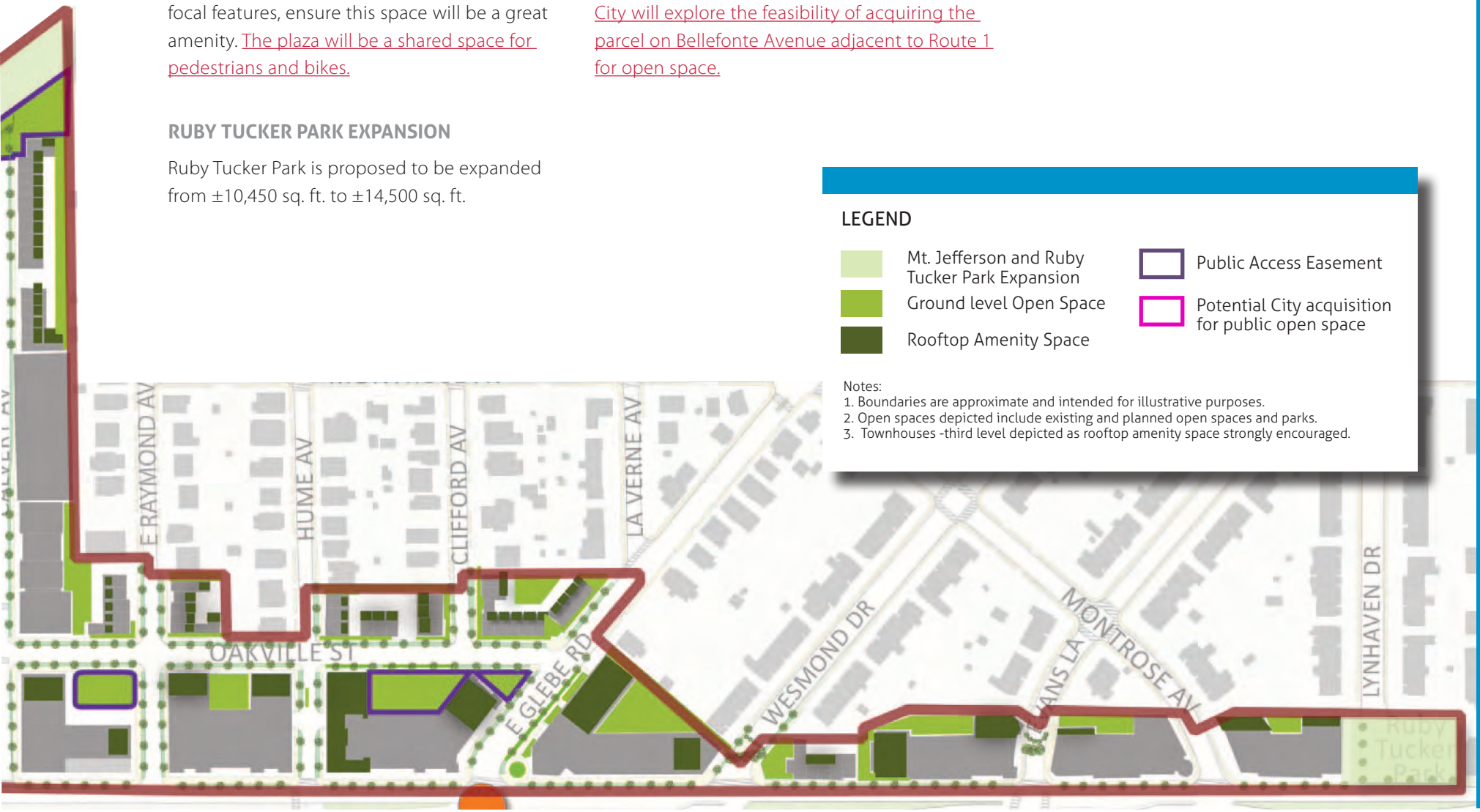
The central urban plaza will be hardscape with appropriate plantings, shade options, and lighting. High-quality materials and finishes, as well as the inclusion of public art or other focal features, ensure this space will be a great amenity. The plaza will be a shared space for pedestrians and bikes.

RUBY TUCKER PARK EXPANSION

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

BELLLEFONTE AVENUE OPEN SPACE

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



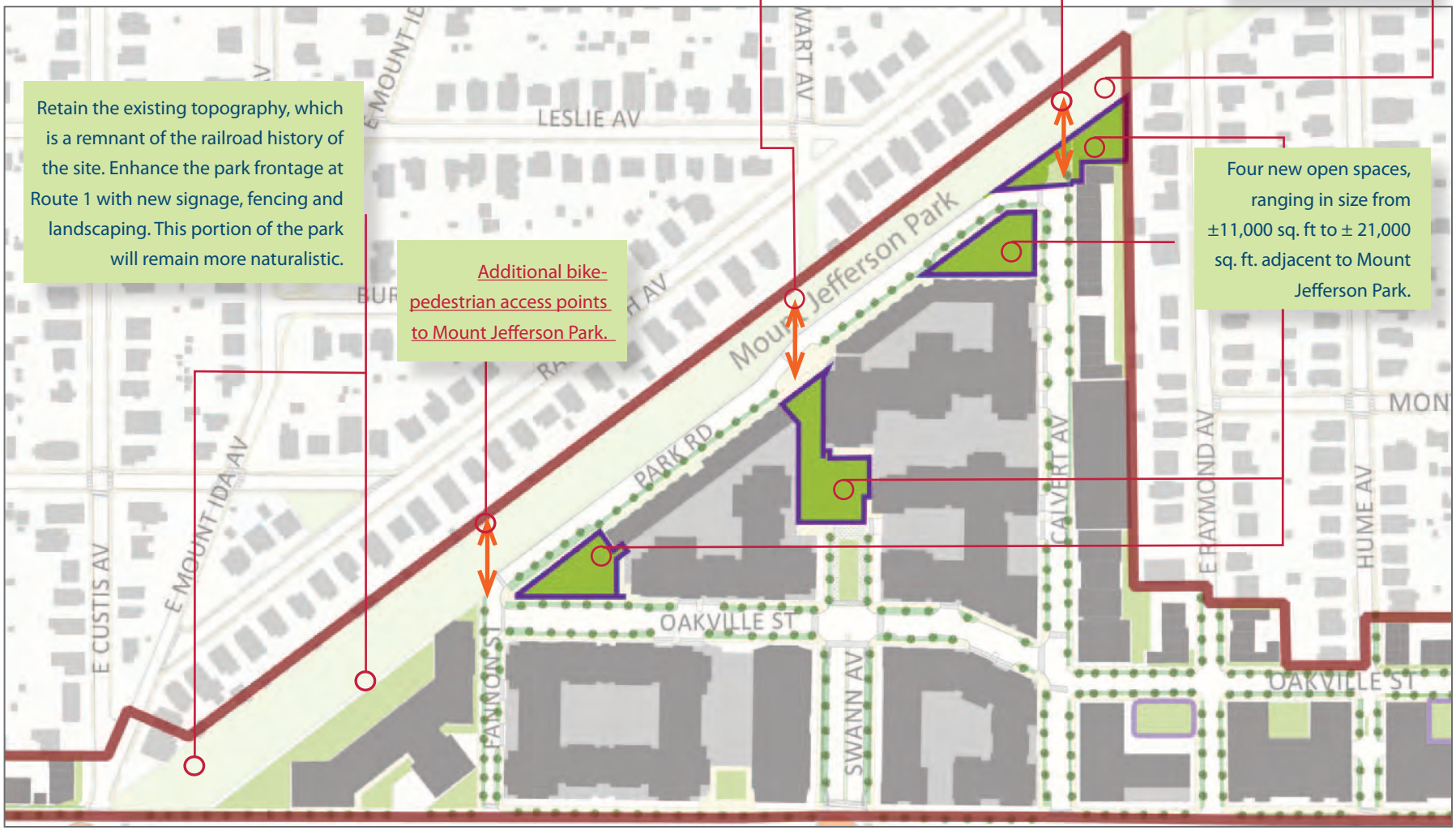
LEGEND

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

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

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 AMENITY SPACE:

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

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

OPEN SPACE STANDARDS

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

4.17 The Ruby Tucker Park shall be expanded by ± 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. Roof-top amenity space is strongly encouraged.

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

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

4.21 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. Pedestrians-only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

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 walls 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 designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation, and that provide natural pest control.

4.30 Rooftop amenity space areas on buildings in close proximity to the adjoining neighborhoods will need to be designed in a compatible manner to prevent adverse affects of noise and light.

H. GATEWAY ELEMENTS - SIGNATURE FACADES

Gateway elements and signature facades are distinctive architectural elements and/or special building forms used to draw attention or reinforce points of interest that mark the location of "entries" and "places" within the Plan area. Gateway elements and signature façades shall be provided at visually prominent locations within the Plan area as shown in Figure 30. These locations shall be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials.

Figure 30: Gateway Elements & Signature Facades

GATEWAY ELEMENTS/SIGNATURE FACADES STANDARDS

4.31 Gateway elements and signature facades shall be provided at locations as depicted in Figure 30.

4.32 Gateway elements and signature facades shall be proportional to the size and scale of the building.

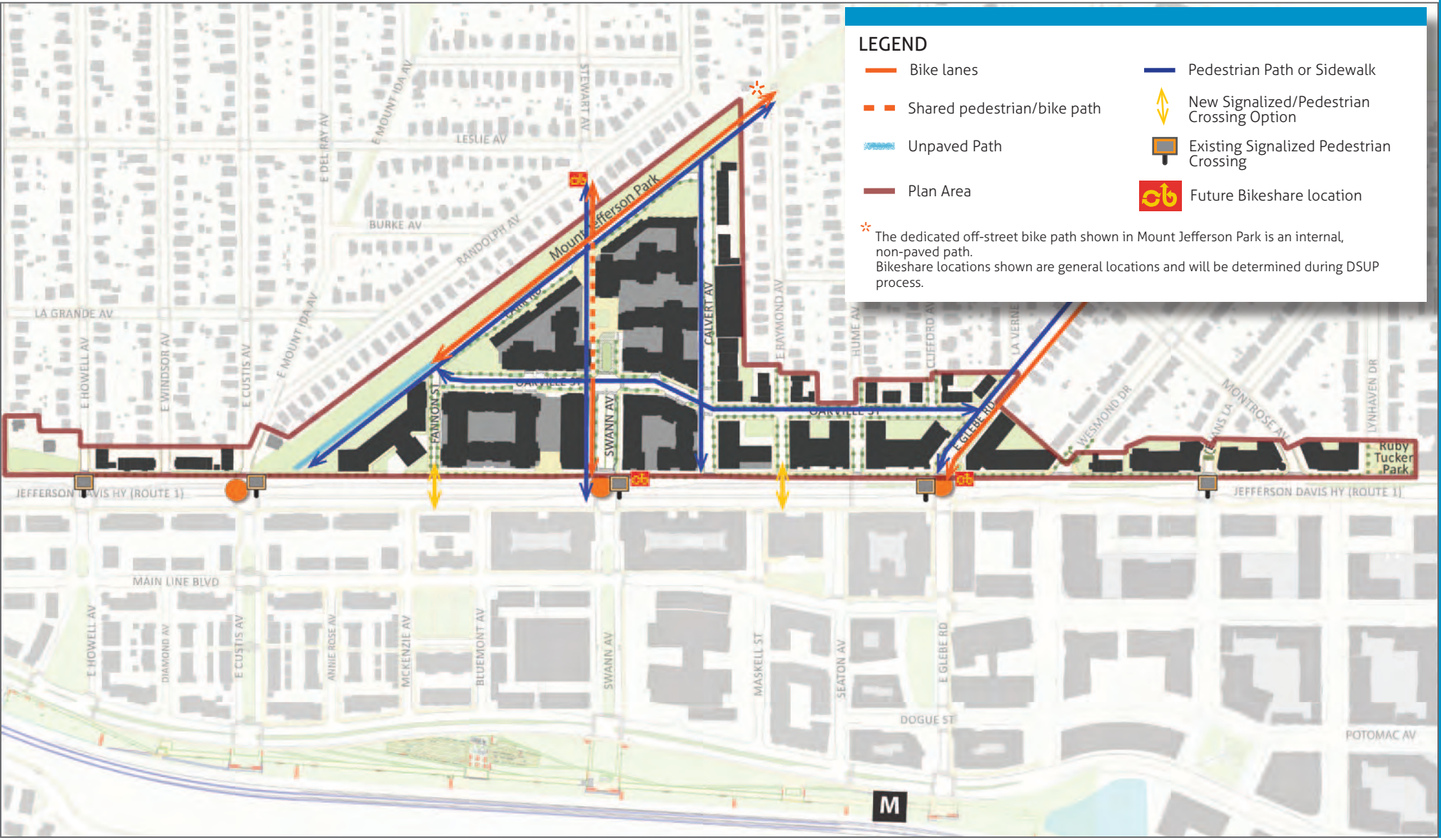
4.33 Gateway element(s) shall provide distinctive three-dimensional forms, and unique shapes and materials to reinforce the significance of each location. Architectural features, such as towers, cupolas and lanterns should be used to address highly visible corners or terminated vistas. Gateway elements should provide special elements at street terminations to frame views.

4.34 Signature façades shall be designed to reflect their visually prominent location.

4.35 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 AND PEDESTRIAN CIRCULATION

Figure 31: Pedestrian and Bike Circulation



A basic foundation of the Plan is to provide safe attractive and well connected pedestrian environment. The requirements for streetscapes and streets create a pedestrian-oriented neighborhood, encouraging walking and transit use. The pedestrian areas will range in width from 25 ft. on Route 1 to 14 feet on the residential streets. There will also be new connections to the Mount Jefferson Park, to make the park more accessible and safe for all users.

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

BIKE AND PEDESTRIAN NETWORK STANDARDS

4.36 The bike and pedestrian network as generally depicted in Figure 31 shall be implemented as part of the redevelopment within the Plan area.

4.37 A signalized pedestrian only crossing shall be provided as generally depicted in Figure 31.

4.38 The bike and pedestrian areas will be implemented consistent with the 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, height transitions and landscape buffers.

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

A. BUILDING STREETWALL

The proposed buildings are meant to create a well-defined edge, also know as the streetwall, that frame the public streets and open spaces. The streetwall provides a sense of spatial definition to enable the street to function as an outdoor room and reinforce pedestrian activity on the sidewalk. The design, location and quality of the building adjacent to the street – the streetwall – is the portion which is experienced the most by pedestrians and should be the area of the building façade which is given the most attention and the highest quality design and materials. While maintaining the streetwall is important, it is also important that some of the buildings have building breaks, front yards, recesses, and courtyards to reinforce the character of each district and to provide a variety of landscaping and building forms.

BUILDING STREETWALL STANDARDS

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

5.2 The streetwall shall be parallel to the street and at a minimum height as required herein. The streetwall shall be parallel to the street and at a minimum height as required herein. The streetwall for each block frontage shall be a minimum of 75% for residential, office and hotel. For residential buildings where courtyards are provided, the streetwall shall be a minimum of 50%. A courtyard shall be limited to a maximum of 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 maximum 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.

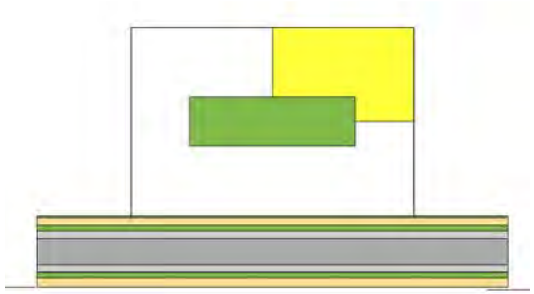
The intent of this provision is to ensure a significant variety of height for each new building.

The Plan also allows a modest (up to 15 feet) increase in height at the locations depicted in Figure 30. This is to enable more dynamic urban and architectural forms at visually important locations.

Figure 32: Percent Variation in Building Height

75% of building footprint to maximum building height

25% at least 1 story lower than maximum height



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

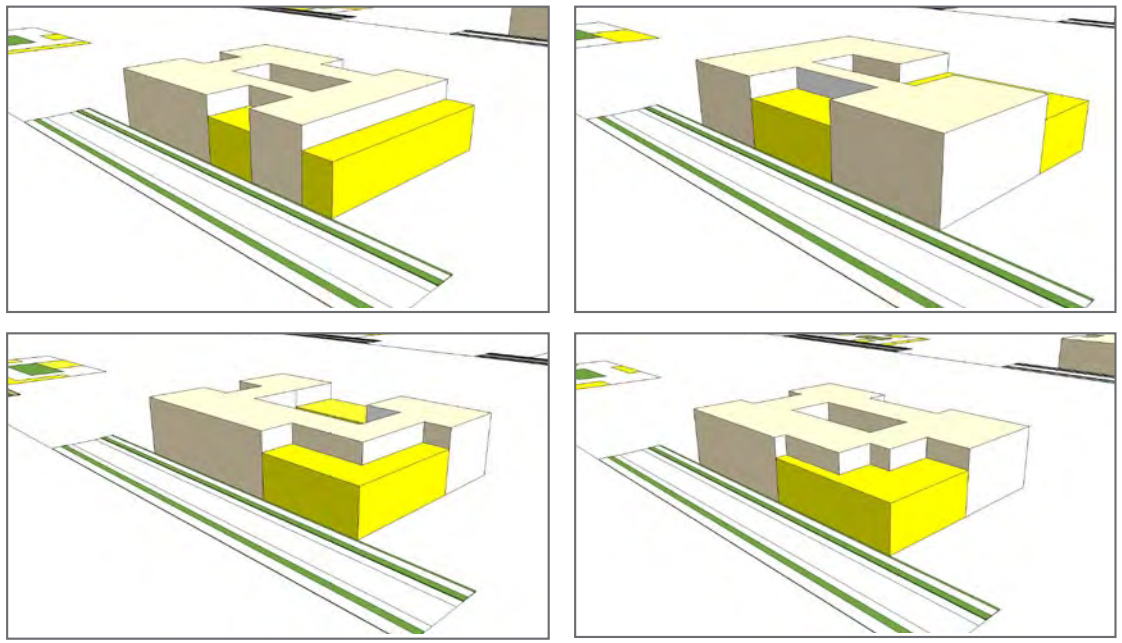
BUILDING HEIGHTS - VARIETY STANDARDS

5.5 Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 25% of the building footprint below the maximum provided height. (Figure 33) The specific allocation of the 25% shall be determined as part of the development review process. Building Breaks provided shall count toward the minimum requirement of this section. Office and hotel building shall provide a variety of height which shall be determined through the development review process.

5.6 For townhouses and 2/2 stacked townhouses a variety of heights shall be provided within each row of townhouses. The difference in height shall be a minimum of one level (story) variation between the townhouses. This can be achieved through variation in roof form, setbacks and height and the amount of variation shall be determined as part of the development review process.

5.7 Some buildings, at locations as depicted in Figure 30, where gateway elements are required may be permitted to exceed the maximum height by one full level (story), in an amount not to exceed 3,000 sq. ft. The locations shall be limited to locations depicted in Figure 30 - Gateway Elements.

Figure 33: Illustrative Example of Variety of Height



C. BUILDING MASSING

VARIATION IN BUILDING FOOTPRINT

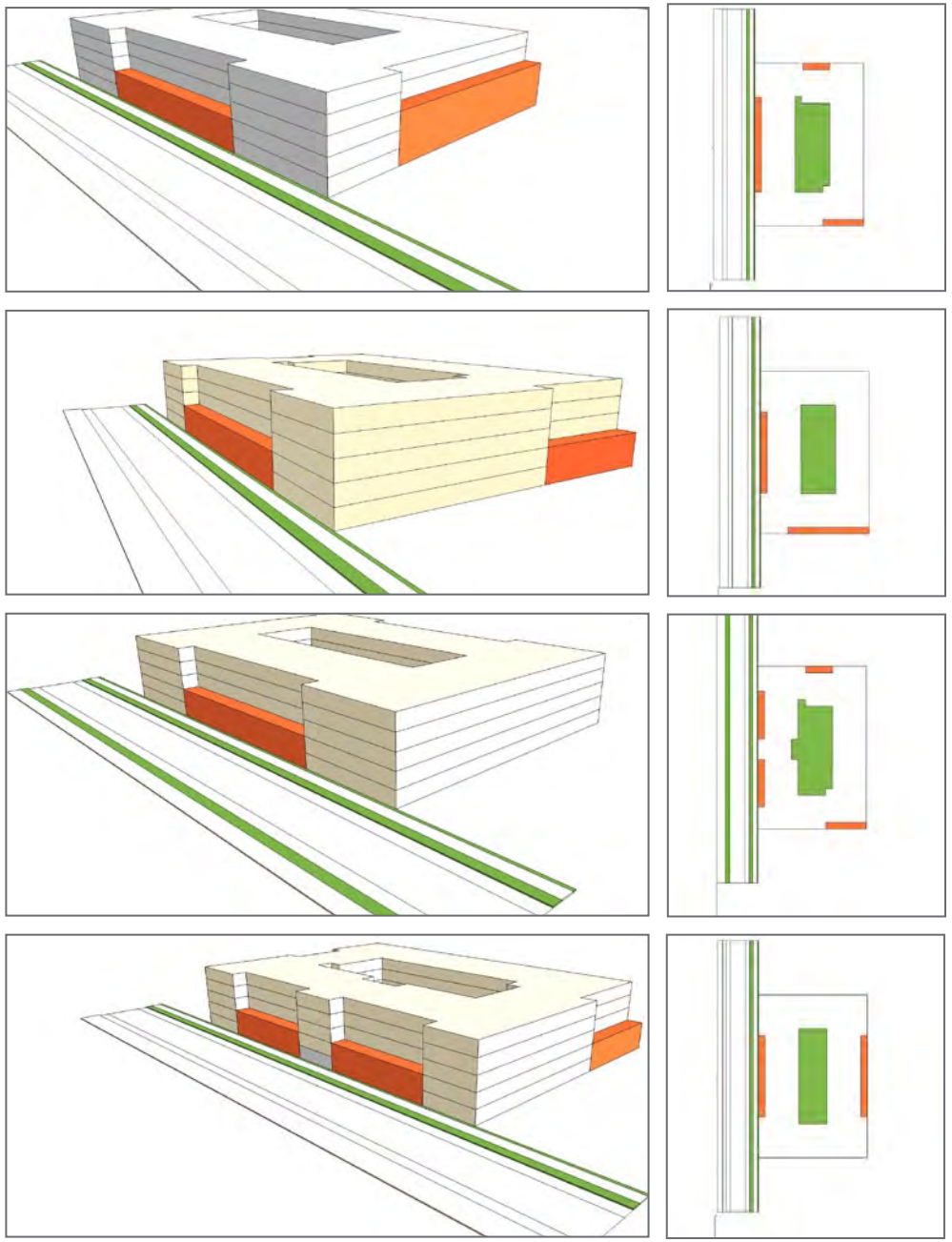
The intent of this provision is to ensure variety in the building massing for multi-family, office, and hotel uses and to provide variation in the building footprint to create a more urban, pedestrian-scaled building.

BUILDING MASSING STANDARDS

5.8a At least 30% of the multi-family building perimeter must be setback between 8-10 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or above the streetwall where retail and/or maker space is provided on the ground floor.

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

Figure 34: Variety of Building Footprints Axon and Plan Views



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

OTHER EXPRESSIVE PLAN CHANGES

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

BUILDING MASSING STANDARDS

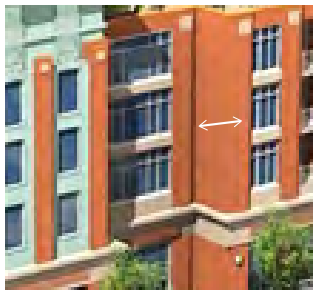
5.9 Where bays, pavilions, recesses, hyphens and screens or compatible elements are provided they shall comply with Figure 35.

Figure 35: Massing Requirements

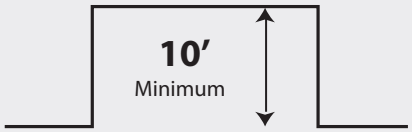
Belle Pre

Bays - Pavilions

The Monarch



Building Recesses and Hyphens



Edmonson Plaza

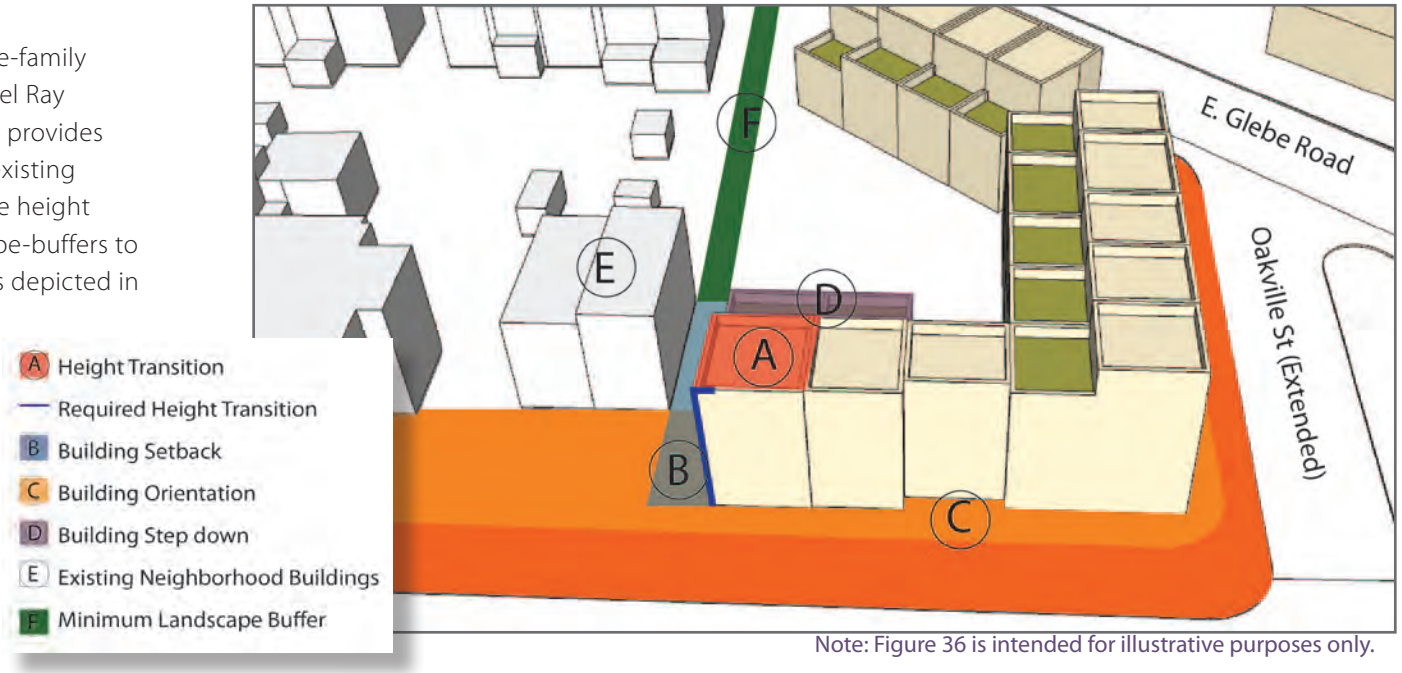
Screens

D. BUILDING TRANSITIONS

TOWNHOUSES

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

Figure 36: Proposed Townhouses transitioning to existing homes



Note: Figure 36 is intended for illustrative purposes only.

BUILDING TRANSITION STANDARDS

I. TOWNHOUSES

5.10 A - Where townhouses in the Plan area are adjacent to existing homes, the new townhouse shall be no more than 15 feet taller than the existing homes. More than one unit of the townhouses may be required to comply with this requirement if deemed necessary as part of the development review process.

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

5.12 C - Where new townhouses are constructed on new streets, they shall generally be oriented to face the existing streets, where feasible.

5.13 B - Townhouses shall provide a side yard setback a minimum of 15 feet or a 1:3 floor to height ratio from the property line adjacent to the existing single-family homes or townhouses or buildings adjoining the Plan area. This area shall be landscaped.

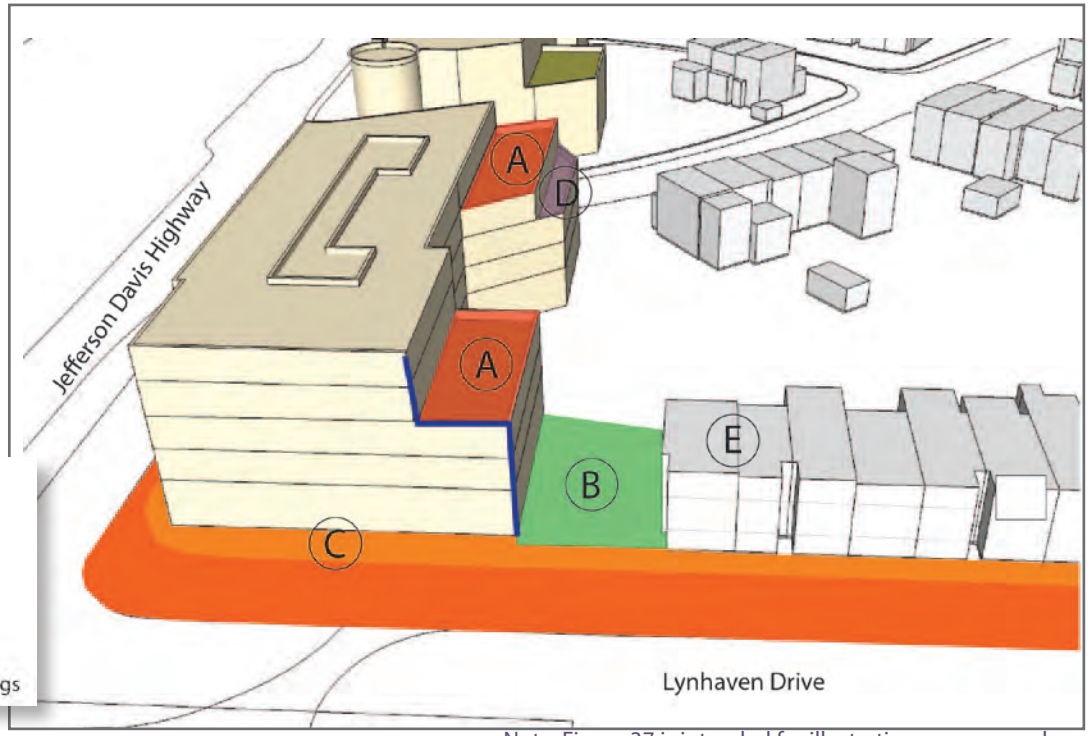
5.14 F- In the rear or along the side of new townhouses, a landscaped buffer of a minimum 8 feet shall be provided adjacent to the single-family homes and townhouses. For lots less than 75 feet deep, a minimum buffer of 3' shall be provided. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

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

MULTI-FAMILY BUILDINGS

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

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.

5.15 A - 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.

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

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

E. CHARACTER

The character of the Plan Area will be shaped in large part by the quality of the buildings, streetscapes, and public spaces. The standards require high quality materials and design. The design of each building is required to provide variety to appear as a collection of buildings constructed over time. The consistent streetscape throughout the Plan area will visually pull together the buildings. Buildings, streetscapes, and open spaces are encouraged to incorporate the industrial heritage of the Plan Area.

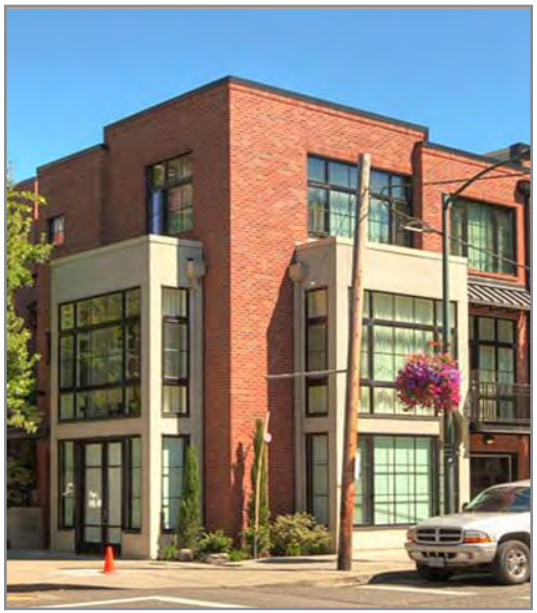
BUILDINGS

STREETSCAPE

F. BUILDING TYPES

I. TOWNHOUSES

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



BUILDING TYPE - TOWNHOUSE STANDARDS

1. Parking

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

5.19 Permanent surface parking lots are prohibited.

2. Streetscape Level – First Level

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

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

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

5.23 Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited.

5.24 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.

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

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

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

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

3. Building Character and Materials

5.29 Upper floor exterior terraces or balconies are permitted at the rear facade of the building. These may also be permitted on the front facade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.

5.30 Units shall be architecturally differentiated through the use of color and materials within each block. This is not intended to require variety for each unit, but rather within each group of townhouses.

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

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

- Brick, glass, stone, wood, precast and/or metal
- Stone, cast stone, metal or similar durable materials for trim
- Fiber cement siding and panels (or comparable) may be provided at limited locations.
- Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding and any material not outlined above.

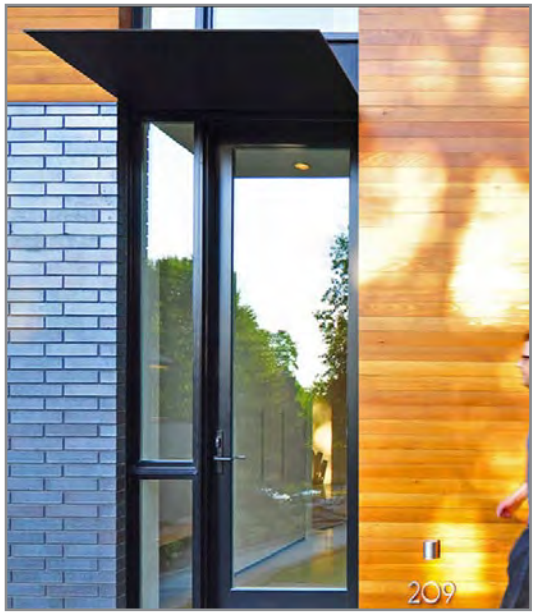
5.33 Sides and rears of buildings visible from the street or park shall use the same architectural treatment as the primary façade.

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

4. Building Massing

5.35 Each townhouse shall comply with the maximum height (Figure 26), minimum height (Figure 27), and the required height transitions (Figures 25, 36, 37).

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



5. Building Fenestration

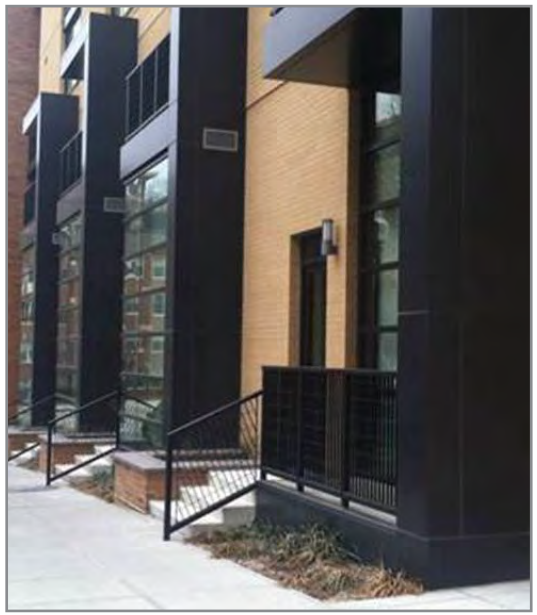
The size, frequency, and location of windows will be one of the primary visual characteristics of each building. All buildings are subject to the following:

5.37 At least 25% of the each facade adjacent to a street or open space shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. The use of dark or mirrored glass is not permitted. A higher percentage is encouraged where feasible

5.38 Buildings shall generally provide a vertical fenestration pattern.

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

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

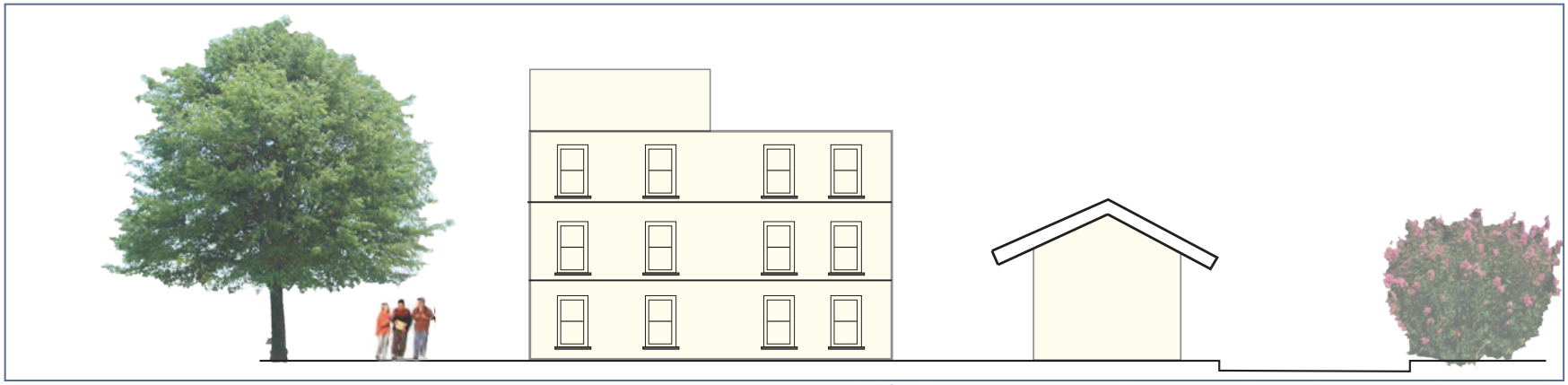


Figures. 38: Townhouse Typologies

Townhouse with Front Porch

Townhouse Liner/Typical

Townhouse with Optional Detached Garage



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

II. MULTI-FAMILY BUILDING

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

BUILDING TYPE - MULTI-FAMILY STANDARDS

1. Parking

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

5.42 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

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

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

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

5.46 Individual and functional entries and "townhouse-scale" elements are required for the multi-family buildings at 20 to 30 ft. intervals, where ground floor commercial, retail uses or maker spaces are not provided.

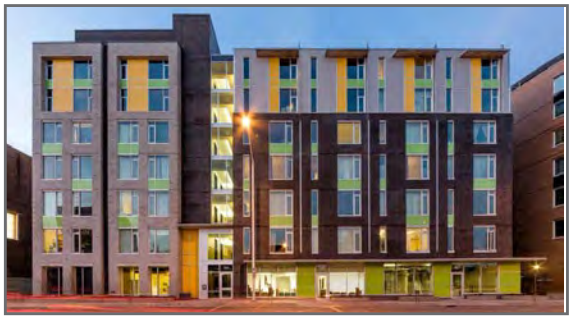
3. Building Break

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

a. Where retail-commercial use is provided or required on the ground floor the building break is required above the first floor retail-commercial use.

b. There may be a connector between the building break.

c. As part of the development review process, a building break may not be required if a level of façade variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials.



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

4. Building Character and Materials

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

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

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

- Brick, glass, stone, wood, precast and/or metal
- Stone, cast stone, metal or similar durable materials for trim
- Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building facade visible from the public right-of-way or public park.
- Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding.

5.51 HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from an adjoining street and/or park. Wall units or vents shall be prohibited, unless recessed within a balcony or shall be integrated with the design of the building.

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

5.53 The solid to void ratio shall consist of a minimum of 30% void for each building which shall exclude ground floor commercial-retail areas where provided.

5.54 Buildings shall generally provide a vertical fenestration pattern.

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

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

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

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

5. Building Fenestration

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

III. OFFICE AND HOTEL BUILDINGS

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

BUILDING TYPE - OFFICE AND HOTEL STANDARDS

1. Parking

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

5.61 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

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

3. Building Character and Materials

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

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

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

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

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

5.67 The solid to void ratio shall consist of a minimum of 30% void for hotel buildings and 40% void for office buildings and may include spandrels.

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

5.69 Buildings shall generally provide a vertical fenestration pattern.

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

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

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

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

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

G. PORCHES

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

PORCH STANDARDS

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

5.75 Front porches shall be provided for a minimum of 50% of all new townhouses constructed as part of each project. Front porches shall remain open, not closed.

5.76 Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein. Front porches shall remain open, not closed.

5.77 If provided, second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of 8 feet. Exceptions shall include Juliette balconies.

5.78 Although not required for multi-family buildings, porches or stoops are encouraged.

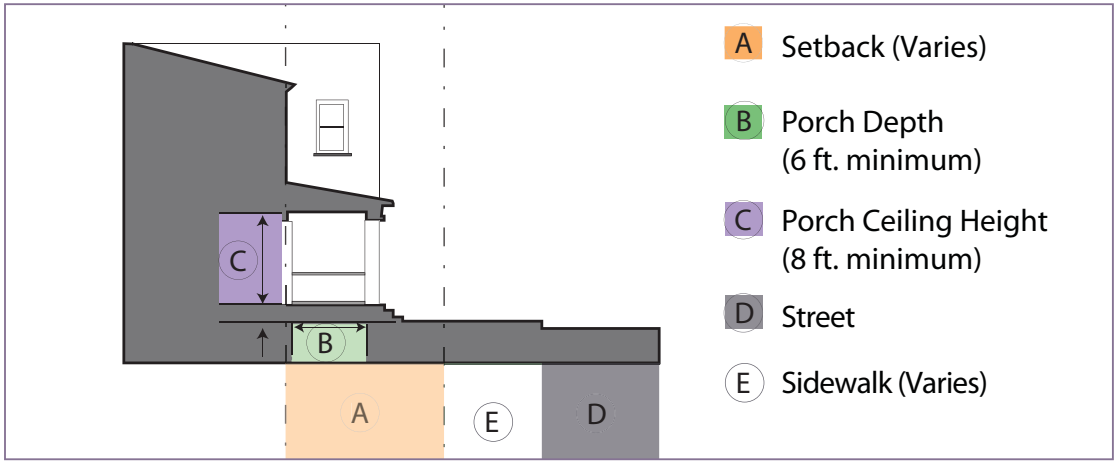
5.79 The material of the porch shall be compatible with the design of the building. Materials shall be wood and/or metal.

5.80 New porches shall comply with the requirements of Figure 39A.

Figure 39A: Front Porch Requirements

Standards	
Width, Clear	8′ min.
Depth, Clear	6′ min.
Height, Clear	8′ min.
Finish Level above Sidewalk	12″ min.

Figure 39B: Front Porch Requirements Diagram



H. BUILDING ENTRIES

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

BUILDING ENTRY STANDARDS

5.81 Building entrances shall be given prominence on the street frontage, sized and scaled appropriately for the scale of the building and have a change in material, wall plane, and/or color.

5.82 The primary pedestrian entrance shall front the adjoining street.

5.83 Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.

5.84 Differentiate architecturally between residential and commercial entrances in mixed-use buildings.

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

5.86 Unless ground floor retail is provided, buildings that have frontage on more than one street shall provide their primary entry based upon street hierarchy (ex: primary entry provided on "A" street vs. "B" street) and secondary entrances on the remaining streets. Corner entrances are permitted.

5.87 For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.

5.88 Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.

5.89 Explore the provision of as many entries as possible at the street frontages.

5.90 For residential frontages, the frequency of the entries must relate to the size of the unit fronting the street, and shall occur on average every 20 to 30 feet along public rights-of-way. Two entries may be 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.

BUILDING ROOF STANDARDS

5.91 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.

5.92 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.

5.93 Sloped roofs shall be metal, slate, tile, or other comparable high quality material.

J. WALLS/FENCES

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

WALLS/FENCES STANDARDS

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

5.95 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

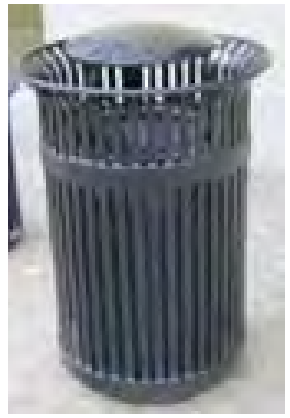
5.96 Materials for fences shall be decorative metal or wood.

K. PUBLIC REALM STREETSCAPE

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

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

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



PUBLIC REALM - STREETSCAPE STANDARDS

1. Sidewalks

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

2. Street Trees

5.98 Refer to Complete Streets Guidelines.

3. Street Furniture

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

Benches

5.100 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. Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96 or similar as approved by the City of Alexandria. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish. A minimum of two benches shall be provided for each block in appropriate locations based on the specific ground floor use and the location of bus stops and public open space.

Bike racks

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

Trash/Recycling Receptacles

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

4. Lighting

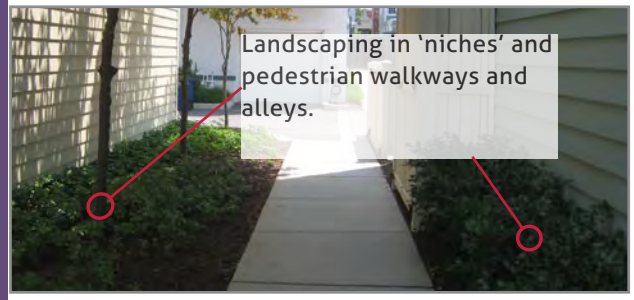
5.103 Street light fixtures shall be single black Dominion Virginia Power acorn lighting fixtures for all streets except Route 1 with a standard black finish.

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

5.105 All street lights shall be placed to avoid conflict with street trees.

5.106 All street lights shall be designed to minimize light spillover. Where located next to residential uses, street lights should include house-side shields as needed to prevent lighting from directly entering residential windows.

L. REAR OF BUILDINGS - ALLEYS - TOWNHOUSES



REAR OR BUILDINGS - ALLEYS STANDARDS

5.107 Use same material on rear facades as the front and side of townhouses.

5.108 Paving material should be designed for durability. Explore changing paving materials, colors in alleys to minimize visual expanse the asphalt paving of the alley

5.109 Add elements such as porches and bays where feasible to soften the rear facades and alleys.

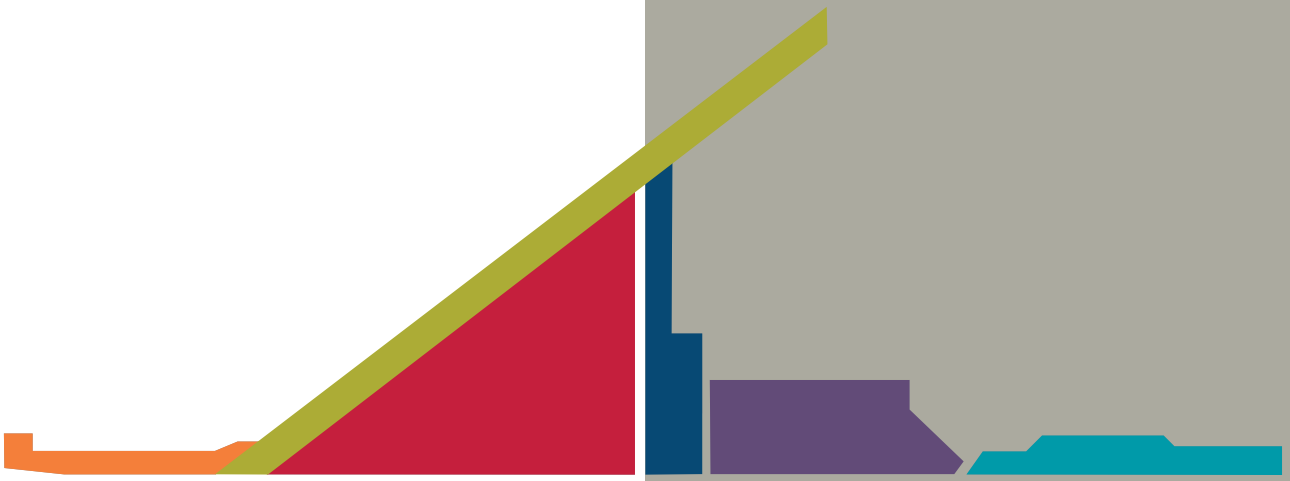
5.110 Add landscaping and trees to minimize the visual impact to the adjoining homes.

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

6

GROUND FLOOR USES

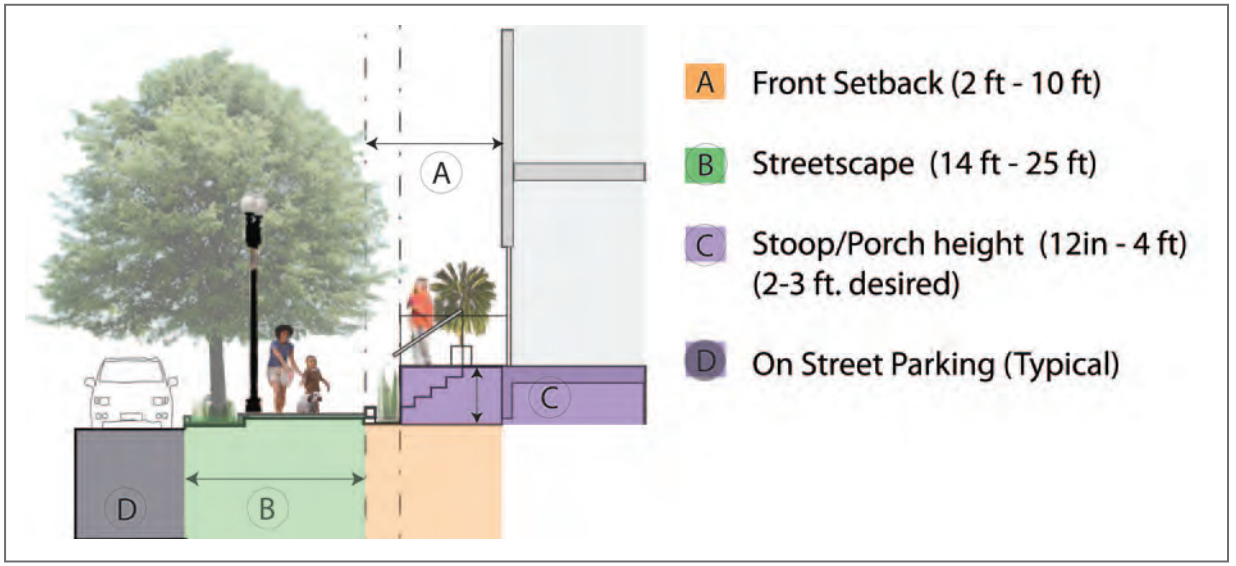
- RESIDENTIAL
- RETAIL
- MAKER



A. RESIDENTIAL USES AT GRADE

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

Figure 40: Residential Uses at Grade Requirements



RESIDENTIAL USES AT GRADE STANDARDS

6.1 Residential buildings shall provide a front setback of 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar elements.

6.2 Ground floor levels for all residential uses shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired.

6.3 For multi-family buildings (where ground floor commercial space is not provided) individual and functional entries shall be provided at 20-30 ft. intervals.

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

The City's successful retail streets and storefronts reflect a fine-grain pattern of multiple shops and businesses. Within a given block, the variety of retail offerings, complexity of window displays and multiple entrances provide the pedestrian with a significant level of visual interest. The successful performance of the retail areas will be directly related to the successful design and construction of their retail storefronts. It is the intent of the retail storefronts that all retail tenants will have the opportunity to design and install their own storefronts. Storefronts should be "individual" expressions of a tenant's identity. Tenants and buildings will be required to avoid uniform storefronts.

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

RETAIL USE AND RETAIL STOREFRONT STANDARDS

6.5 The retail frontages shall be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, colors, numerous entrances, display windows, canopies and signage.

6.6 Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.

6.7 To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal façade to accentuate individual storefronts and denote a smaller increment of building bays.

6.8 For retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Standards, and is approved by the Director of P&Z.

6.9 Corner retail storefronts shall extend at least 40 ft. along the side street and/or park-open space, and shall also be expressed in the architecture.

6.10 The design of the storefront shall be appropriate to the scale and architectural design of the building.

6.11 The design and construction materials of the ground-level storefronts shall be appropriate for a retail street, to help contribute to an active pedestrian-oriented street. These shall include: how the storefront fits into the architecture of the buildings; relationship to varying grades along the storefronts, and the flexibility to adjust store entries; visibility of storefronts (including clear glass); sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and the design, materials and colors of awnings or canopies to protect pedestrians and windows.

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

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

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

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

Figure 42: Minimum Maker Space Requirements

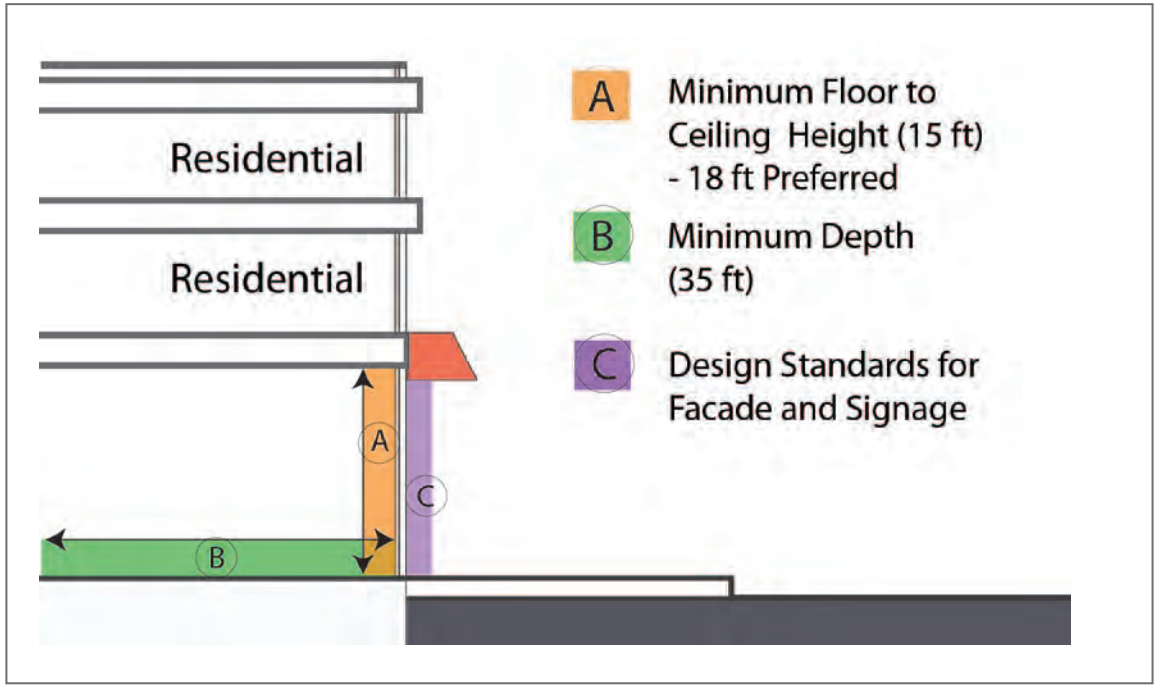
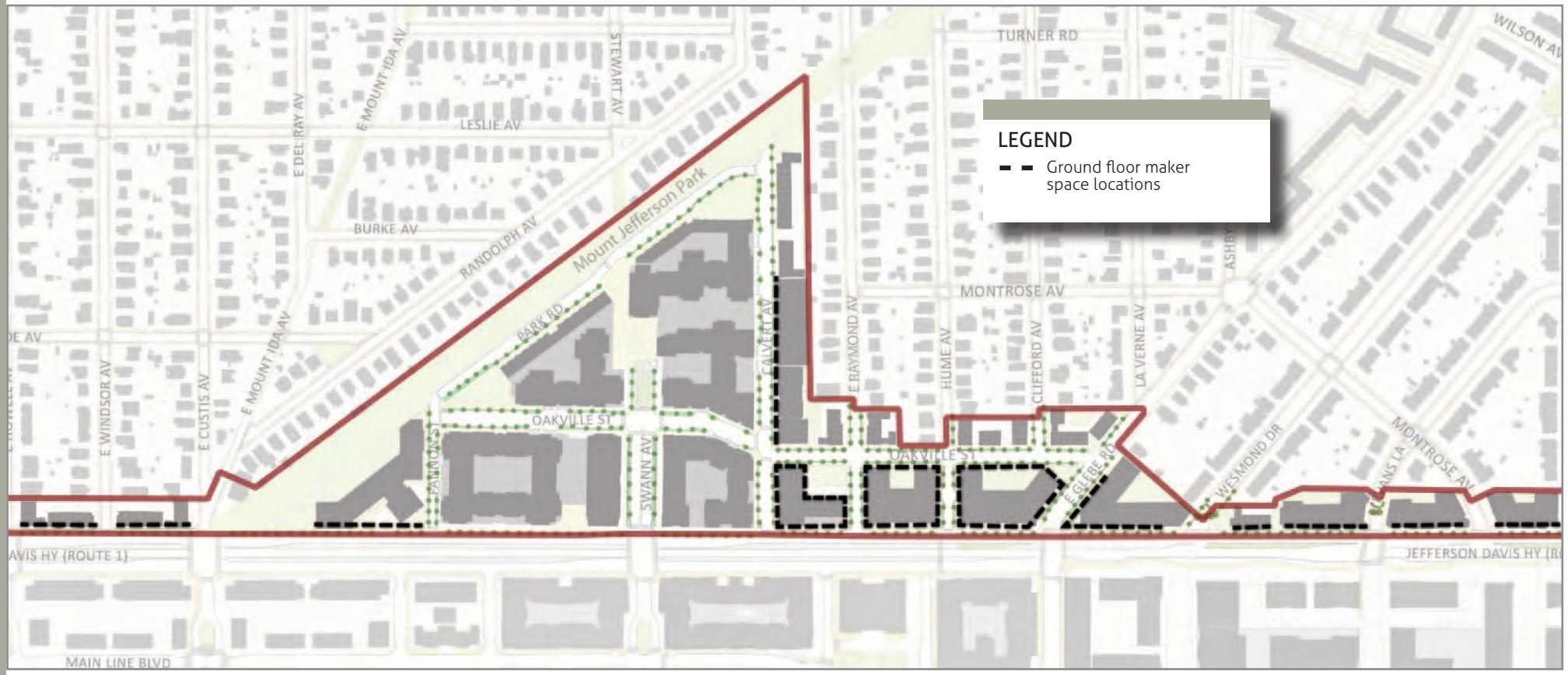
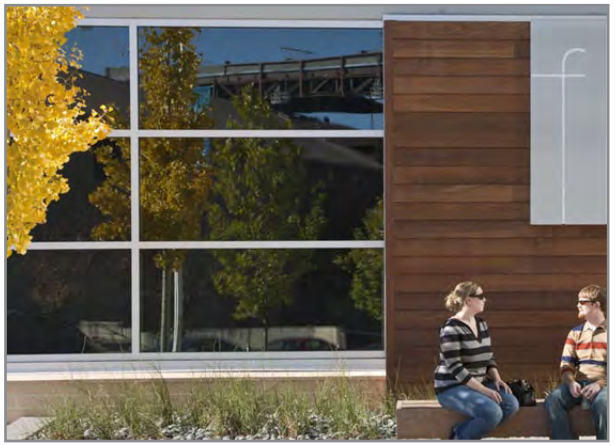


Figure 43: Ground floor Maker Spaces





MAKER SPACE STANDARDS

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

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

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

6.17 Signage shall comply with the applicable signage provisions herein.

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

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

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

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

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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.

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

WALL SIGNS

MURAL SIGNS

AWNING SIGNAGE

WINDOW SIGNS

BLADE SIGNS

RETAIL USE AND MAKER USE SIGNAGE STANDARDS

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

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

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

7.4 Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk. The Director of P&Z may permit hotel signage above 20 ft. above the grade of the adjoining sidewalk provided that the illumination does not have an adverse impact on adjoining residential uses or. However, in no case shall signage exceed 50 ft. above the grade of the adjoining sidewalk. The intent is to minimize visibility from adjoining neighborhoods and Mount Jefferson Park. Signage may be permitted to exceed 50 ft. on Route 1, if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit.

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

7.6 Projecting signs are required for each retail use and shall be appropriately sized and proportional to the building and/or storefront. Signs projecting over the sidewalk shall be a minimum of 8 ft. above the sidewalk. Projecting signs may be internally illuminated if approved by the Director of P&Z. Externally illuminated projecting signs shall have lighting fixtures that are complementary and integrated into the storefront design.

7.7 Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area. The Director of P&Z may approve a maximum up to 40% if the design is consistent with the intent of the Standards.

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

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

7.10 Tenants shall be allowed a maximum of 1 sq. ft. of sign area per linear foot of tenant storefront or 50 sq. ft. of signage, whichever is greater. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.

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

7.12 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.

7.13 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.

7.14 Window graphics at no time shall the window graphics exceed 20% of the window area.

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

7.16 A-Frame and similar signage shall comply with the findings of the Ad hoc Workgroup on A-Frame Signs and applicable City requirements and policies.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

7.17 Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.

7.18 Fixed lightweight metal and glass structures are acceptable.

7.19 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.

7.20 Banners for specific community-oriented events, such as festivals or holidays, may be approved for a defined period of time at the discretion of the Director of P&Z. Banners for seasonal or recurring events may be installed on a regular basis if so approved by the Director of P&Z. The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

RESIDENTIAL (MULTI-FAMILY BUILDINGS)

7.21 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 50 feet above the grade of the adjoining sidewalk. Signage taller than 50 feet may be permitted if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit. The size of the signs shall be limited to 50 sq. ft.

MATERIALS – CONSTRUCTION (ALL SIGNS)

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

7.23 Materials shall be durable natural materials such as cast, polished or painted metal; glazed and ceramic tile; etched, cut or stained glass; cast stone and carved natural stone.

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

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

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

ILLUMINATION- LIGHTING

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

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

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

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

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

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

PARKING SIGNS

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

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

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

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

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

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

7.38 Freestanding signs, other than traffic/directional and wayfinding signs and A-frame signs, shall be prohibited.

7.39 All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.

7.40 Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.

7.41 Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven shall be prohibited.

PROCESSING – REVIEW

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

7.43 Each sign(s) shall require a separate sign permit.

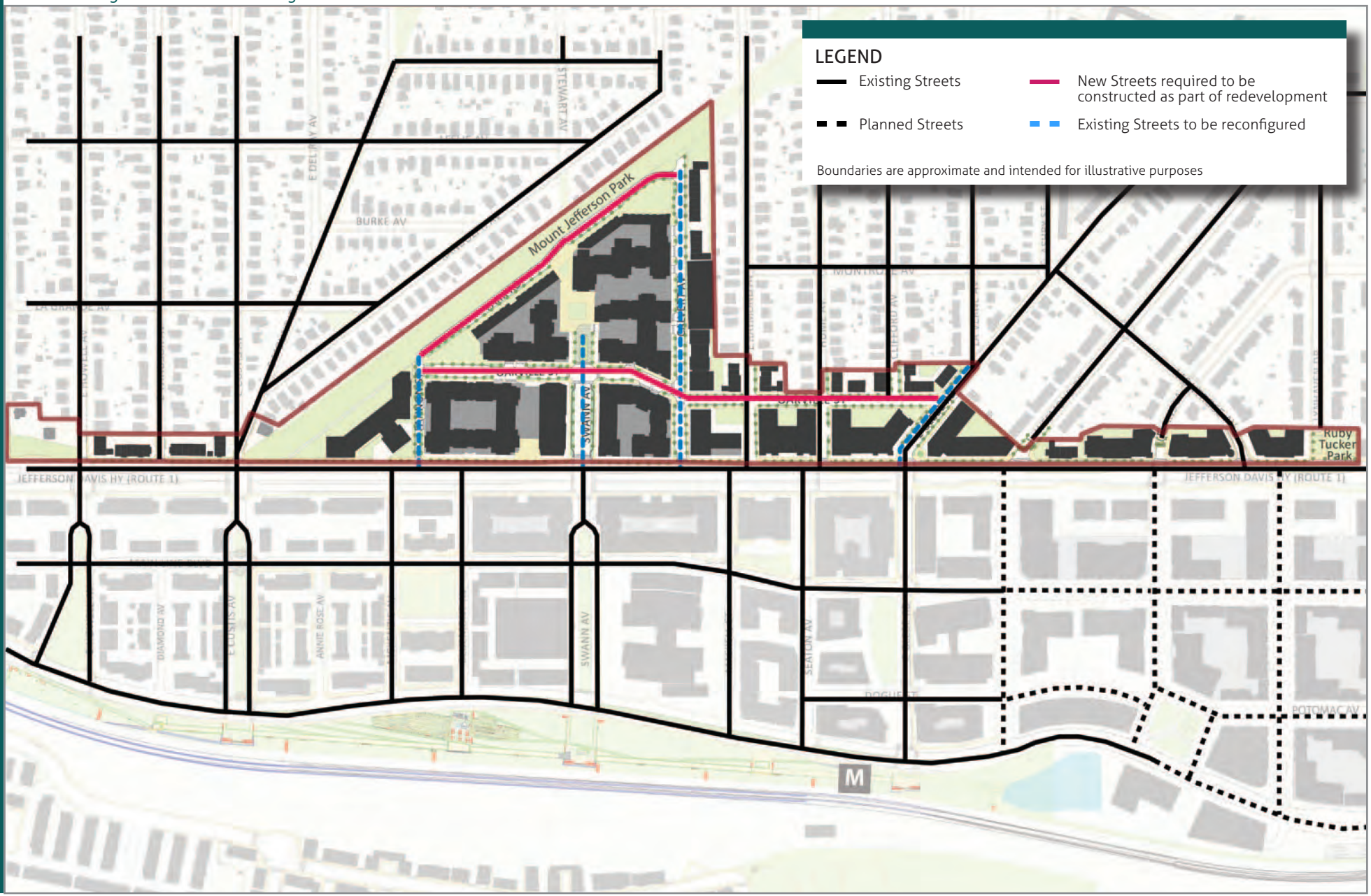
7.44 For larger/more prominent signs, the Director of P&Z may require a full-size mock up (constructed from foam core or illustration board) and/or a photomontage image.

8

STREETS

STREETS

Figure 47: New and Reconfigured Streets



INTENT OF NEW/RECONFIGURED STREETS

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

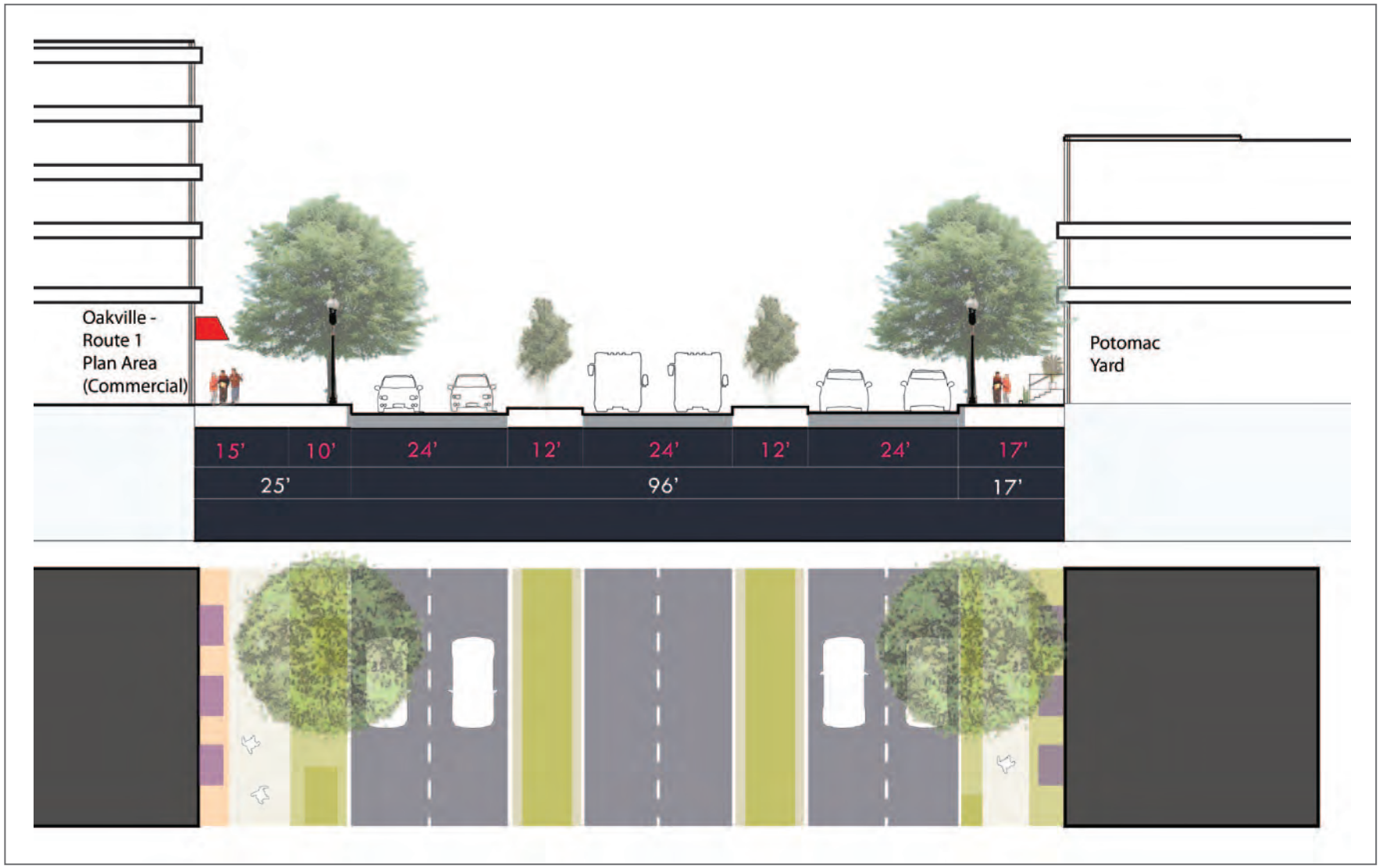
STREET CROSS-SECTION STANDARDS

8.1 All new streets within the Plan area shall be consistent with the attached street cross-sections.

8.2 As part of the development review process, all utilities for new and existing streets shall be located below grade. Accommodation for transformers and vaults shall be identified as during the preliminary development review process.

A. ROUTE 1 STREETSCAPE - COMMERCIAL USES

TYPOLOGY: MIXED USE BOULEVARD

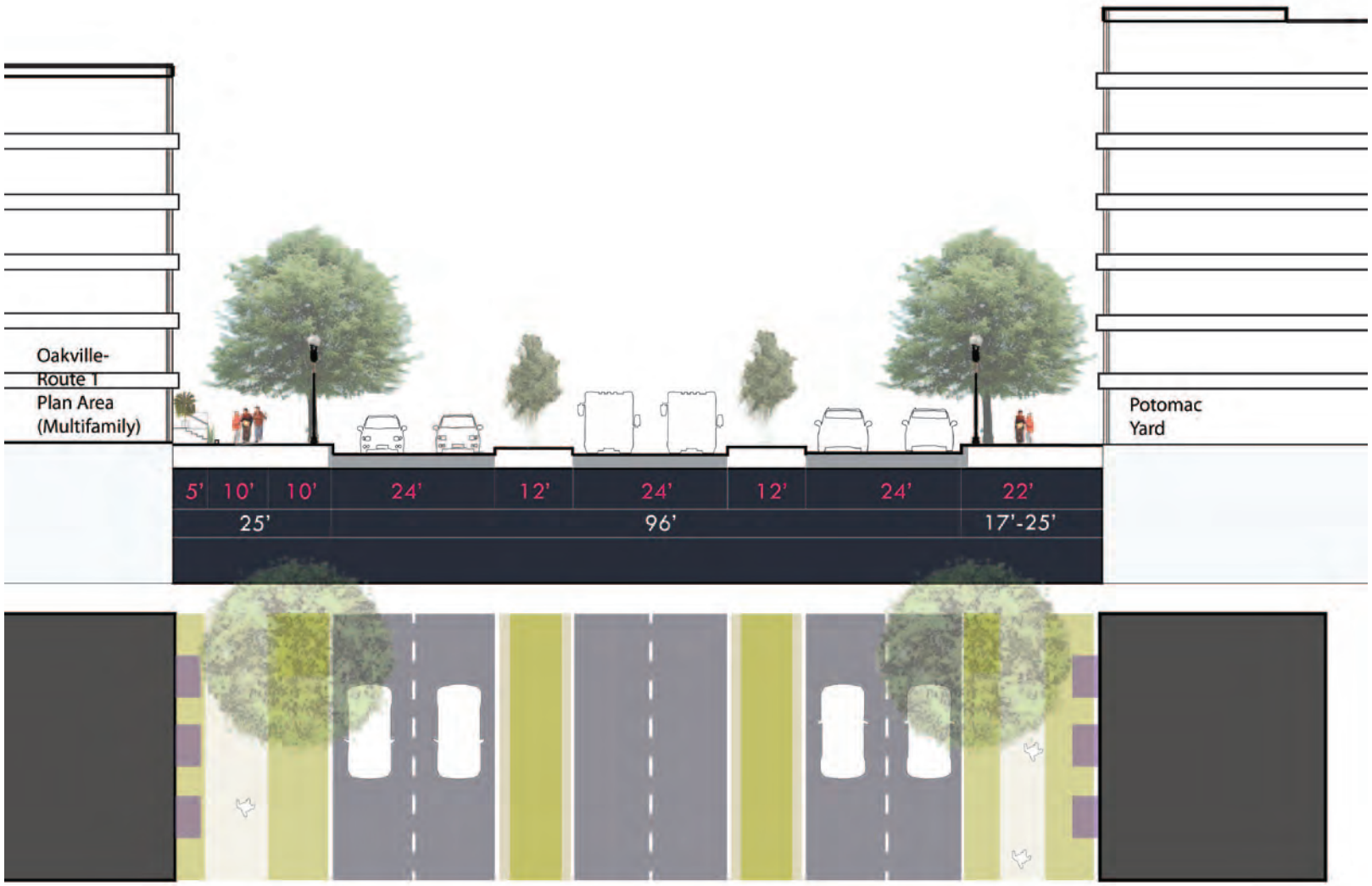


INTENT

The intent of the Route 1 streetscape, given the scale of the buildings and width of the street, is to provide an appropriate setback for the buildings and a comfortable area for pedestrians. The 10 ft. landscape strip is intended to provide an adequate area for the trees and setback for pedestrians.

ROUTE 1 STREETSCAPE - RESIDENTIAL (MULTI-FAMILY)

TYPOLOGY: MIXED USE BOULEVARD



INTENT

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

ROUTE 1 STREETSCAPE - RESIDENTIAL (TOWNHOUSE)

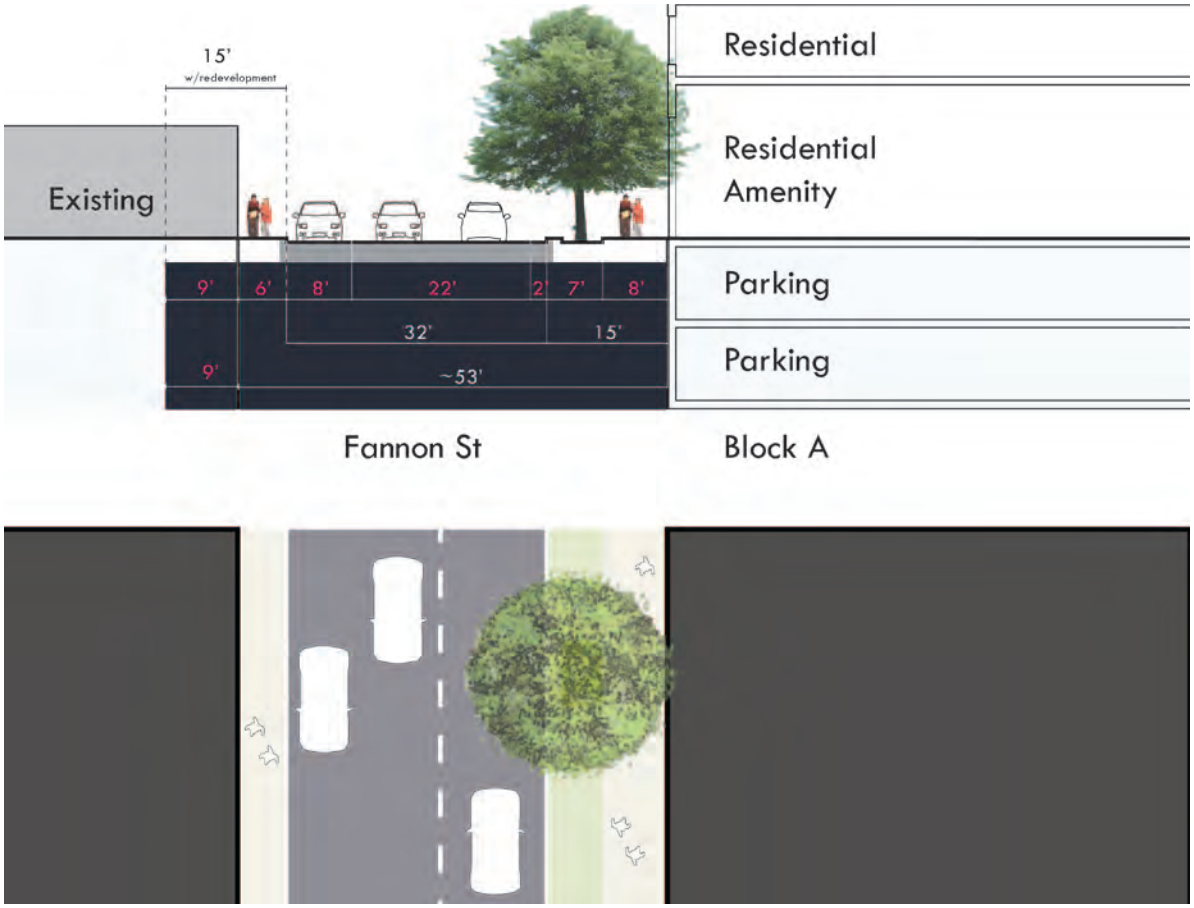
TYPOLOGY: MIXED USE BOULEVARD

INTENT

The intent of the Route 1 streetscape is to provide an appropriate setback for the buildings and a comfortable area for pedestrians when residential is the primary use at the ground floor. The streetscape provides a 10 ft. landscape strip for the street trees, a setback for the pedestrians, and a landscape strip planting area adjacent to the building. For townhouses or stacked townhouses on Route 1 a larger landscape area may adjacent to the unit (up to 8 feet) may be required as part of the development review process. However, the setback of the units shall be 25 feet from the curb consistent with the other setbacks of buildings within the Plan area for the Route 1 frontage.

B. FANNON STREET (INTERIM)

TYPOLOGY: MIXED USE BOULEVARD



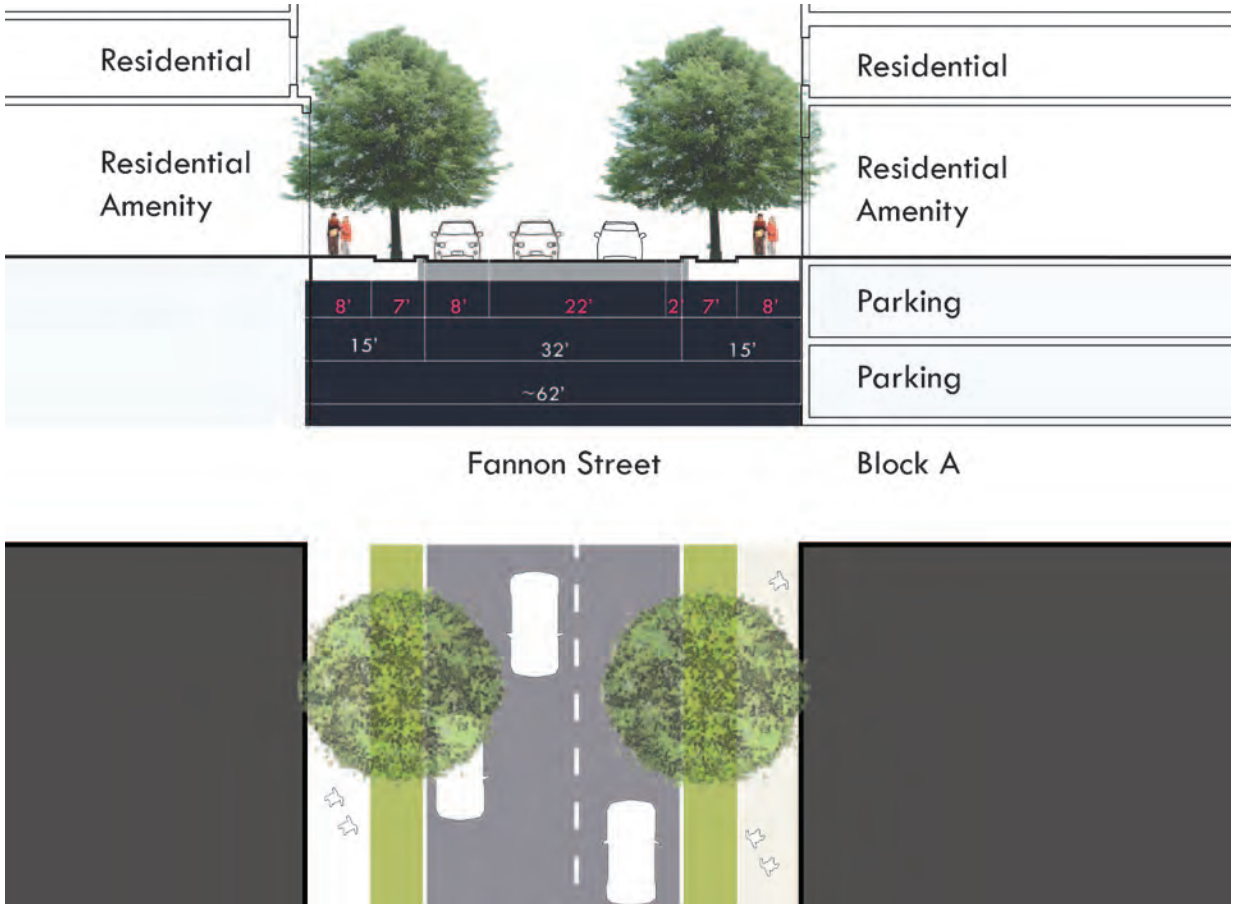
INTENT

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

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

FANNON STREET (WITH REDEVELOPMENT)

TYPOLOGY: MIXED USE BOULEVARD

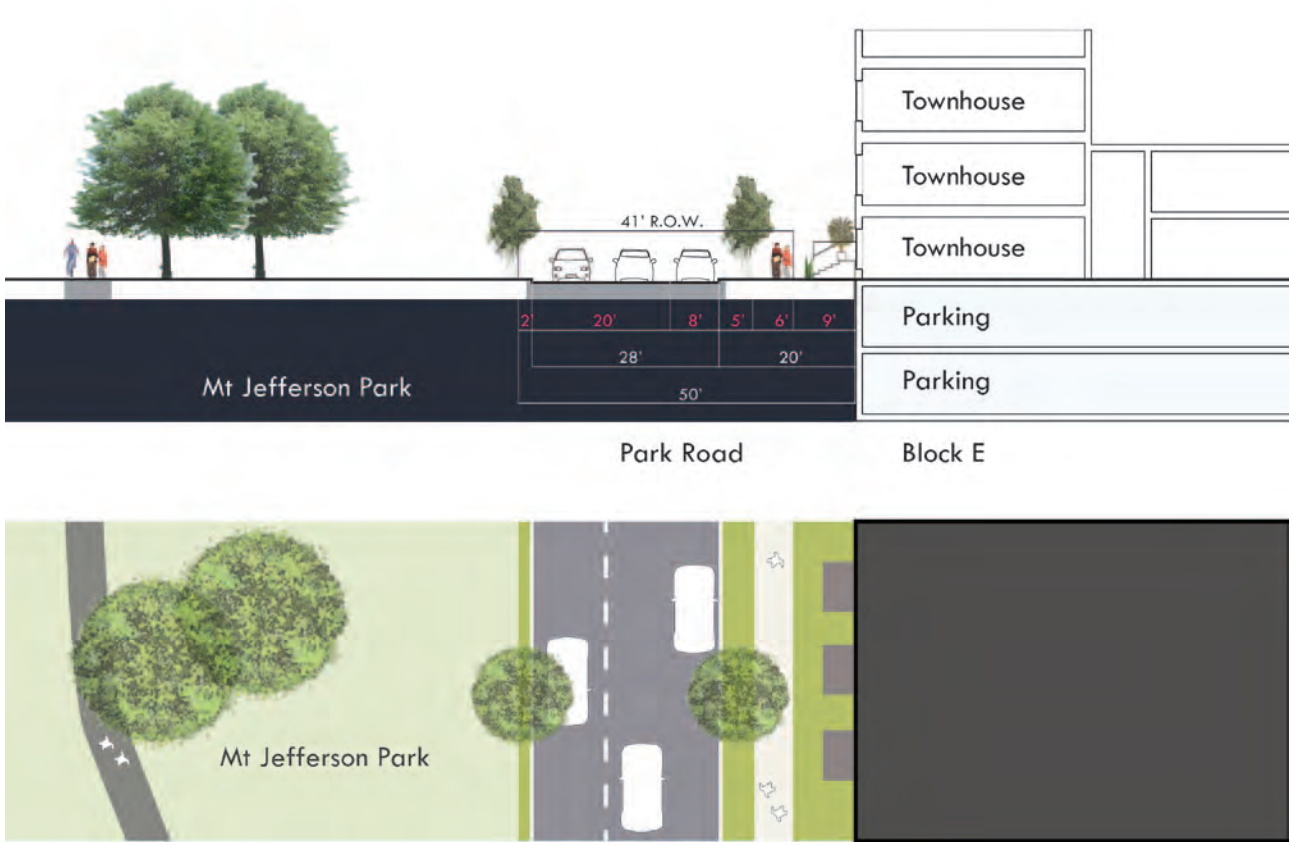


INTENT

The intent of this street is to serve as a predominantly residential street, which also provides pedestrian access to the Mount Jefferson Park. A 15 ft. wide sidewalk is required on each side of the street with redevelopment. The interim 6 ft. sidewalk that will be widened to 15 ft. when the adjoining buildings are redeveloped.

C. PARK ROAD

TYPOLOGY: PARK ROAD

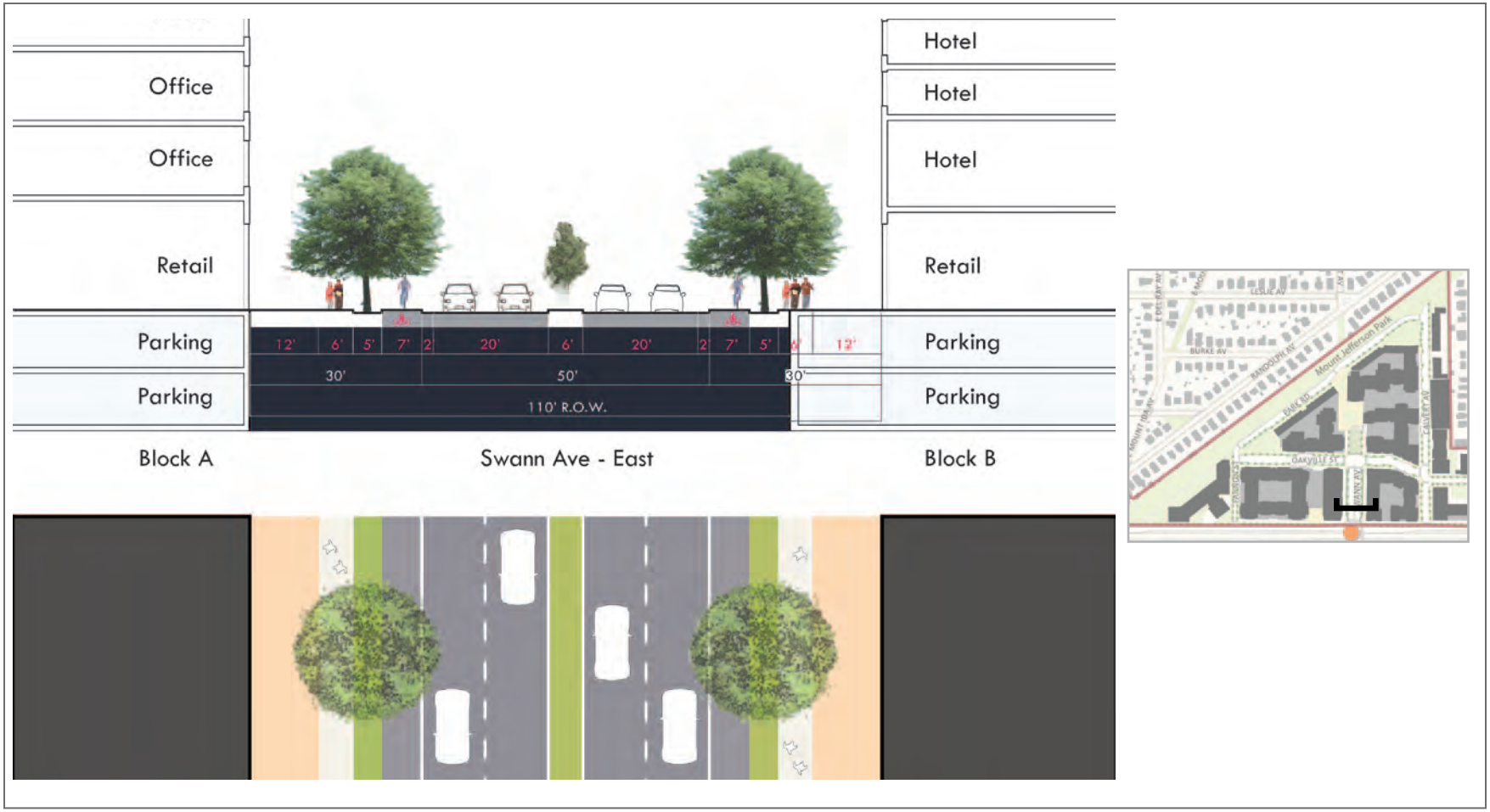


INTENT

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

D. SWANN AVENUE (EAST)

TYPOLOGY: MIXED USE BOULEVARD

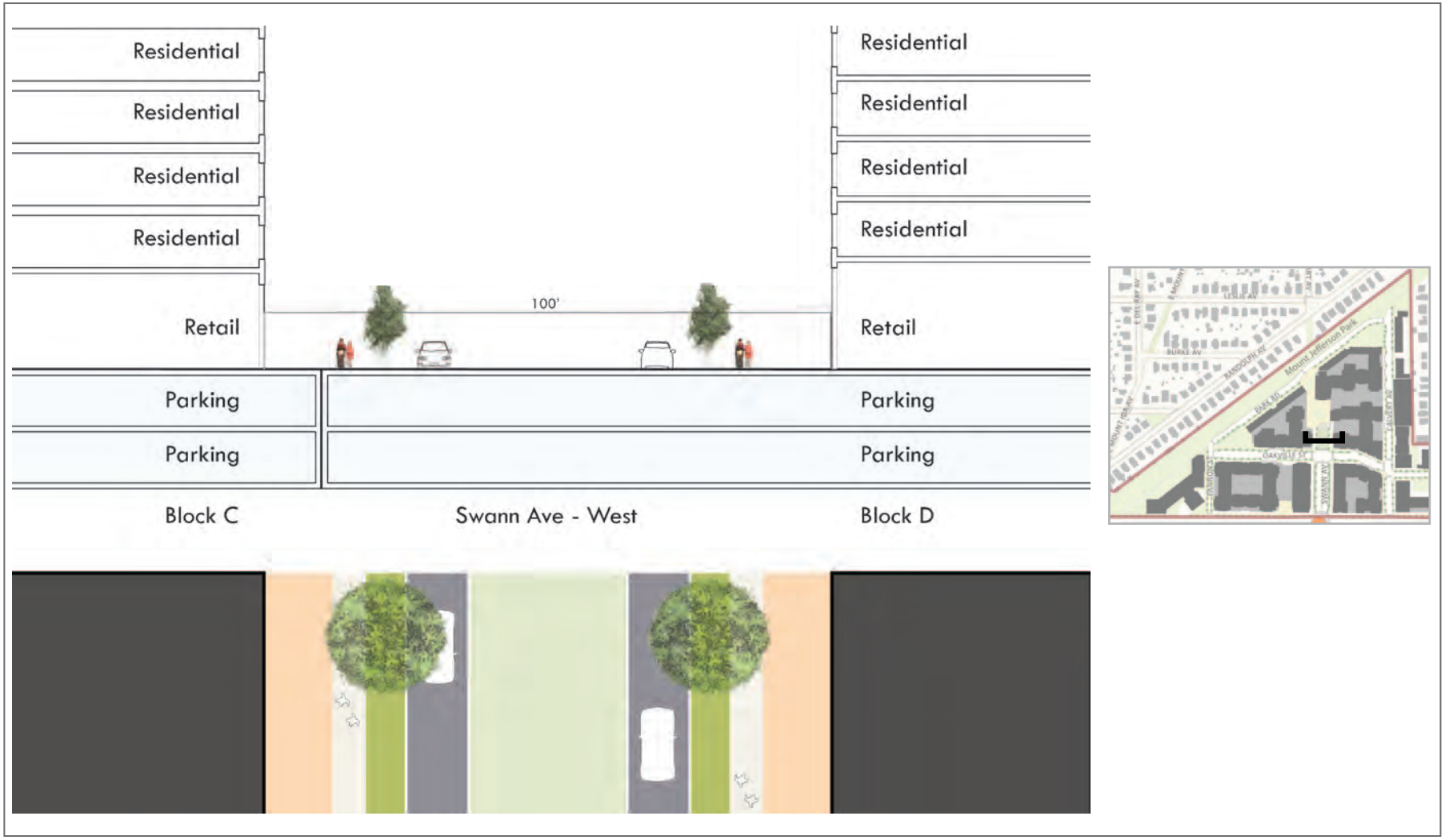


INTENT

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

SWANN AVENUE (WEST)

TYPOLOGY: SHARED STREET

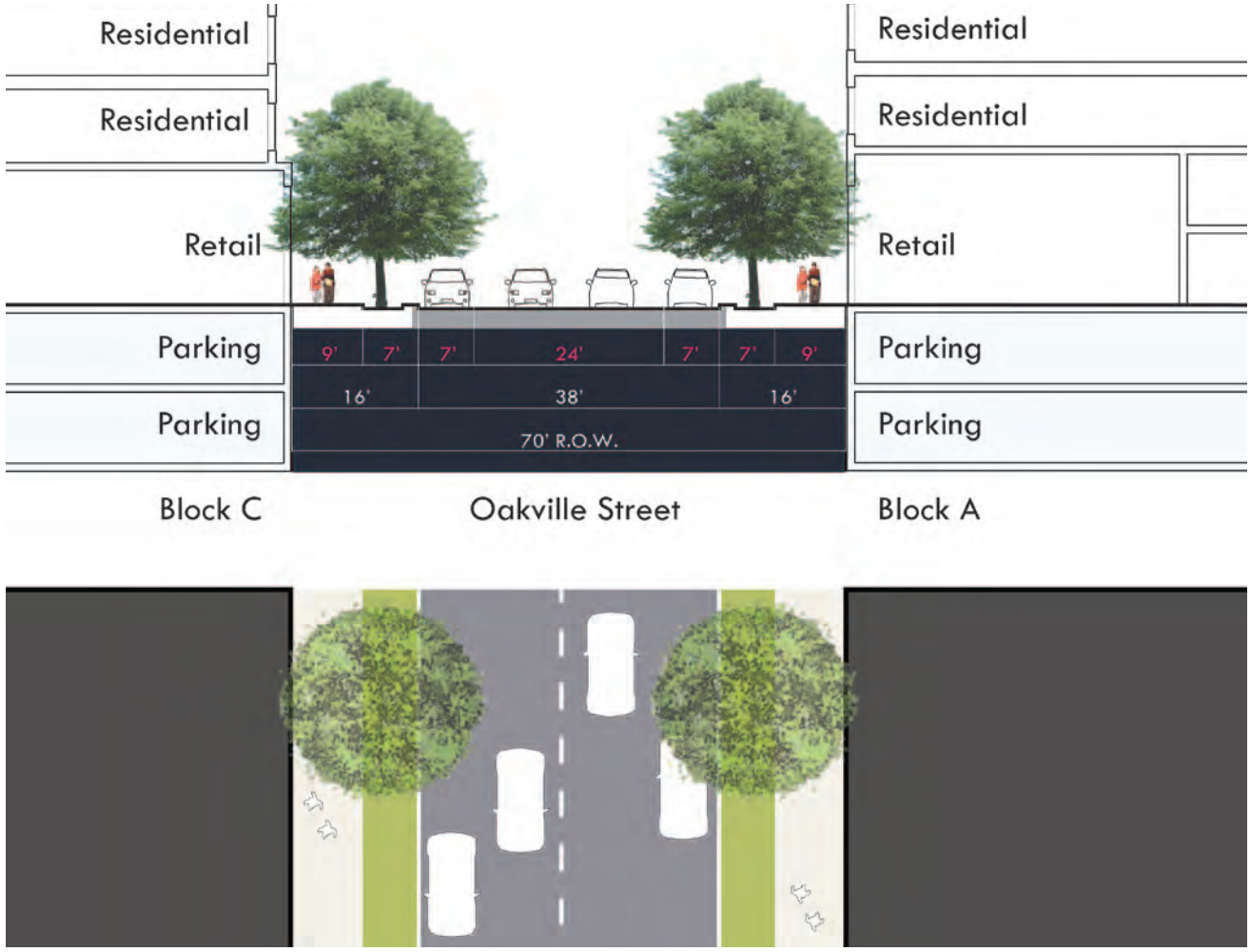


INTENT

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

E. OAKVILLE STREET (FANNON STREET TO CALVERT AVENUE)

TYPOLOGY: MIXED USE BOULEVARD

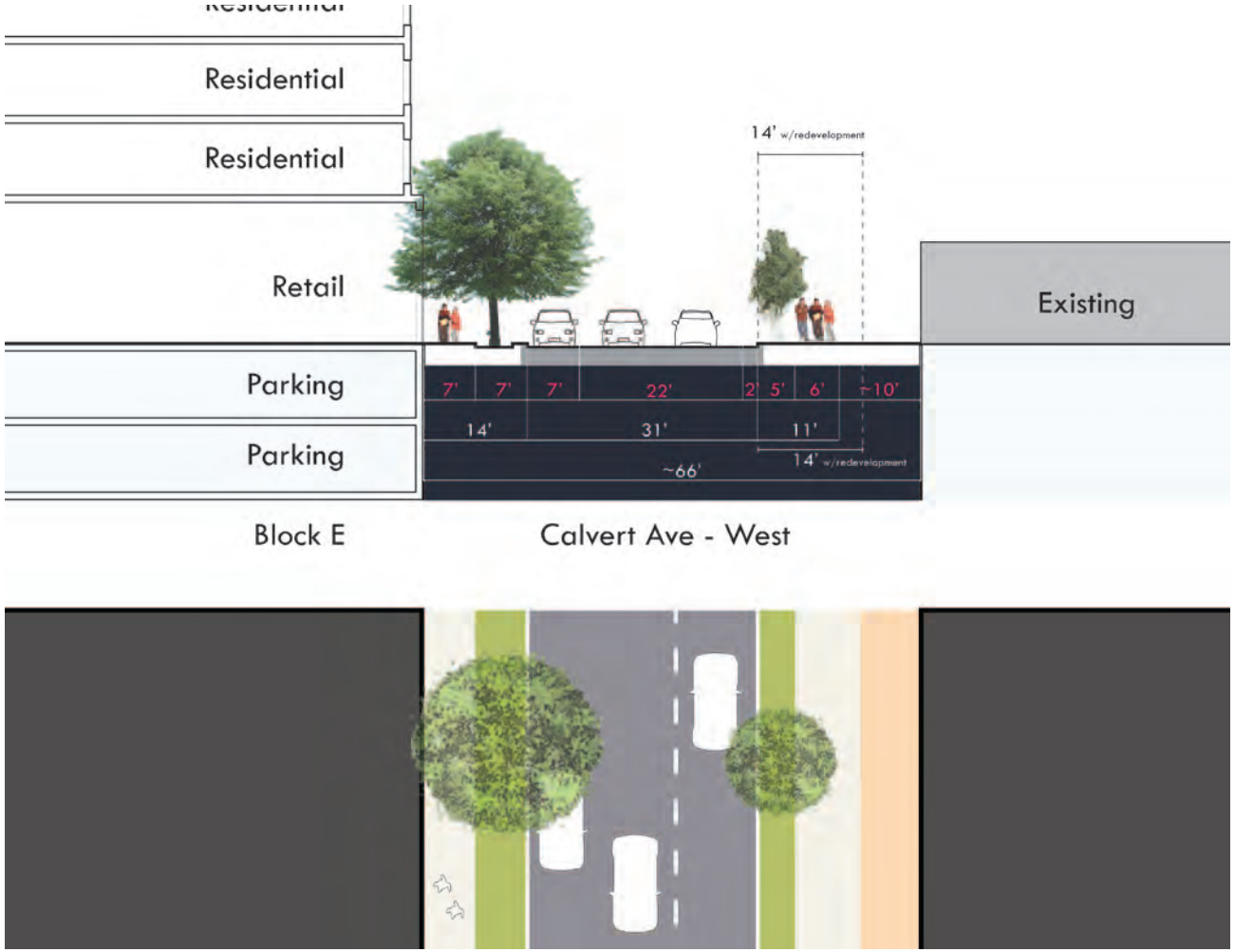


INTENT

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

F. CALVERT AVENUE (WEST - INTERIM)

TYPOLOGY: MAIN STREET

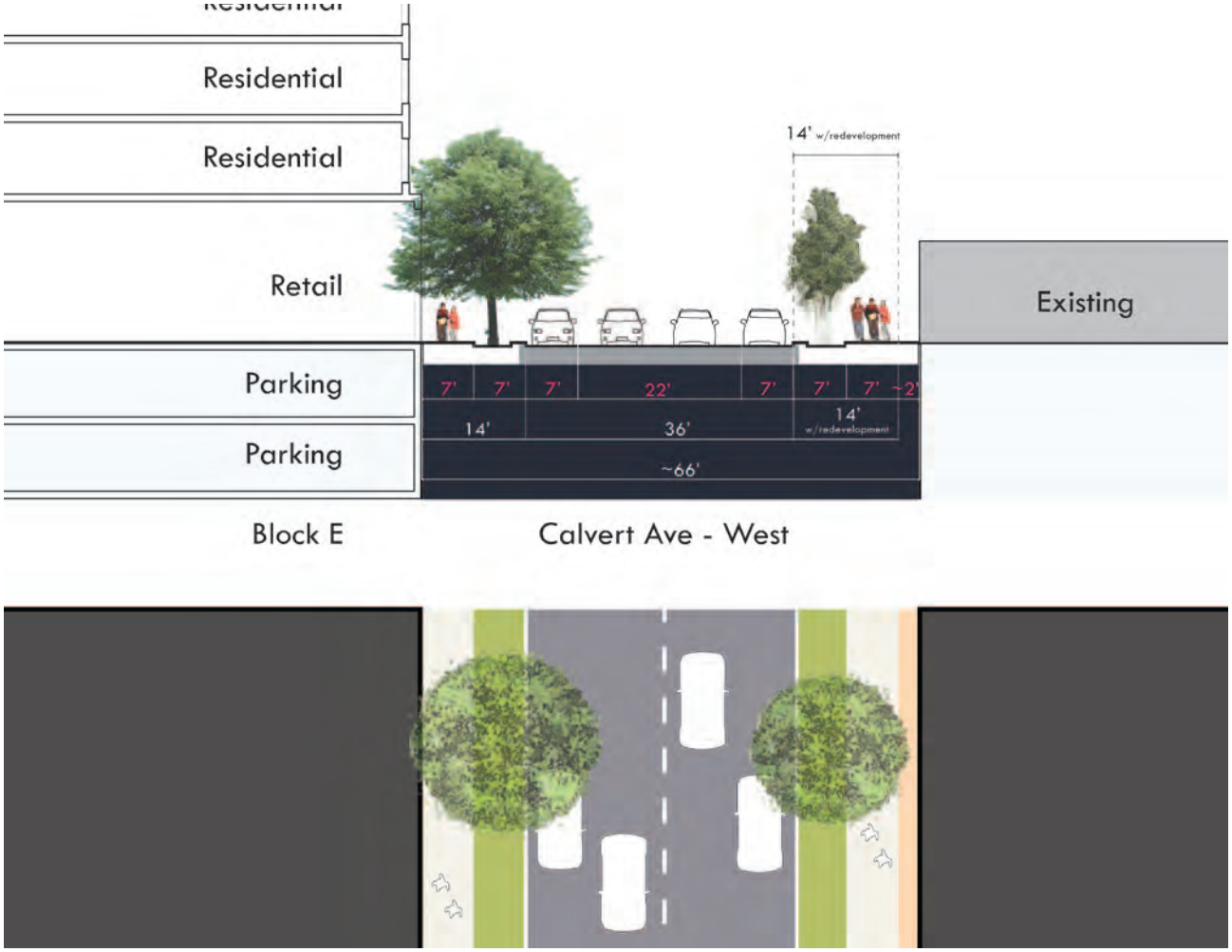


INTENT

This street is intended to be a more intimate street with parallel parking for portions of the street. An interim 11ft. sidewalk will be widened to 14 feet on the north side when the property redevelops.

CALVERT AVENUE (WEST - WITH REDEVELOPMENT)

TYPOLOGY: MAIN STREET

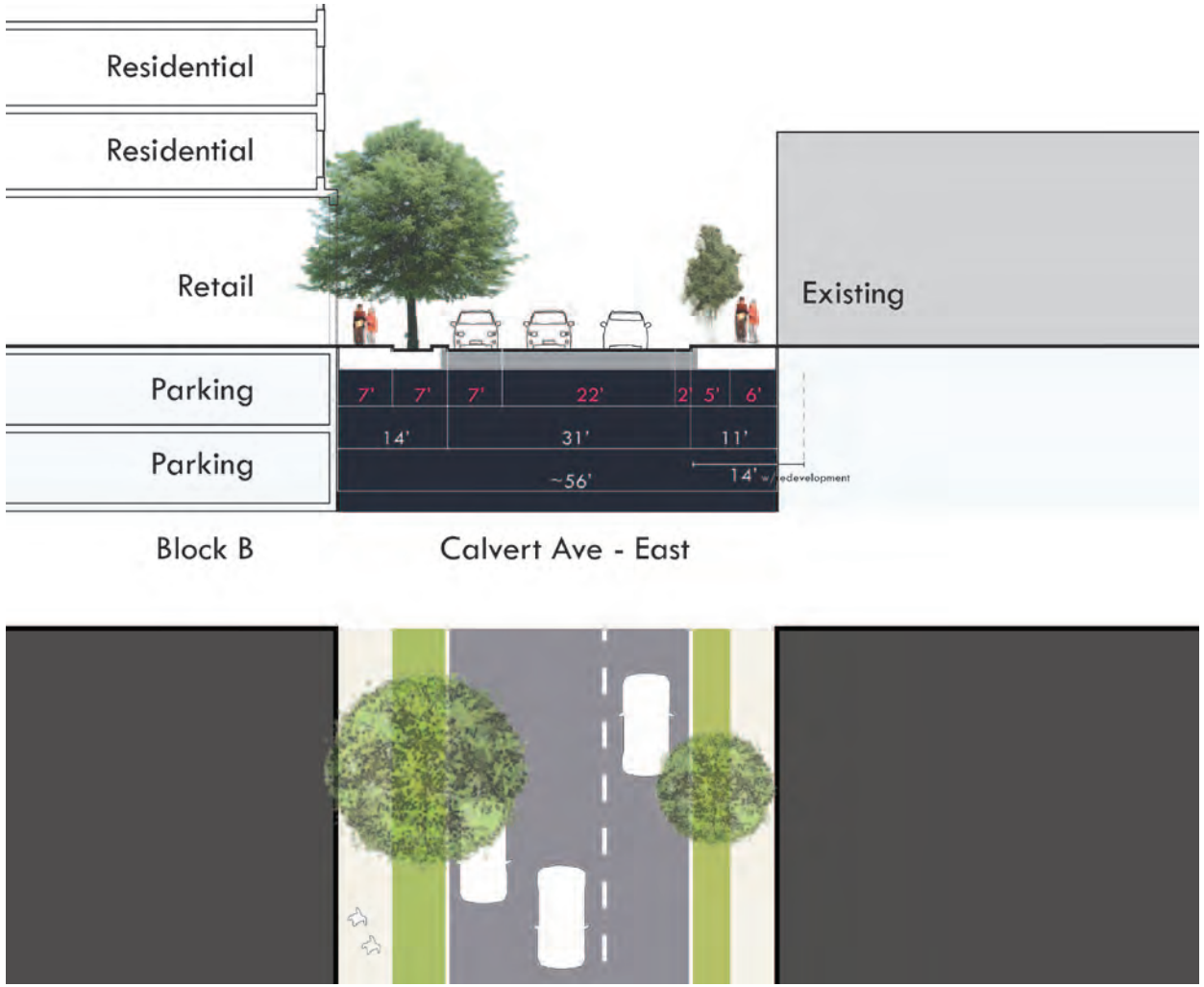


INTENT

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

CALVERT AVENUE (EAST)

TYPOLOGY: MIXED USE BOULEVARD

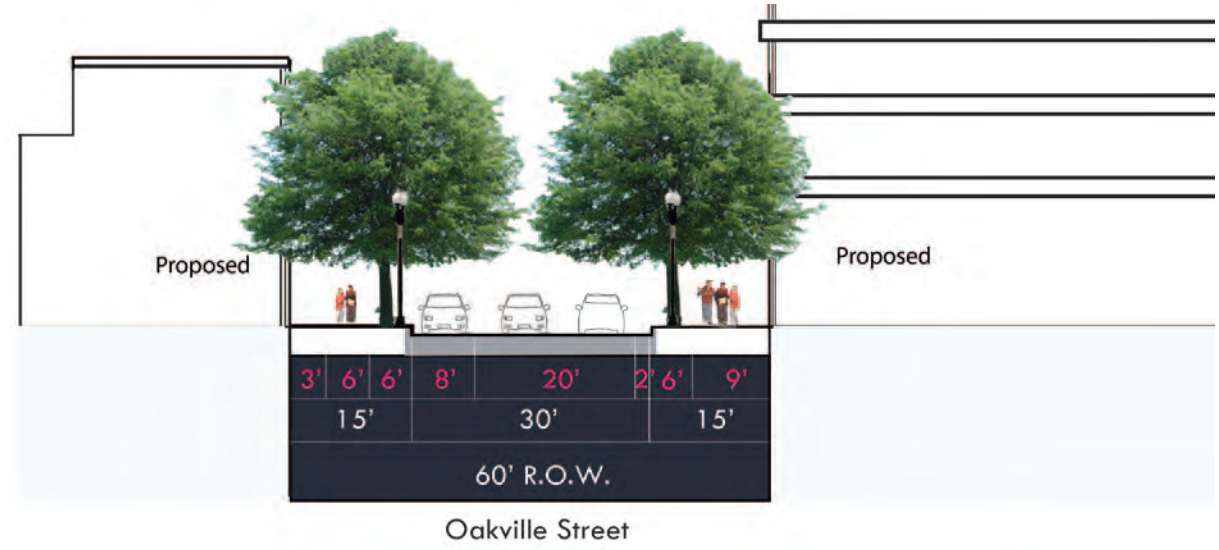


INTENT

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

G. OAKVILLE STREET (CALVERT AVENUE TO EAST GLEBE ROAD)

TYPOLOGY: MAIN STREET

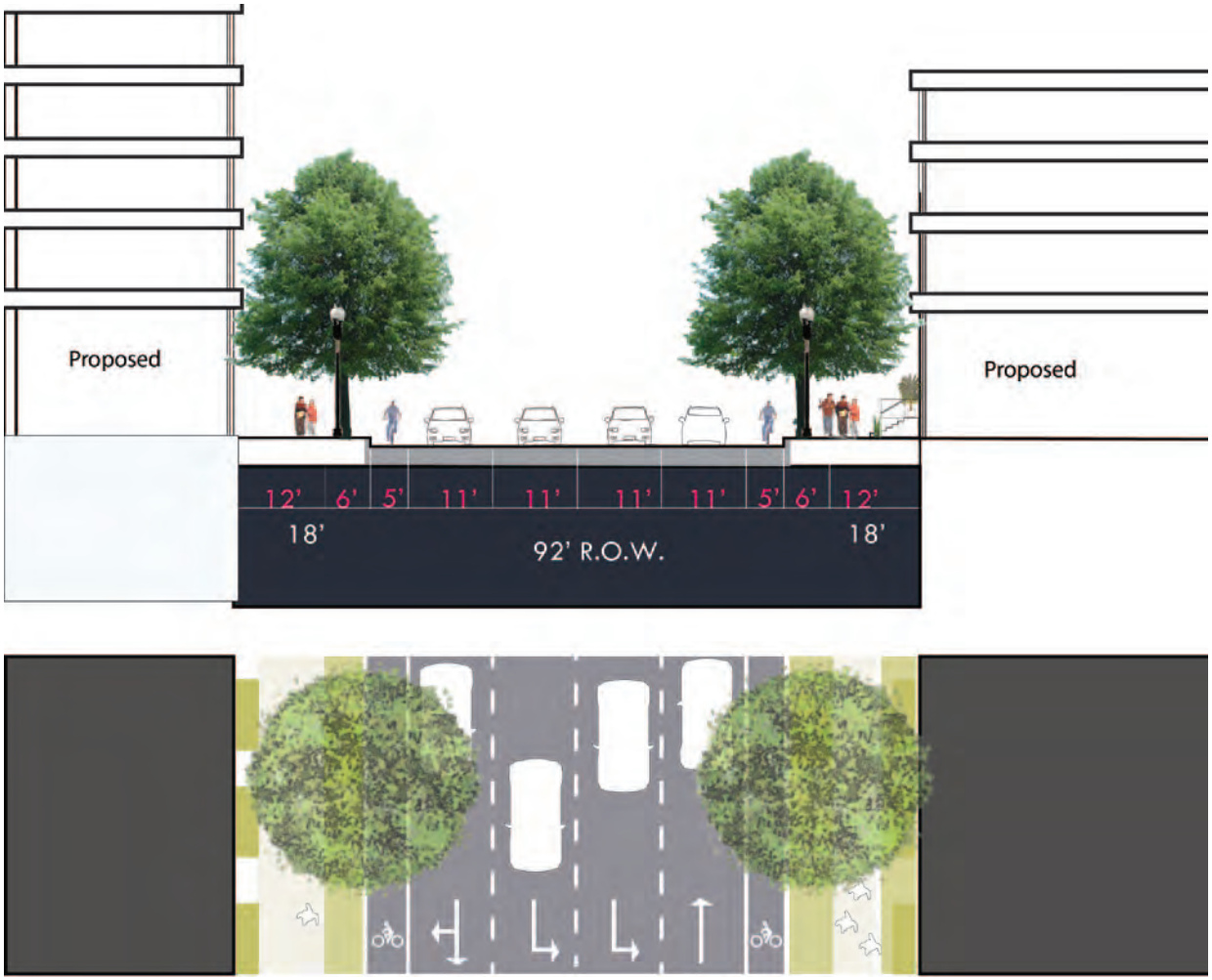


INTENT

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

H. EAST GLEBE ROAD INTERSECTION - RECONFIGURED

TYPOLOGY: NEIGHBORHOOD CONNECTOR



INTENT

This street is provides more lanes than the other streets due to the role of this street in the Plan area and the City. This cross-section is only intended for the portion of East Glebe Road within the Plan area. The remainder of East Glebe Road will not be reconfigured. The cross-section also provides on-street bike lanes for cyclists, and wider 18' sidewalks for pedestrians.

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SUMMARY OF RECOMMENDATIONS & DESIGN STANDARDS

PLAN RECOMMENDATIONS

1.1 Establish Design Standards and Guidelines to ensure new development is high quality and compatible with the adjoining neighborhoods.

1.2 Ensure that new development complies with the maximum and minimum height limits and appropriate building height transitions. (Figures 25, 26, and 27)

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

1.4 Require new development to provide ground level open space and be publicly accessible where feasible and rooftop amenity space within redevelopment sites as specified in Design Standards and Coordinated Development District (CDD) zoning for the Plan area.

1.5 Expand Ruby Tucker Park within the City's existing right-of-way on Lynhaven Drive.

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

1.7 Ensure high quality design and building materials. Encourage integration of the area's railroad and industrial heritage into new building, park and streetscape design, and encourage uses that will activate the streetscape.

1.8 Ensure that new buildings are designed as a collection of compatible but different buildings in scale, materials and architecture.

1.9 With redevelopment of sites on Route 1, require undergrounding of utilities and construction of a 25-foot streetscape. For the limited sites where this is potentially not feasible (see Figure 17), funding for these improvements will be part of the plan-wide public benefits package.

1.10 Concentrate taller building heights at the locations of transit stations at Swann Avenue/Route 1 and East Glebe Road/Route 1, subject to the standards for required height transitions to the adjoining neighborhoods as depicted in Figure 25 and 26.

1.11 A transportation network that includes a new street grid to distribute vehicular traffic, improve traffic flow, and improve pedestrian, bicycle and transit connectivity.

1.12 A new north-south road between Fannon Street and East Glebe Road (extension of Oakville Street).

1.13 A pedestrian and bike connection between Swann Avenue and Stewart Avenue to provide connectivity between the neighborhoods and the future Potomac Yard Metrorail station.

1.14 An improved pedestrian network that includes safe and accessible sidewalks along all streets within the plan area that connect to parks, retail, transit and trails.

1.15 Improvements to the Route 1/East Glebe Road intersection.

1.16 A new signal at the intersection of Route 1 and Montrose Avenue to improve east-west connectivity, to be coordinated with traffic calming improvements along Montrose Avenue and operational improvements at the intersection of Montrose Avenue at East Glebe Road/Ashby Street.

1.17 An additional signalized pedestrian crossing across Route 1 between East Custis Avenue and East Glebe Road to improve pedestrian access between Oakville Triangle and Del Ray/Lynhaven and the future Potomac Yard Metrorail station.

1.18 An improved bicycle network that includes bike lanes along Swann Avenue to connect Potomac Yard, the Mt. Jefferson Trail, and the Del Ray neighborhood.

1.19 Bicycle parking and opportunities for bike sharing.

1.20 Enhanced parking management, including performance parking, smart parking technology, and shared parking.

1.21 Transportation Management Plan (TMP) strategies such as a TMP District, transit incentives, vanpool and carpool sharing, car share, electric vehicle charging stations, and TMP monitoring.

1.22 Require a mix of land uses as depicted in Figure 24 and taller first floors where required. Parking, loading, refuse, and noise will be addressed in the design of the new buildings.

1.23 Consistent with the policies and goals of the Housing Master Plan, encourage the inclusion of on-site affordable rental and home-owner housing opportunities and voluntary contributions to the Affordable Housing Trust Fund with each redevelopment in the Plan area.

1.24 Ensure a minimum of 65 affordable units within the Oakville Triangle site.

1.25 Explore the provision of potential ARHA replacement units in the Plan area.

1.26 Encourage universal design to allow residents to age-in-place.

1.27 Encourage a variety of housing types within the Plan area.

GENERAL DESIGN GUIDELINES & STANDARDS

GENERAL STANDARDS

2.1 Projects are required to comply with all applicable Design Standards herein, and comply with the applicable approvals, zoning requirements, and existing City Plans and policies, such as the Complete Street Design Guidelines, Green Building Policy, Housing Master Plan, etc.

2.2 Provide taller building height adjacent to the transit stops along Route 1 and in close proximity to the Potomac Yard Metrorail station.

2.3 Improve and enhance the Route 1 frontage by locating the utilities below grade and providing a 25 ft. setback-streetscape for the buildings adjacent to Route 1.

OPEN SPACE

2.4 Improve Mount Jefferson Park consistent with the Plan approved by the Parks and Recreation and Planning Commissions including the at-grade trail extension at the southern end of the Park.

2.5 Provide a central public urban plaza within Oakville Triangle that includes usable amenities that help to meet the recreational needs of new residents.

2.6 Provide three new ground level public green spaces adjacent to Mount Jefferson Park.

2.7 Expand the existing Ruby Tucker Park.

STREETS

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

2.9 Provide a hierarchy of streets.

2.10 Provide on-street parallel parking where feasible for the new streets (excluding Route 1).

2.11 New streets are designed to be low speed, local serving, pedestrian-oriented to encourage bicycle and transit use.

2.12 New streets should accommodate stormwater management.

2.13 Where possible, new streets should include safe, separate, lanes for bicycle traffic.

PUBLIC REALM

2.14 Create pedestrian-oriented streetscapes.

2.15 Incorporate the provision of safe, efficient, and convenient pedestrian and bicycle circulation systems that connect neighborhoods, transit, and open spaces.

2.16 Provide careful attention to sidewalk design and detailing to support the walkability and sustainability of the Plan area.

BUILDINGS

2.17 Create an urban building scale and relationship between buildings, streets and open spaces that ensure and maximize walkability, create compact development and maximize the use of transit.

2.18 Create a variety of building massing (footprint and height) for the townhouses, multi-family, office and hotel uses.

2.19 Provide appropriate transitions to the existing single-family homes and townhouses to the west of the Plan area through scale transitions, setbacks and landscape buffers.

2.20 Select appropriate building materials, textures, façades, and treatments to establish a high quality urban environment.

PLAN FRAMEWORK

FRAMEWORK STREETS STANDARDS

4.1 The intersection of Glebe Road and Route 1 will need to be reconfigured as generally depicted within the attached cross-sections. The timing and phasing of the improvements will be established as part of the CDD zoning for the Plan area.

4.2 A hierarchy of streets, as depicted in Figure 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. To the extent possible, curb cuts should be aligned with curb cuts on the opposite 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.

FUELING/CHARGING STATION 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. Canopy lighting shall be designed to minimize impact/ visibility from adjoining neighborhoods.

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 building, environmental, and zoning requirements and the CDD zoning(s) for the Plan area.

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

4.17 The Ruby Tucker Park shall be expanded by ± 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. Roof-top amenity space is strongly encouraged.

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

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

4.21 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. Pedestrians-only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

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 walls 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 designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation, and that provide natural pest control.

4.30 Rooftop amenity space areas on buildings in close proximity to the adjoining neighborhoods will need to be designed in a compatible manner to prevent adverse affects of noise and light.

GATEWAY ELEMENTS/SIGNATURE FACADES STANDARDS

4.31 Gateway elements and signature facades shall be provided at locations as depicted in Figure 30.

4.32 Gateway elements and signature facades shall be proportional to the size and scale of the building.

4.33 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.

4.34 Signature façades shall be designed to reflect their visually prominent location.

4.35 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.

BIKE AND PEDESTRIAN NETWORK STANDARDS

4.36 The bike and pedestrian network as generally depicted in Figure 31 shall be implemented as part of the redevelopment within the Plan area.

4.37 A signalized pedestrian only crossing shall be provided as generally depicted in Figure 31.

4.38 The bike and pedestrian areas will be implemented consistent with the 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. Where the building streetwall is taller than the minimum, pedestrian elements such as cornice and color shall be provided to ensure pedestrian scale buildings.

5.2 The streetwall shall be parallel to the street and at a minimum height as required herein. The streetwall shall be parallel to the street and at a minimum height as required herein. The streetwall for each block frontage shall be a minimum of 75% for residential, office and hotel. For residential buildings where courtyards are provided, the streetwall shall be a minimum of 50%. A courtyard shall be limited to a maximum of 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 maximum 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 HEIGHTS - VARIETY STANDARDS

5.5 Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 25% of the building footprint below the maximum provided height. (Figure 33) The specific allocation of the 25% shall be determined as part of the development review process. Building Breaks provided shall count toward the minimum requirement of this section. Office and hotel building shall provide a variety of height which shall be determined through the development review process.

5.6 For townhouses and 2/2 stacked townhouses a variety of heights shall be provided within each row of townhouses. The difference in height shall be a minimum of one level (story) variation between the townhouses. This can be achieved through variation in roof form, setbacks and height and the amount of variation shall be determined as part of the development review process.

5.7 Some buildings, at locations as depicted in Figure 30, where gateway elements are required may be permitted to exceed the maximum height by one full level (story), in an amount not to exceed 3,000 sq. ft. The locations shall be limited to locations depicted in Figure 30 - Gateway Elements.

BUILDING MASSING STANDARDS

5.8a At least 30% of the multi-family building perimeter must be setback between 8-10 feet at the building face on at least 2 facades. Stepbacks may occur at the ground floor or above the streetwall where retail and/or maker space is provided on the ground floor.

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

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

BUILDING TRANSITION STANDARDS

I. TOWNHOUSES

5.10 A - Where townhouses in the Plan area are adjacent to existing homes, the new townhouse shall be no more than 15 feet taller than the existing homes. More than one unit of the townhouses may be required to comply with this requirement if deemed necessary as part of the development review process.

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

5.12 C - Where new townhouses are constructed on new streets, they shall generally be oriented to face the existing streets, where feasible.

5.13 B - Townhouses shall provide a side yard setback a minimum of 15 feet or a 1:3 floor to height ratio 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 F- 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. For lots less than 75 feet deep, a minimum buffer of 3' shall be provided. A fence or wall may be required within the landscape buffer or setback as part of the development review process.

II. MULTI-FAMILY (BUILDING TRANSITIONS)

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

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

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

BUILDING TYPE STANDARDS

I. TOWNHOUSES

1. Parking

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

5.19 Permanent surface parking lots are prohibited.

2. Streetscape Level – First Level

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

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

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

5.23 Each ground floor residential unit must have an individual entry door directly from the adjoining street. Mews units and configuration is prohibited.

5.24 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.

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

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

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

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

3. Building Character and Materials

5.29 Upper floor exterior terraces or balconies are permitted at the rear facade of the building. These may also be permitted on the front facade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.

5.30 Units shall be architecturally differentiated through the use of color and materials within each block. This is not intended to require variety for each unit, but rather within each group of townhouses.

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

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

- Brick, glass, stone, wood, precast and/or metal
- Stone, cast stone, metal or similar durable materials for trim
- Fiber cement siding and panels (or comparable) may be provided at limited locations.
- Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding and any material not outlined above.

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

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

4. Building Massing

5.35 Each townhouse shall comply with the maximum height (Figure 26), minimum height (Figure 27), and the required height transitions (Figures 25, 36, 37).

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

5. Building Fenestration

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

5.37 At least 25% of the each facade adjacent to a street or open space shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. The use of dark or mirrored glass is not permitted. A higher percentage is encouraged where feasible

5.38 Buildings shall generally provide a vertical fenestration pattern.

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

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

II. MULTI-FAMILY BUILDINGS

1. Parking

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

5.42 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

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

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

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

5.46 Individual and functional entries and "townhouse-scale" elements are required for the multi-family buildings at 20 to 30 ft. intervals, where ground floor commercial, retail uses or maker spaces are not provided.

3. Building Break

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

a. Where retail-commercial use is provided or required on the ground floor the building break is required above the first floor retail-commercial use.

b. There may be a connector between the building break.

c. As part of the development review process, a building break may not be required if a level of façade variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials.

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

4. Building Character and Materials

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

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

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

- Brick, glass, stone, wood, precast and/or metal
- Stone, cast stone, metal or similar durable materials for trim
- Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building facade visible from the public right-of-way or public park.
- Prohibited materials include synthetic stucco, regular ground or split face CMU, and any masonry units with an expressed size of 8" x 16" and vinyl siding.

5.51 HVAC and mechanical equipment shall be integrated into the overall building design and not be visible from an adjoining street and/or park. Wall units or vents shall be prohibited, unless recessed within a balcony or shall be integrated with the design of the building.

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

5.53 The solid to void ratio shall consist of a minimum of 30% void for each building which shall exclude ground floor commercial-retail areas where provided.

5.54 Buildings shall generally provide a vertical fenestration pattern.

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

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

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

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

5. Building Fenestration

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

III. OFFICE AND HOTEL BUILDINGS

1. Parking

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

5.61 Permanent surface parking lot(s) are prohibited.

2. Streetscape Level – First Level

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

3. Building Character and Materials

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

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

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

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

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

5.67 The solid to void ratio shall consist of a minimum of 30% void for hotel buildings and 40% void for office buildings and may include spandrels.

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

5.69 Buildings shall generally provide a vertical fenestration pattern.

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

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

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

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

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

PORCH STANDARDS

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

5.75 Front porches shall be provided for a minimum of 50% of all new townhouses constructed as part of each project. Front porches shall remain open, not closed.

5.76 Where porches are provided for multi-family buildings, the porches shall comply with the applicable requirements herein. Front porches shall remain open, not closed.

5.77 If provided, second floor balconies shall have a minimum depth of three feet and a minimum underside clearance of 8 feet. Exceptions shall include Juliette balconies.

5.78 Although not required for multi-family buildings, porches or stoops are encouraged.

5.79 The material of the porch shall be compatible with the design of the building. Materials shall be wood and/or metal.

5.80 New porches shall comply with the requirements of Figure 39A.

BUILDING ENTRY STANDARDS

5.81 Building entrances shall be given prominence on the street frontage, sized and scaled appropriately for the scale of the building and have a change in material, wall plane, and/or color.

5.82 The primary pedestrian entrance shall front the adjoining street.

5.83 Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment should emphasize the primary entrance.

5.84 Differentiate architecturally between residential and commercial entrances in mixed-use buildings.

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

5.86 Unless ground floor retail is provided, buildings that have frontage on more than one street shall provide their primary entry based upon street hierarchy (ex: primary entry provided on "A" street vs. "B" street) and secondary entrances on the remaining streets. Corner entrances are permitted.

5.87 For required retail frontages, the width of residential and/or office lobbies shall be the minimum necessary.

5.88 Encourage the provision of entrances to retail, residential and other active ground level uses generally every 20 to 75 ft. along the street frontage.

5.89 Explore the provision of as many entries as possible at the street frontages.

5.90 For residential frontages, the frequency of the entries must relate to the size of the unit fronting the street, and shall occur on average every 20 to 30 feet along public rights-of-way. Two entries may be ganged together.

BUILDING ROOF STANDARDS

5.91 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.

5.92 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.

5.93 Sloped roofs shall be metal, slate, tile, or other comparable high quality material.

WALLS/FENCES STANDARDS

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

5.95 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

5.96 Materials for fences shall be decorative metal or wood.

PUBLIC REALM - STREETSCAPE STANDARDS

1. Sidewalks

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

2. Street Trees

5.98 Refer to Complete Streets Guidelines.

3. Street Furniture

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

Benches

5.100 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. Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96 or similar as approved by the City of Alexandria. Bench seats shall be yellow cedar and the metal frames shall have a standard black, powdercoat finish. A minimum of two benches shall be provided for each block in appropriate locations based on the specific ground floor use and the location of bus stops and public open space.

Bike racks

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

Trash/Recycling Receptacles

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

4. Lighting

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

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

5.105 All street lights shall be placed to avoid conflict with street trees.

5.106 All street lights shall be designed to minimize light spillover. Where located next to residential uses, street lights should include house-side shields as needed to prevent lighting from directly entering residential windows.

REAR OR BUILDINGS - ALLEYS STANDARDS

5.107 Use same material on rear facades as the front and side of townhouses.

5.108 Paving material should be designed for durability. Explore changing paving materials, colors in alleys to minimize visual expanse the asphalt paving of the alley

5.109 Add elements such as porches and bays where feasible to soften the rear facades and alleys.

5.110 Add landscaping and trees to minimize the visual impact to the adjoining homes.

GROUND FLOOR USES

RESIDENTIAL USES AT GRADE STANDARDS

6.1 Residential buildings shall provide a front setback of 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar elements.

6.2 Ground floor levels for all residential uses shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired.

6.3 For multi-family buildings (where ground floor commercial space is not provided) individual and functional entries shall be provided at 20-30 ft. intervals.

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

RETAIL USE AND RETAIL STOREFRONT STANDARDS

6.5 The retail frontages shall be designed to create a comfortable yet highly animated pedestrian environment utilizing a rhythm of multiple retail frontages architecturally articulated through materials, colors, numerous entrances, display windows, canopies and signage.

6.6 Building materials shall be high-quality and contribute to a human-scaled public realm. Blank walls shall be prohibited.

6.7 To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal façade to accentuate individual storefronts and denote a smaller increment of building bays.

6.8 For retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Standards, and is approved by the Director of P&Z.

6.9 Corner retail storefronts shall extend at least 40 ft. along the side street and/or park-open space, and shall also be expressed in the architecture.

6.10 The design of the storefront shall be appropriate to the scale and architectural design of the building.

6.11 The design and construction materials of the ground-level storefronts shall be appropriate for a retail street, to help contribute to an active pedestrian-oriented street. These shall include: how the storefront fits into the architecture of the buildings; relationship to varying grades along the storefronts, and the flexibility to adjust store entries; visibility of storefronts (including clear glass); sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and the design, materials and colors of awnings or canopies to protect pedestrians and windows.

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

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

MAKER SPACE STANDARDS

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

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

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

6.17 Signage shall comply with the applicable signage provisions herein.

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

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

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

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

SIGNAGE

RETAIL USE AND MAKER USE SIGNAGE STANDARDS

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

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

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

7.4 Retail, residential, hotel and office signs shall be limited to a maximum height of 20 ft. above the grade of the adjoining sidewalk. The Director of P&Z may permit hotel signage above 20 ft. above the grade of the adjoining sidewalk provided that the illumination does not have an adverse impact on adjoining residential uses or. However, in no case shall signage exceed 50 ft. above the grade of the adjoining sidewalk. The intent is to minimize visibility from adjoining neighborhoods and Mount Jefferson Park. Signage may be permitted to exceed 50 ft. on Route 1, if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit.

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

7.6 Projecting signs are required for each retail use and shall be appropriately sized and proportional to the building and/or storefront. Signs projecting over the sidewalk shall be a minimum of 8 ft. above the sidewalk. Projecting signs may be internally illuminated if approved by the Director of P&Z. Externally illuminated projecting signs shall have lighting fixtures that are complementary and integrated into the storefront design.

7.7 Retail tenants may incorporate window graphics; however, at no time shall the window graphics exceed 20% of the window area. The Director of P&Z may approve a maximum up to 40% if the design is consistent with the intent of the Standards.

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

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

7.10 Tenants shall be allowed a maximum of 1 sq. ft. of sign area per linear foot of tenant storefront or 50 sq. ft. of signage, whichever is greater. For purposes of calculating sign area, building frontage shall be limited to frontage on a public street.

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

7.12 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.

7.13 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.

7.14 Window graphics at no time shall the window graphics exceed 20% of the window area.

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

7.16 A-Frame and similar signage shall comply with the findings of the Ad hoc Workgroup on A-Frame Signs and applicable City requirements and policies.

AWNINGS SIGNS AND BANNERS (RETAIL AND MAKER SPACES)

7.17 Awnings, when projecting from the building face, shall allow a clearance of 9 ft. from the grade of the adjoining sidewalk.

7.18 Fixed lightweight metal and glass structures are acceptable.

7.19 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.

7.20 Banners for specific community-oriented events, such as festivals or holidays, may be approved for a defined period of time at the discretion of the Director of P&Z. Banners for seasonal or recurring events may be installed on a regular basis if so approved by the Director of P&Z. The banners shall be maintained in good condition. Maintenance of the banners shall be the sole responsibility of the retail tenants and property owners.

RESIDENTIAL (MULTI-FAMILY BUILDINGS)

7.21 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 50 feet above the grade of the adjoining sidewalk. Signage taller than 50 feet may be permitted if approved by the Planning Commission and City Council as part of a Coordinated Sign Special Use Permit. The size of the signs shall be limited to 50 sq. ft.

MATERIALS – CONSTRUCTION (ALL SIGNS)

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

7.23 Materials shall be durable natural materials such as cast, polished or painted metal; glazed and ceramic tile; etched, cut or stained glass; cast stone and carved natural stone.

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

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

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

ILLUMINATION- LIGHTING

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

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

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

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

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

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

PARKING SIGNS

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

PROHIBITED SIGNS – FOR ALL USES AND BUILDING TYPES

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

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

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

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

7.38 Freestanding signs, other than traffic/directional and wayfinding signs and A-frame signs, shall be prohibited.

7.39 All banners relating to commercial promotions, leasing, hiring or advertising shall be prohibited.

7.40 Vinyl or plastic awnings, translucent acrylic or comparable shall be prohibited.

7.41 Building signage on the western portions of the proposed buildings or visible from Del Ray and/or Lynhaven shall be prohibited.

PROCESSING – REVIEW

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

7.43 Each sign(s) shall require a separate sign permit.

7.44 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.

STREETS

STREET CROSS-SECTION STANDARDS

8.1 All new streets within the Plan area shall be consistent with the attached street cross-sections.

8.2 As part of the development review process, all utilities for new and existing streets shall be located below grade. Accommodation for transformers and vaults shall be identified as during the preliminary development review process.

OAKVILLE TRIANGLE & ROUTE 1 CORRIDOR

City of Alexandria, VA